CITY OF BEACON, NEW YORK

ONE MUNICIPAL PLAZA

BEACON, NY 12508

Mayor Randy Casale

Councilmember Lee Kyriacou, At Large

Councilmember George Mansfield, At Large

Councilmember Terry Nelson, Ward 1

Councilmember John E. Rembert, Ward 2

Councilmember Jodi M. McCredo, Ward 3

Councilmember Amber J. Grant, Ward 4

City Administrator Anthony Ruggiero

City Council Workshop Agenda
April 9, 2018
7:00 PM

Workshop Agenda Items:

1. Capital Plan
2. Opinion of Counsel, NYS Department of Taxation & Finance Condominium Assessments
3. Comprehensive Water Supply Plan https://lbgweb.sharefile.com/share/view/sff4f39cf39d4fea8
4. Moratorium on Development
5. Central Main Street/Comprehensive Plan/Zoning Map
6. Calculation of Lot Area per DU
7. Rosenethe Extension Request
8. Edgewater special use permit
9. Short-term Rentals
10. Sludge Cake Contract
11. 1181 North Avenue

Executive Session:

1. Executive Session: Sale of Real Property
2. Executive Session: Personnel

City of Beacon Workshop Agenda
4/9/2018

Title:

Capital Plan

Subject:

Background:

ATTACHMENTS:

Description	Type
Capital Plan_April 2017	Backup Material
Capital Plan 2018	Backup Material

2017 PROPOSED NEW PROJECTS	FUNDING SOURCES											
Adopted 04.17.2017												
	TOTAL	GENERAL	STATUS	GENERAL	WATER	WATER	SEWER	SEWER		OTHER	REC	TOTAL
	COST	FUND BALANCE		FUND DEBT	FUND BALANCE	FUND DEBT	FUND BALANCE	FUND DEBT	CDBG	GRANTS	TRUST	COST
PUBLIC BUILDINGS												
Design and Construction Documents of New Firehouse	575,000	325,000								250,000		575,000
Tompkins Hose Boiler	35,000	35,000	Complete									35,000
Municipal Building Access Control System	52,722	52,722	Complete									52,722
Memorial Building Exterior Painting	32,520	32,520	In Process									32,520
Municipal Center Exterior Signage System	13,000	13,000	Complete									13,000
Municipal Center Landscaping and Exterior Work	30,000	30,000	Complete									30,000
PARK												-
South Avenue Fence and Retaining Wall	37,000	37,000	Complete									37,000
Memorial - basketball court resurfacing	40,000	40,000	Complete									40,000
Riverfront Park 20x30 Pavilion & Pad	30,000	30,000	In Process									30,000
USC 20x30 Pavilion & Pad	30,000	30,000										30,000
USC Pool Building	350,000	350,000	In Process									350,000
HIGHWAY EQUIPMENT												-
Animal Warden Van	25,000	25,000	Complete									25,000
Replace 2003 #031 1-ton dump truck w/ plow	59,000	-	Complete							59,000		59,000
Replace 2003 #030 1-ton dump truck w/ plow	59,000	-	Complete							59,000		59,000
Replace 2002 #032 Pick up truck w/ lift gate & extended cab	50,000	50,000	Complete									50,000
Replace 1993 #932 dump plow sander	275,000	175,000	Complete							100,000		275,000
ROAD RECONSTRUCTION												-
Phillips Street (9D to Kristy), Engineering	79,250	79,250	Complete									79,250
Kristy Drive (Drainage - Slip Line) Engineering	15,000	15,000	Complete									15,000
Kristy Drive (Drainage - Slip Line), Construction	335,000	335,000	Complete									335,000
Bridge St. Bridge Structural Engineering Report	9,270	1,854	In Process							7,416		9,270
SIDEWALKS												-
South Avenue (Commerce to Rombout), replacement, both sides - Survey & Engineering	37,600	-	In Process							37,600		37,600
POLICE												-
Downtown Cameras	65,000	65,000	In Process									65,000
WATER DEPARTMENT												-
Phillips Street (Wolcott to Kristy) Survey, Engineering	17,300				17,300							17,300
Cherry Street Surveying, Engineering	7,500				7,500							7,500
Upgrade "SCADA" system & Telemetry	325,000		Complete		325,000							325,000
Rehab Fairview Tank - Surveying & Engineering	65,000				65,000							65,000
6 kw Light Tower Generator Trailer Mounted	9,000				9,000							9,000
Tow Behind Air Compressor	25,000				25,000							25,000
Replace 2006 Van #066	50,000				50,000							50,000
SEWER DEPARTMENT												-
Lakeside unit overhaul	225,000		Complete				225,000					225,000
New Odor Control for Belt Press Room/Remove Odorox	200,000						200,000					200,000
Chlorine Contact Basin and Dechlorination Engineering	50,000						50,000					50,000
Lower Main Pump Station (pump, electrical, generator, roof)	200,000						200,000					200,000
Phillips St., Engineering	12,000						12,000					12,000
South Interceptor (behind ARF) Survey & Engineering	67,000		Complete				67,000					67,000
South Interceptor (behind ARF) Survey & Engineering	625,920		Complete				625,920					625,920
North Interceptor Replacement - Behind DIA to STP	76,770						76,770					76,770
I & I Improvements	900,000							900,000				900,000
TOTALS	**5,089,852**	**1,721,346**		**-**	**498,800**	**-**	**1,456,690**	**900,000**	**-**	**513,016**	**-**	**5,089,852**

CITY OF BEACON CAPITAL PLAN 2018 - 2027									
	2018	2019	2020	2021	2022	2023	2024	2025	2026
HIGHWAY:									
PUBLIC BUILDINGS									
Station one generator replacement	$ 17,500								
Memorial Building Remove and Re-pour Front Landing	$ 15,000								
Memorial Building Repair Retaining Wall @ Side Entrance by MHL	$ 12,000								
Time Clocks (Various Locations)	$ 50,000								
Purchase of Property for Consolidated Fire Stations			$ 1,000,000						
Memorial Building Replace A/C Unit		$ 45,000							
Memorial Building Windows		$ 60,000							
Municipal Building Roof			$ 235,000						
Transfer Station Remove Incinerator			$ 12,000						
Recreation Center Street Building Roof replacement			$ 50,000						
PARK									
Green Street - replace retaining walls	$ 80,000								
Riverfront park design and Construction documents	$ 40,000								
Recreation Center Gym Floor Replacement and renovation	$ 30,000								
Hudson North Trail Design	$ 40,000								
Green Street - resurfacing		$ 20,000							
USC Theater Parking and Patios		$ 25,000							
USC Pool Restoration -Fiberglass		$ 150,000							
Riverfront Park Basketball Court Restoration/Fencing and Parking Lot/Walkway Expansion		$ 315,000							
Memorial - replace park storage shed			$ 200,000						
USC Theater Caterers Pavilion			$ 27,000						
Memorial (Hilltop) 20x30 Pavilion			$ 27,000						

CITY OF BEACON CAPITAL PLAN 2018 - 2027									
	2018	2019	2020	2021	2022	2023	2024	2025	2026
HIGHWAY EQUIPMENT									
Replace 2000 Johnston Sweeper	$ 265,000								
20-ton Equipment Trailer	$ 32,000								
Tire Machine	$ 40,000								
Replace 1979 #7910 truck with 10-wheel w/ plow		$ 300,000							
Replace 1992 #992 Dump/Plow/Sander		$ 300,000							
980 Dump/Plow/Sander		$ 60,000							
Replace 2000 Daewoo Excavator		$ 118,000							
Replace 2000 Morbark Grinder		$ 400,000							
Replace 2005 #053 1-ton dump truck w/plow		$ 63,000							
Replace 2005 #052 1-ton dump truck w/plow		$ 63,000							
Replace 1995 #954 truck (w/plow, sander & automatic)			$ 275,000						
Replace 1997 Cat 416 Backhoe			$ 150,000						
Flail Mower and Trailer			$ 160,000						
Replace 2007 #070 1-ton dump/plow				$ 70,000					
Replace 1998 Blacktop Roller (IR DD-65)				$ 178,000					
Replace 2001 #010 dump/plow/sander				$ 300,000					
Replace 2007 #073 1-ton dump truck w/plow					$ 72,000				
Replace 2003 MT5 Trackless					$ 179,000				
Replace 2007 #072 3/4 ton lift gate/plow						$ 65,000			
Replace 2000 R-2 service truck						$ 130,000			
Replace 2005 #054 dump/plow/sander						$ 355,000			
Replace 2008 #080 one-ton dump/plow							$ 75,000		
Replace 2007 Johnston VT 650 Sweeper							$ 365,000		
Replace 2009 #0910 dump/plow/sander							$ 435,000		
Replace 2007 #070 1-ton dump truck w/plow								$ 77,000	
Replace 2012 #122 3/4 ton pick up/plow								$ 70,000	
Replace 2000 John Deere 120 Excavator								$ 200,000	
Replace 2009 #094 dump/plow/sander								$ 375,000	
PARK EQUIPMENT									
Memorial Park Infield Groomer		$ 7,500							
2 mowers (1 stand, 1 ride)		$ 24,000							
ROAD RECONSTRUCTION									
Phillips Street (9D to Kristy), Reconstruction	$ 2,729,750								
Red Flynn Drive Bridge Joint	$ 100,000								

CITY OF BEACON CAPITAL PLAN 2018 - 2027									
	2018	2019	2020	2021	2022	2023	2024	2025	2026
East Willow Street (Wilkes to Forest Ln) Survey, Engineering		$ 62,500							
East Willow Street (Wilkes to Forest Ln) Reconstruction			$ 2,820,000						
North Walnut (Verplanck to Tilden) Survey, Engineering			$ 124,580						
Main Street (South Street and Herbert Street Engineering and Survey		$ 40,000							
Main Street (South Street and Herbert Street Construction		$ 515,875							
Fishkill Avenue from City Line to Main Street				$ 200,000					
Teller Avenue from Main Street to Wolcott Avnue				$ 240,000					
North Walnut (Verplanck to Tilden) Reconstruction				$ 3,641,000					
Kent Street (Fishkill Ave. to Cannon St.) Survey & Engineering				$ 59,900					
Kent Street (Fishkill Ave. to Cannon St.) Reconstruction					$ 1,590,220				
Spring Street (Washington to Liberty) Survey & Engineering					$ 48,900				
Spring Street (Washington to Liberty) Reconstruction						$ 1,497,154			
Dutchess Terrace (Verplanck to Dead End) Survey, Engineering						$ 99,560			
Dutchess Terrace (Verplanck to Dead End) Reconstruction							$ 2,740,485		
South Avenue Bridge				$ 4,000,000					
SIDEWALKS									
South Avenue (Commerce to Rombout), replacement, both sides - Survey & Engineering	$ 38,000								
South Avenue (Commerce to Davies), replacement, both sides	$ 460,000								
Main Street (South St to Herbert) replacement one side & New ornamental light poles Engineering and Surveying	$ 94,000								
Main Street (South St to Herbert) replacement one side & New ornamental light poles	$ 558,000								
Blackburn - Tallix side Engineering	$ 44,000								
Blackburn - Tallix side Engineering & Consruction	$ 220,000								
Wilkes Street sidewalk/running path along park		$ 283,000							
TRANSPORTATION IMPROVEMENT PROJECTS									
58 Pedestrain Countdown timers	$ 403,000								
Main Street Pedestrain Crosswalks	$ 958,000								
POLICE									
Locker room renovation		$ 80,000							
Patrol SUV		$ 42,000							
FIRE									
Replace 1986 Pumper	$ 500,000								

CITY OF BEACON CAPITAL PLAN 2018 - 2027									
	2018	2019	2020	2021	2022	2023	2024	2025	2026
Replace Portable Fire Radios			$ 24,000						
Replace Rubber Fire Boat				$ 110,000					
Replace 1993 Pumper					$ 600,000				
Replace 12 SCBA Harness/Bottles					$ 120,000				
TOTAL ANNUAL PROJECT AMOUNTS	$ 6,726,250	$ 2,973,875	$ 5,104,580	$ 8,798,900	$ 2,610,120	$ 2,146,714	$ 3,615,485	$ 722,000	$ -

CITY OF BEACON WATER CAPITAL PLAN 2018-2027									
	2018	2019	2020	2021	2022	2023	2024	2025	2026
WATER MAIN IMPROVEMENTS									
Phillips Street (Wolcott to Kristy) Reconstruction	$ 587,468								
Fulton Ave., Fowler St., Vine St. area 1,600 ft. undersized	$ 60,000								
Wilson St. (Liberty St. to dead end) 2,000 ft. undersized - Engineering	$ 86,000								
Cargill Line (well field to Route 9) Surveying & Engineering	$ 86,000								
Fulton Ave., Fowler St., Vine St. area 1,600 ft. undersized		$ 510,000							
Wilson St. (Liberty St. to dead end) 2,000 ft. undersized Construction		$ 553,000							
Cargill Line (well field to Route 9) Construction		$ 1,030,000							
East Willow Street, Engineering		$ 12,000							
East Willow Street Reconstruction			$ 432,000						
North Walnut (Verplanck to Tilden), Engineering			$ 21,420						
North Walnut (Verplanck to Tilden) Reconstruction				$ 723,642					
Kent Street (Fishkill Ave. to Cannon), Engineering				$ 10,100					
Kent Street (Fishkill Ave. to Cannon), Construction					$ 341,646				
Spring Street, Engineering					$ 8,100				
Spring Street Reconstruction						$ 325,288			
Dutchess Terrace (Verplanck to Dead End), Engineering						$ 25,440			
Madison (Prospect to Judson) Survey and Engineering						$ 10,000			
Dutchess Terrace (Verplanck to Dead End) Reconstruction							$ 658,204		
Madison (Prospect to Judson) Reconstruction							$ 134,198		
Mountain Lane, survey and Engineering							$ 107,000		
Mountain Lane, Construction								$ 1,175,000	

CITY OF BEACON WATER CAPITAL PLAN 2018-2027									
	2018	2019	2020	2021	2022	2023	2024	2025	2026
WATER TREATMENT FACILITY IMPROVEMENTS									
Replace Filter Media - 3 filter beds	$ 300,000								
Melzingah Dam Valves	$ 100,000								
Melzingah Dam Piping		$ 250,000							
Removal of Existing Underground 1000 gallons storage tank and installation of new natural gas generator		$ 350,000							
Replace Filter Rate of Control Panel		$ 150,000							
Re-face Mt. Beacon Dam - Construction		$ 1,500,000							
WATER TANK MAINTENANCE									
Replace Fairview Tank	$ 1,600,000								
EQUIPMENT									
Replace 1995 Large Dump #955	$ 235,000								
Replace 2002 Box Van #022		$ 62,500							
Replace 2008 Small Dump #088			$ 65,500						
Replace 2008 Pick Up #081 Car #1				$ 50,000					
Replace 1997 Flatbed #977					$ 52,000				
Replace 2012 Small Dump #122						$ 67,000			
Replace Utility Van (small)							$ 30,000		
Replace Pick-up (WPO)								$ 50,000	
TOTAL ANNUAL PROJECT AMOUNTS	**$ 3,054,468**	**$ 4,417,500**	**$ 518,920**	**$ 783,742**	**$ 401,746**	**$ 427,728**	**$ 929,402**	**$ 1,225,000**	**$ -**

CITY OF BEACON SEWER CAPITAL PLAN 2018-2027									
	2018	2019	2020	2021	2022	2023	2024	2025	2026
WWTP UPGRADES									
Chlorine Contact Basin and Dechlorination Engineering	$ 100,000	$ 50,000							
Replace final settling tank cross collector, shaft & misc. and replace valves in telescopic pit	$ 835,000								
Replace #1 Concentration Tank Drives	$ 120,000								
Reconstruct Admin Building	$ 150,000								
Digester cleaning	$ 250,000								
Water Metering at STP	$ 45,000								
STP Headworks Construction		$ 3,200,000							
Belt press mechanical improvements		$ 106,000							
Replace aeration tank diffuser		$ 660,000							
Chlorine Contact Basin and Dechlorination			$ 2,200,000						
Primary settling tank - major overhaul			$ 500,000						
Belt press complete replacement				$ 810,000					
Replace perimeter fence and gate						$ 85,000			
Replace Roofing Blower Building, Sludge Control						$ 200,000			
Replace #2 Concentration Tank Drives							$ 120,000		

CITY OF BEACON SEWER CAPITAL PLAN 2018-2027									
	2018	2019	2020	2021	2022	2023	2024	2025	2026
SEWER LINE IMPROVEMENTS									
Phillips St. Reconstruction	$ 418,345								
South Interceptor - Cleaning & Televising - Kristy to South Avenue & End of Walkway to STP - Engineering	$ 12,000								
Wilkes St. (Fishkill to Matteawan) Engineering	$ 12,400								
Teller (Catherine to Henry) Survey & Engineering	$ 18,900								
South Interceptor Sewer Survey along Fishill Creek (topo & boundary) between Union Avenue & End of Simmons Lane	$ 15,000								
South Interceptor - Cleaning & Televising - Kristy to South Avenue & End of Walkway to STP		$ 250,000							
North Interceptor Replacement - Behind DIA to STP		$ 1,400,000							
East Willow Street Survey, Engineering		$ 10,500							
Wilkes St. (Fishkill to Matteawan) Reconstruction		$ 264,046							
West Main Pump Station - Forcemain Replacement		$ 1,800,000							
West Main Pump Station		$ 2,100,000							
East Willow Street Construction			$ 372,000						
Teller (Catherine to Henry) Construction			$ 300,000						
N. Chestnut (Main to Church) Survey & Engineering			$ 19,400						
South Interceptor (Madame Brett to STP) Survey & Engineering			$ 125,000						
N. Chestnut (Main to Church) Construction				$ 288,000					
South Interceptor (Madame Brett to STP) Construction					$ 3,050,000				
EQUIPEMENT									
Utility Vehicle - F250	$ 45,000								
Utility Vehicle - F250	$ 45,000								
I & I Improvements	$ 900,000	$ -	$ -	$ -					
TOTAL ANNUAL PROJECT AMOUNTS	**$ 2,966,645**	**$ 9,840,546**	**$ 3,516,400**	**$ 1,098,000**	**$ 3,050,000**	**$ 285,000**	**$ 120,000**	**$ -**	**$ -**

City of Beacon Workshop Agenda
4/9/2018

Title:

Opinion of Counsel, NYS Department of Taxation & Finance Condominium Assessments

Subject:

Background:

ATTACHMENTS:

Description	Type
Condo Assessments Opinion Memo	Backup Material

KEANE & BEANE P.C.
ATTORNEYS AT LAW

■ Main Office
445 Hamilton Avenue
White Plains, NY 10601
Phone 914.946.4777
Fax 914.946.6868

■ Mid-Hudson Office
200 Westage Business Center
Fishkill, NY 12524
Phone 845.896.0120

MEMORANDUM

TO: Hon. Randy Casale, Mayor
Beacon City Council
Mr. Anthony Ruggiero, City Administrator

FROM: Judson K. Siebert, Esq.

RE: Opinion of Counsel, NYS Dep't of Taxation & Finance
Condominium Assessments

DATE: March 30, 2018

As a follow-up to the presentation to the City Council on February 26, 2018, City Assessor Kathy Martin requested an Opinion of Counsel from the New York State Department of Taxation & Finance, Real Property Services ("NYS RPS)" concerning (1) the homestead/non-homestead classification of residential condominium units within industrial/commercial buildings converted to residential use and (2) the methodology to be employed in valuing such units for assessment purposes. Kathy did so in a letter dated March 22, 2018 to Mr. John Wolham of NYS RPS, a copy of which is attached hereto.

In response, Mr. Wolham obtained an Opinion of Counsel from NYS RPS. The Opinion of Counsel is set forth in an email from Mr. Wolham dated March 27, 2018, a copy of which is also attached.

The Opinion of Counsel concludes that newly created residential condominium units within buildings formerly housing commercial or industrial uses are to be placed in the homestead class. Furthermore, as set forth in this Opinion of Counsel, the placement of these units within the homestead class removes them from the standard limitation governing condominium valuation (which requires a more restricted, income-based approach in setting an assessment). In other words, as homestead class parcels, these units are to be valued based upon a sales-based, market approach.

I have reviewed the Opinion of Counsel and conferred with Kathy regarding its effect on City of Beacon assessments. Given the guidance provided by NYS RPS on this clouded issue, residential condominiums in the City of Beacon created within renovated industrial or commercial buildings should be placed in the homestead class and valued for assessment purposes on a market-based

approach. Accordingly, Kathy will review the assessments of these types of residential condominium units for purposes of the upcoming 2018 assessment roll. This, in turn, will likely cause an upward adjustment in the assessments of these types of units, as the pattern heretofore followed has been to treat them like traditional condominium units under an income-based valuation.

cc: Nicholas M. Ward-Willis, Esq.
Ms. Susan Tucker
Ms. Kathy Martin

City of
Beacon

Kathleen Martin
Office of the Assessor
One Municipal Plaza
Suite 4
Beacon, NY 12508-2530

Telephone 845-838-5025
Fax 845-838-5026

March 22, 2018

Mr. John Wolham
Real Property Services Administrator 1, Southern Region
New York State Department of Taxation and Finance
Office of Real Property Tax Services
Mid-Hudson Regional Office
44 South Broadway, 6th Floor
White Plains, New York 10601-4425

Re: Request for Opinion of Counsel

Dear Mr. Wolham:

As you know, I am the City Assessor of the City of Beacon. In that capacity, I respectfully request legal guidance, in the form of an Opinion of Counsel, from the New York State Department of Taxation and Finance.

My inquiry relates to the classification and valuation of residential condominium units created within properties that were previously in commercial ownership and use under Article 19 of the Real Property Tax Law (the "RPTL"). In particular, as set forth below, I request an opinion as to (1) whether these residential condominium units should be classified as "homestead" or "non-homestead" parcels and (2) depending upon the appropriate classification, the methodology that should be employed is valuing these units for assessment purposes (that is, through a comparable sales or income-based approach).

The City of Beacon is a homestead municipality, having first implemented the homestead option in 1988. Over the past several years, multiple industrial/commercial properties in the City of Beacon and within the non-homestead class have been redeveloped for residential and/or mixed commercial/residential use. With this redevelopment, these industrial/commercial properties have been repurposed from their prior use to residential use and, thereafter, placed in condominium ownership.

Section 1901(13)(a)(1) of the RPTL provides that the homestead class includes: "residential real property consisting of more than three dwelling units held in condominium form of ownership, provided that, in other than approved assessing units which have adopted the provisions of section nineteen hundred three of this article prior to April thirtieth, nineteen hundred eighty-three, no such dwelling unit previously was on an assessment roll as a dwelling unit in other than condominium form of ownership, and provided further that the governing body of an approved assessing unit which, prior to April thirtieth, nineteen hundred eighty-three, has adopted the provisions of section nineteen hundred three of this article may by local law adopted after a public hearing prior to the taxable status date of such assessing unit next occurring after December thirty-first, nineteen hundred eighty-three, provided that all such property on the assessment roll of such assessing unit on April thirtieth, nineteen hundred eighty-three shall not be classified in the homestead class."

As mentioned, the City of Beacon did not adopt the homestead option prior to April 30, 1983.

Under this definition, are residential condominium units in the City of Beacon created within pre-existing, improved properties that were in the non-homestead class and not in condominium ownership to be classified as homestead parcels?

Guidance documents published by the New York State Department of Taxation and Finance suggest that this may not be the case. For example, the pamphlet entitled "The Homestead Tax Option", a copy of which is attached, states that "condominiums that were built as condominiums *and not converted from some other form*, such as rental apartments, qualify as residential property." (emphasis added). Does this mean that residential units created within commercial buildings in fee ownership that are converted to condominium ownership remain in the non-homestead class?

I submit that this is an unresolved, and somewhat confusing, issue. Accordingly, I respectfully request an opinion as to whether residential condominium units in repurposed commercial, and formerly fee-owned, properties are to be placed in the homestead or non-homestead class.

Furthermore, in a related manner, I request guidance as to the manner in which these residential condominium units are to be valued for assessment purposes. Specifically, are they to be valued through a comparable sales or an income capitalization method?

In order to facilitate a response to this request, I am likewise forwarding a copy of this letter to the Office of Counsel at orpts.legal@tax.ny.gov.

I appreciate your consideration and attention in this matter.

Respectfully submitted,

Kathy Martin

cc: Hon. Randy Casale, Mayor
Mr. Anthony Ruggiero, City Administrator
Judson K. Siebert, Esq.

Q. What type of property qualifies as residential class property under the homestead tax option?

A. One-, two-, and three-family residential units; farm homes; mobile homes that are owner-occupied and separately assessed, and condominiums that were built as condominiums and not converted from some other form, such as rental apartments, qualify as residential property.

Also qualifying for the residential class are vacant land parcels not larger than 10 acres that are located in zones that restrict residential use to one-, two-, or three-family residential dwellings.

Q. I understand how the homestead tax option could work in my town, but how would it work in my school district?

A. School districts that are wholly contained within the boundaries of a city or town that has the homestead tax must use the homestead tax unless they opt out of the program by passing a resolution.

There is a special requirement for school districts located in more than one city or town that want to use homestead and non homestead school tax rates. That requirement is that one-fifth or more of the properties in the school district must be located in cities or towns that use the homestead tax option.

In addition, for school districts that are in more than one city or town, the determination of class shares will be based on current market value, with adjustments at the discretion of the school district within limitations set by law.

Q. How many places are using the homestead tax option?

A. At the time this pamphlet was revised, 13 cities, 17 towns, 18 villages and 38 school districts were using the homestead option. For more information, please visit municipal profiles on our website.

Q. In addition to adopting the homestead tax option, can "approved assessing units" also phase-in the results of the revaluation?

A. Yes. By passing a local law, approved assessing units can phase in the new revaluation assessments over a five-year period.

This option sounds simple. In reality, however, most assessment officials believe it would be extremely difficult to administer. Maybe that is why no municipality to date has decided to use the transition-assessment option.

Q. Can a municipality that has adopted the homestead tax option revoke it later?

A. Yes, simply by adopting a local law, without referendum, to rescind it before the next levy of taxes.

STATE OF NEW YORK
Andrew M. Cuomo, Governor

NYS Department of Taxation and Finance
Office of Real Property Tax Services
W.A. Harriman State Campus
Albany, NY 12227
Phone: 518-591-5232
www.tax.ny.gov

The Homestead Tax Option

(Article 19 – Section 1903 of the RPTL)

New York State Department of
Taxation and Finance
Office of Real Property Tax Services

Publication 1023 (9/11) *April 2016*

In a number of places in New York State, assessments of residential property frequently have been at a lower percentage of market (full) value than other types of property, such as commercial and industrial property. When a town or city with this situation decided to conduct a property revaluation to achieve correct and fair assessments, the residential properties, as a class, would bear a much larger share of the tax burden. This discouraged other municipalities with similar situations from conducting their own property revaluations. As a result of the concern for tax-burden shifts to homeowners, a State law was passed in 1981 establishing the Homestead Tax Option.

This local option prevents any large shift of the property tax burden to the residential class of property owners after a revaluation. In a revaluation, changes a remade to individual property assessments so that they are correct and uniform -- as the law requires. These changes result in increases to some individual residential property owners whose properties were under assessed before the revaluation. However, the homestead tax option prevents any large shift to the residential class of properties.



Q. What is the homestead tax option?

A. It is a local option to establish two separate property tax rates: a lower tax rate for residential property owners (homestead tax), and a higher rate for all other property owners (non-homestead tax).

Q. Is this program mandated by New York State?

A. No. It is a local-option program

Q. Is the homestead tax option available everywhere in the State?

A. No. It is available only to qualifying cities, towns, villages, counties, and school districts. It is not available in New York City, or in Nassau County except for villages and, for certain purposes, the cities.

Q. How does a municipality qualify to use the homestead tax option?

A. A city, town or village that is an assessing unit first must complete a property revaluation project that meets the State Board's regulations. That entitles the assessing unit to be certified by the State Board as an "approved assessing unit." Then the local governing body of the assessing unit can adopt a local law stating its intent to use a homestead tax and a non-homestead tax.

Q. How does the homestead tax option work?

A. The homestead tax is based on the share of property taxes paid by the residential class of property owners in the year before the new assessments from the revaluation project are used.

For example, assume that residential properties paid 40 percent of all town taxes in the Town of Smith in 1989 (the year before the revaluation project). Now, in 1990, as a result of the revaluation, the residential class represents 50 percent of the town's total taxes. As an "approved assessing unit" that has opted to use the "homestead tax option," the Town of Smith can "freeze" the residential class share of town taxes at the previous 40 percent. Thus, the town will have two tax rates: one for the residential class and another for all other property classes, such as commercial property and industrial property. The difference is that the tax rate for the residential class will be lower than the tax rate for all other property classes. For example, the town tax rate for the residential class might be something like $25 for each $1,000 of assessed valuation, while the tax rate for the nonresidential class might be $30 for each $1,000 of assessed valuation.

Q. Once the percentage shares are determined (in our example, 40 percent for residential property and 60 percent for non-residential property), do they remain that way forever?

A. No. They can change based on the following adjustments:

1. Using the example for the Town of Smith, the town would have the option of adjusting the residential share at various points between 40 and 50 percent.
2. The municipality must make annual adjustments based on property that is added to the assessment roll and property that is removed.
3. The municipality must make annual adjustments for different rates of appreciation in the two classes of property based on the changes in the current market value of the classes, subject to a 5 percent cap.

Siebert, Judson K.

From:	Wolham, John (TAX) <John.Wolham@tax.ny.gov>
Sent:	Tuesday, March 27, 2018 5:15 PM
To:	Kathy Martin
Cc:	Siebert, Judson K.; Anthony Ruggiero; rcasale@cityofbeacon.org; tax.dl.ORPTS.RSD.Dutchess.Co
Subject:	City of Beacon -- homestead
Attachments:	Beacon Assessor 03222018 letter.pdf

Hi Kathy,

I forwarded your attached letter to Counsel and received the following response:

While we believe the assessor should follow any legal advice in this matter that she may have received from the city attorney, we will offer the following observations, subject to the caveat that our comments are strictly informational and non-binding.

RPTL 1903(13)(a)(2) generally provides that in an approved assessing unit that first adopted class tax rates after April 30, 1983, as Beacon did, "residential real property consisting of more than three dwelling units held in condominium form of ownership" must be classified as homestead property. However, there is an exception: The property would not belong in the homestead class if "no such dwelling unit previously was on an assessment roll as a dwelling unit in other than condominium form of ownership". So, for example, if a rental apartment building is converted into residential condominiums, it should not be placed into the homestead class. However, as we read the law, if property that is now a residential condominium had never been used as a dwelling unit before it was a condominium, there is no similar prohibition against treating it as homestead property.

As to the method of assessment, condominiums generally are to be assessed without regard to the fact that they are condominiums (e.g., by capitalizing the hypothetical rental income they might generate). However, as we read the law, that restriction does not apply to condominiums that are included within the homestead class. See RPTL 581(b)(ii), Real Property Law 339-y(1)(d)(ii).

If the assessor requires more specific guidance, she should direct her questions to the city attorney's office.

Hope this is of some help.

Best,
John W.

John Wolham
Real Property Services Administrator 1, Southern Region
New York State Department of Taxation and Finance
Office of Real Property Tax Services
Mid-Hudson Regional Office, 44 South Broadway, 6th floor, White Plains, NY 10601-4425
(914) 215-6242 I john.wolham@tax.ny.gov
www.tax.ny.gov

City of Beacon Workshop Agenda
4/9/2018

Title:

Comprehensive Water Supply Plan

Subject:

to view study please go to https://lbgweb.sharefile.com/share/view/sff4f39cf39d4fea8

Background:

City of Beacon Workshop Agenda
4/9/2018

Title:

Moratorium on Development

Subject:

Background:

ATTACHMENTS:

Description	Type
Moratorium LL 12	Local Law
LL Moratorium 13	Local Law

Local Law Filing

New York State Department of State
41 State Street, Albany, NY 12231

(Use this form to file a local law with the Secretary of State.)

Text of law should be given as amended. Do not include matter being eliminated and do not use italics or underlining to indicate new matter.

FILED
STATE RECORDS
SEP 26 2017
DEPARTMENT OF STATE

~~County~~
City of.....**Beacon**.....
~~Town~~
~~Village~~

Local Law No....12...of the year....2017.....

BE IT ENACTED by the City Council of the City of Beacon as follows:

SECTION 1. TITLE

This local law shall be entitled, "A Local Law, pursuant to Municipal Home Rule Law § 10, to enact a moratorium with respect to land use approvals to review certain special use, site plan, and subdivision applications involving residential development, including single family and mixed use development within the City of Beacon, by means of amending Chapter 223, Zoning, of the Code of the City of Beacon."

SECTION 2. LEGISLATIVE INTENT AND PURPOSE

The City Council hereby finds as follows:

1. The City of Beacon adopted a Comprehensive Plan in 2007 and updated it in 2017. These Comprehensive Plans encouraged development within the City of Beacon, with a special focus on opportunities for residential development along Main Street's Central Business District, the Central Main Street, Linkage and Waterfront Districts. However, in the past approximately three years 1,027 residential units have been approved or are pending approval. The City is concerned that such a large number of housing in such a short time will stress the City's water supply. The City's vision was that development would be more gradual and take place over a period of years. The accelerated development of housing within the City will lead to greatly increased consumption of services and resources. The City's water supply is of special concern. Accordingly, to the 2007 Comprehensive Plan, the City has enough water to maintain a population of approximately 17,800 people, and the additional units (approved, but not built, pending before the Land Use Boards and those preliminarily discussed with the Building Department) have pushed the population close to that number. In connection with water supply, the City hired Leggette, Brashears & Graham, Inc (LBG) to look into the development of a new well on the existing Water Treatment Plant property. That location was found unsuitable for potable water because the property does not have a sufficient water yield. LBG will continue to perform a comprehensive water evaluation study to assess the system's existing capacity and potential future needs. LBG will review the capacity of the existing sources (groundwater and surface water) and review current and historical water and

consumption information. The water system evaluation will include a review of available "finished" water storage capacity and a review of existing water treatment methods and capacity. Based on the water-evaluation study, LBG will provide a report and recommendation regarding potential upgrades in the water system.

2. It is the intent and purpose of this Local Law to establish a temporary moratorium on residential and commercial development in order to protect the City and its residents, businesses and visitors from the potential impacts of new development on the City's water supply given the accelerated rate of development within the City. Imposition of a moratorium will allow the City sufficient time to conclude the preparation of comprehensive studies and plans for the City's water supply and the regulation of residential development within the City of Beacon, including those studies being prepared by Patterns for Progress referenced above. In addition, the intent and purpose of this local law is to allow the City a measured amount of time to review and revise targeted zoning laws, specifically the zoning affecting Central Business, Central Main Street District, and Fishkill Creek Development District.

SECTION 3. MORATORIUM

1. Effective immediately and continuing for a period of six (6) months following the date on which this Local Law is filed with the Secretary of State, no application for a building permit, area variance, use variance, special use permits, site plan approval, or subdivision approval will be processed by the Building Department, or City Council, Planning Board or Zoning Board of Appeals ("Land Use Boards"), and no permit or approval will be issued by the Building Department or any Land Use Board for the modification, expansion or establishment of residential, commercial or mixed use developments within the City until this ordinance has expired or has been repealed according to applicable law.

2. All applications for building permits, use variance, area variance, special use permit, site plan approval and subdivision approval submitted to the City on or before July 25, 2017 or pending before the Building Department or Land Use Board are exempt from this moratorium. Any application submitted after July 25, 2017 may be heard and reviewed by the Planning Board or Zoning Board of Appeals, but may not be subject to a vote. The Land Use Board may hold public hearing and discuss the application, but the Land Use Board may not formally approve or deny such application. Any building permit application for a single family home and any application seeking a modification or extension of an existing approval that does not increase the density (by unit or bedroom count) shall be exempt from this moratorium. Any residential application that would result in an increase in water usage of less than 330 gallons of water per day, as determined by the City Engineer, is exempt from this moratorium. Any non-residential application that would result in an increase in water usage of less than 2,000 gallons per day, as determined by the City Engineer, is exempt from this moratorium.

3. The City Council may, by resolution, terminate this moratorium prior to its expiration, or alternatively, extend the moratorium for a period of ninety (90) days or such other time period, as the City Council, in its sole discretion, deems necessary to allow for the comprehensive study of the impacts of development on the City's water supply and preparation and adoption of regulations pertaining to the impacts of such development.

4. Pursuant to Municipal Home Rule Law Section 10, this Local Law shall supersede any inconsistent provisions of New York State General City Law for the entire duration of this moratorium, including any extension thereof.

SECTION 4. ADMINISTRATIVE RELIEF FROM MORATORIUM.

5. In order to prevent an unlawful taking of property and to prevent irreparable harm, the City Council is authorized to grant limited relief from this moratorium pursuant to the standards and requirements herein. An applicant seeking such relief shall be required to show by clear and convincing evidence, including credible dollars and cents proof, that the applicant cannot make any reasonable use of its property due solely to the moratorium; that the moratorium prohibits fulfillment of the applicant's reasonable investment-backed expectations; that the moratorium causes irreparable injury to the applicant; and that it would be unreasonable and unjust not to grant relief from the moratorium.

6. An application may be made in writing to the City Council requesting an exemption from the provisions herein. After due notice and a public hearing on such application, the City Council may grant an exemption with such conditions as it may deem reasonable and necessary, provided such exemption is the minimum relief necessary.

7. All such applications to the City Council shall be deemed Unlisted actions under SEQRA. In the event relief from the moratorium is granted by the City Council, the applicant shall proceed to the City's Land Use Boards to apply for required development approvals. Notwithstanding any relief granted pursuant to this section, a development approval shall not be granted unless the approved application complies with all zoning and all other requirements in effect on the date of approval.

The applicant or any other person aggrieved by a decision of the City Council made pursuant to this section may apply to the state supreme court pursuant to article seventy-eight of the civil practice laws and rules.

SECTION 5. SEPARABILITY

The provisions of this Local Law are separable and if any provision, clause, sentence, subsection, word or part thereof is held illegal, invalid or unconstitutional, or inapplicable to any person or circumstance, such illegality, invalidity or unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, subsections, words or parts of this Local Law or their petition to other persons or circumstances. It is hereby declared to be the legislative intent that this Local Law would have been adopted if such illegal, invalid or unconstitutional provision, clause, sentence, subsection, word or part had not been included therein, and if such person or circumstance to which the Local Law or part hereof is held inapplicable had been specifically exempt there from.

SECTION 6. EFFECTIVE DATE

This Local Law shall take effect immediately upon adoption and filing with the Secretary of State as provided by the Municipal Home Rule Law.

CITY OF BEACON

Iola C. Taylor
City Clerk
One Municipal Plaza, Suite One
Beacon, New York 12508

Telephone (845) 838-5003
Facsimile (845) 838-5012

I, IOLA C. TAYLOR, Clerk of the City of Beacon, New York, do hereby certify that the attached is a true and accurate copy of Local Law No. 12 of 2017 entitled:

A Local Law to Enact Moratorium on Development Within the City of Beacon.

adopted by the Beacon City Council at a regular meeting held on September 18, 2017. Council Member Mansfield made the motion to adopt the proposed local law. The motion was seconded by Council Member Ross. On roll call Council Members Muhammad, Harper, Kyriacou Mansfield, Wetherbee, Ross and Mayor Casale voted in favor (7). Motion Carried.

WITNESS THERE I have set my hand and seal of the City of Beacon this 19th day of September, ,2017.

Signed Iola C. Taylor
Iola C. Taylor, City Clerk

SEAL

(Complete the certification in the paragraph that applies to the filing of this local law and strike out that which is not applicable.)

1. (Final adoption by local legislative body only.)

I hereby certify that the local law annexed hereto, designated as Local Law No. 12 of 2017 of the City of Beacon was duly passed by the City Council on September 18, 2017, in accordance with the applicable provisions of law.

2. (Passage by local legislative body with approval, no disapproval or repassage after disapproval by the Elective Chief Executive Officer*.)

I hereby certify that the local law annexed hereto, designated as local law No._____ _of 20____of the City of Beacon was duly passed by the City Council on _____20____, and was (approved)(not approved) (repassed after disapproval) by the * _____and was deemed duly adopted on _____20____, in accordance with the applicable provisions of law.

3. (Final adoption by referendum.)

I hereby certify that the local law annexed hereto, designated as local law No._____of 20___of the City of Beacon was duly passed by the City Council on _____20___, and was (approved) (not approved) (repassed after disapproval) by the *_____ on _____20__. Such local law was submitted to the people by reason of a (mandatory) (permissive) referendum, and received the affirmative vote of a majority of the qualified electors voting thereon at the (general) (special) (annual) election held on_____20____, in accordance with the applicable provisions of law.

4. (Subject to permissive referendum and final adoption because no valid petition was filed requesting referendum.)

I hereby certify that the local law annexed hereto, designated as local law No._____ __of 20____ of the_____ was duly passed by _____on _____20____, and was (approved) (not approved) (repassed after disapproval) by the *_____ on_____20____. Such local law was subject to permissive referendum and no valid petition requesting such referendum was filed as of _____20____, in accordance with the applicable provisions of law.

_____

* Elective Chief Executive Officer means or includes the chief executive officer of a county elected on a county-wide basis, or if there be none, the chairman of the county legislative body, the mayor of a city or village, or the supervisor of a town where such officer is vested with the power to approve or veto local laws or ordinances.

5. (City local law concerning Charter revision proposed by petition.)

I hereby certify that the local law annexed hereto, designated as local law No._____of 20___. of the City of _____having been submitted to referendum pursuant to the provisions of section (36)(37) of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified electors of such city voting thereon at the (special)(general) election held on 20___, became operative.

6. (County local law concerning adoption of Charter.)

I hereby certify that the local law annexed hereto, designated as local law No._____of 20___, of the County of _____, State of New York, having been submitted to the electors at the General Election of November _____, 20__, pursuant to subdivisions 5 and 7 of section 33 of the Municipal Home Rule law, and having received the affirmative vote of a majority of the qualified electors of the cities of said county considered as a unit and a majority of the qualified electors of the towns of said county considered as a unit voting at said general election, became operative.

(If any other authorized form of final adoption has been followed, please provide an appropriate certification.)

I further certify that I have compared the preceding local law with the original on file in this office and that the same is a correct transcript therefrom and of the whole of such original local law, and was finally adopted in the manner indicated in paragraph 1 above.

Yolo C. Tyler

Deputy Clerk of the County legislative body, City, Town or Village Clerk or officer designated by local legislative body

(Seal)

Date: September 19, 2017

(Certification to execute by County Attorney, Corporation Counsel, Town Attorney, Village Attorney or other authorized attorney of locality.)

STATE OF NEW YORK
COUNTY OF Dutchess

I, the undersigned, hereby certify that the foregoing local law contains the correct text and that all proper proceedings have been had or taken for the enactment of the local law annexed hereto.

Nicholas Ward-Willis

Signature

City Attorney

Title

City of Beacon

Date: September 19, 2017

FILED
STATE RECORDS
NOV 07 2017
DEPARTMENT OF STATE

CITY OF BEACON

Iola C. Taylor
City Clerk
One Municipal Plaza, Suite One
Beacon, New York 12508

Telephone (845) 838-5003
Facsimile (845) 838-5012

I, IOLA C. TAYLOR, Clerk of the City of Beacon, New York, do hereby certify that the attached is a true and accurate copy of Local Law No. 13 of 2017 entitled:

A LOCAL LAW TO AMEND MORATORIUM ON DEVELOPMENT TO ADD AN EXEMPTION FOR EXISTING INDUSTRIAL/MANUFACTURING BUILDINGS

adopted by the Beacon City Council at a regular meeting held on October 16, 2017. Council Member Wetherbee made the motion to adopt the proposed local law. The motion was seconded by Council Member Mansfield. On roll call Council Members Harper, Mansfield, Wetherbee, Ross and Mayor Casale voted in favor (5). Council Member Muhammad was opposed (1). Council Member Kyriacou was absent (1). Motion Carried.

WITNESS THERE I have set my hand and seal of the City of Beacon this 17th day of October, 2017.

Signed Iola C. Taylor
Iola C. Taylor, City Clerk

SEAL

(Complete the certification in the paragraph that applies to the filing of this local law and strike out that which is not applicable.)

1. (Final adoption by local legislative body only.)

I hereby certify that the local law annexed hereto, designated as Local Law No. 13 of 2017 of the City of Beacon was duly passed by the City Council on October 16, 2017, in accordance with the applicable provisions of law.

2. (Passage by local legislative body with approval, no disapproval or repassage after disapproval by the Elective Chief Executive Officer*.)

I hereby certify that the local law annexed hereto, designated as local law No._____ of 20____ of the City of Beacon was duly passed by the City Council on _____20____, and was (approved)(not approved) (repassed after disapproval) by the * _____and was deemed duly adopted on _____20____, in accordance with the applicable provisions of law.

3. (Final adoption by referendum.)

I hereby certify that the local law annexed hereto, designated as local law No._____of 20___of the City of Beacon was duly passed by the City Council on _____20___, and was (approved) (not approved) (repassed after disapproval) by the *_____ on _____20__. Such local law was submitted to the people by reason of a (mandatory) (permissive) referendum, and received the affirmative vote of a majority of the qualified electors voting thereon at the (general) (special) (annual) election held on_____20____, in accordance with the applicable provisions of law.

4. (Subject to permissive referendum and final adoption because no valid petition was filed requesting referendum.)

I hereby certify that the local law annexed hereto, designated as local law No._____ of 20____ of the_____ was duly passed by _____on _____20____, and was (approved) (not approved) (repassed after disapproval) by the *_____ on_____20____. Such local law was subject to permissive referendum and no valid petition requesting such referendum was filed as of _____20____, in accordance with the applicable provisions of law.

_____

* Elective Chief Executive Officer means or includes the chief executive officer of a county elected on a county-wide basis, or if there be none, the chairman of the county legislative body, the mayor of a city or village, or the supervisor of a town where such officer is vested with the power to approve or veto local laws or ordinances.

5. (City local law concerning Charter revision proposed by petition.)

I hereby certify that the local law annexed hereto, designated as local law No._____of 20___ of the City of _____having been submitted to referendum pursuant to the provisions of section (36)(37) of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified electors of such city voting thereon at the (special)(general) election held on 20___, became operative.

6. (County local law concerning adoption of Charter.)

I hereby certify that the local law annexed hereto, designated as local law No._____of 20___, of the County of _____, State of New York, having been submitted to the electors at the General Election of November _____, 20__, pursuant to subdivisions 5 and 7 of section 33 of the Municipal Home Rule law, and having received the affirmative vote of a majority of the qualified electors of the cities of said county considered as a unit and a majority of the qualified electors of the towns of said county considered as a unit voting at said general election, became operative.

(If any other authorized form of final adoption has been followed, please provide an appropriate certification.)

I further certify that I have compared the preceding local law with the original on file in this office and that the same is a correct transcript therefrom and of the whole of such original local law, and was finally adopted in the manner indicated in paragraph 1 above.

Yulo C. Lyles

Deputy Clerk of the County legislative body, City, Town or Village Clerk or officer designated by local legislative body

(Seal)

Date: October 17, 2017

(Certification to execute by County Attorney, Corporation Counsel, Town Attorney, Village Attorney or other authorized attorney of locality.)

STATE OF NEW YORK
COUNTY OF Dutchess

I, the undersigned, hereby certify that the foregoing local law contains the correct text and that all proper proceedings have been had or taken for the enactment of the local law annexed hereto.

Signature

City Attorney
Title

City of Beacon

Date: October 17, 2017

Local Law Filing

New York State Department of State
41 State Street, Albany, NY 12231

(Use this form to file a local law with the Secretary of State.)

Text of law should be given as amended. Do not include matter being eliminated and do not use italics or underlining to indicate new matter.

~~County~~
City of.....**Beacon**.....
~~Town~~
~~Village~~

Local Law No....13...of the year....2017.....

BE IT ENACTED by the City Council of the City of Beacon as follows:

Section 1. Section 3.2 of the City of Beacon Moratorium on Development is hereby amended as follows:

Section 3. Moratorium

...

2. All applications for building permits, use variance, area variance, special use permit, site plan approval and subdivision approval submitted to the City on or before July 25, 2017 or pending before the Building Department or Land Use Board are exempt from this moratorium. Any application submitted after July 25, 2017 may be heard and reviewed by the Planning Board or Zoning Board of Appeals, but may not be subject to a vote. The Land Use Board may hold public hearing and discuss the application, but the Land Use Board may not formally approve or deny such application. Any building permit application for a single-family home and any application seeking a modification or extension of an existing approval that does not increase the density (by unit or bedroom count) shall be exempt from this moratorium and any residential application that would result in an increase in water usage of less than 330 gallons of water per day, as determined by the City Building Inspector, is exempt from this moratorium. Any non-residential application that would result in an increase in water usage of less than 2,000 gallons per day, as determined by the City Building Inspector, is exempt from this moratorium. In addition, this moratorium shall not apply to the reuse of any existing non-residential building for industrial or manufacturing uses, as determined by the Building Inspector, where such use does not increase the existing building footprint or otherwise increase the building square footage.

Section 2. Ratification, Readoption and Confirmation

Except as specifically modified by the amendments contained herein, the City of Beacon Moratorium on Development is otherwise to remain in full force and effect and is otherwise ratified, readopted and confirmed.

Section 3. Numbering for Codification

It is the intention of the City of Beacon and it is hereby enacted that the provisions of this Local Law shall be included in the Code of the City of Beacon; that the sections and subsections of this Local Law may be re-numbered or re-lettered by the Codifier to accomplish such intention; that the Codifier shall make no substantive changes to this Local Law; that the word "Local Law" shall be changed to "Chapter," "Section" or other appropriate word as required for codification; and that any such rearranging of the numbering and editing shall not affect the validity of this Local Law or the provisions of the Code affected thereby.

Section 4. Severability

The provisions of this Local Law are separable and if any provision, clause, sentence, subsection, word or part thereof is held illegal, invalid or unconstitutional, or inapplicable to any person or circumstance, such illegality, invalidity or unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, subsections, words or parts of this Local Law or their petition to other persons or circumstances. It is hereby declared to be the legislative intent that this Local law would have been adopted if such illegal, invalid or unconstitutional provision, clause, sentence, subsection, word or part had not been included therein, and if such person or circumstance to which the Local Law or part hereof is held inapplicable had been specifically exempt there from.

Section 5. Effective Date

This local law shall take effect immediately upon filing with the Office of the Secretary of State.

City of Beacon Workshop Agenda
4/9/2018

Title:

Central Main Street/Comprehensive Plan/Zoning Map

Subject:

Background:

ATTACHMENTS:

Description	Type
CMS Draft Law	Backup Material
Comp Plan Amendments	Backup Material
Zoning Map Changes	Backup Material
Neg Dec Comp Plan	Backup Material
PB Comments Zoning Changes	Backup Material
DCPB Comp Plan and Rezoning	Backup Material
Zoning Map Changes_4_19_18	Backup Material

Draft: 12/18/17

LOCAL LAW NO. ____ OF 2017

CITY COUNCIL
CITY OF BEACON

LOCAL LAW AMENDING CHAPTER 223
OF THE CODE OF THE CITY OF BEACON

A LOCAL LAW to amend Chapter 223 of the Code of the City of Beacon regarding the Central Main District.

BE IT ENACTED by the City Council of the City of Beacon as follows:

Section 1. Chapter 223 of the City Code, Article IVD entitled "Central Main Street (CMS) District," is hereby amended as follows:

Chapter 223. Zoning - Article IVD. Central Main Street (CMS) District

§ 223-41.16 Purpose.

The purpose of this Article IVD is to increase the vitality, attractiveness, and marketability of Main Street and the Central Business District by providing more flexibility of land use while maintaining and enhancing urban form as recommended in the City of Beacon Comprehensive Plan Update adopted on ~~December 17, 2007~~ April 3, 2017. This article promotes a vibrant, economically successful, and environmentally sustainable Main Street with a pedestrian-oriented public realm and mixed uses. This article is also intended to provide a simplified and streamlined review process that facilitates redevelopment in accordance with its provisions and the intent of the Comprehensive Plan. ~~See Figure 18-15: Main Street Infill Strategies Illustrative Sketch Plan,[1] adapted from the Appendix to the Comprehensive Plan.~~
~~[1] Editor's Note: See § 223-41.18L.~~

§ 223-41.17 Applicability and boundaries.

The provisions of this article apply to the area shown as the Central Main Street District (CMS) on the City of Beacon Zoning Map, a portion of which is annexed hereto to amend said Zoning Map.[1] All new uses of land and structures and changed uses of land and structures shall comply with this article. Existing nonconforming uses may continue as provided in § 223-10, Nonconforming uses and structures, except as may be otherwise provided in this article. Any existing conforming building that is destroyed by fire or casualty to an extent of more than 50% may be rebuilt on the same footprint and with the same dimensions and may be extended at the same height along its frontage. Any existing building that does not satisfy the minimum building height requirements in the district may continue and may be expanded at the same height, provided that it is in conformity with all other dimensional requirements in the district. In case of any conflict between this article and other provisions of this Zoning Chapter, this article shall control. In order to encourage mixed uses, more than one permitted use shall be allowed on any lot or parcel, subject to all approval criteria contained herein.

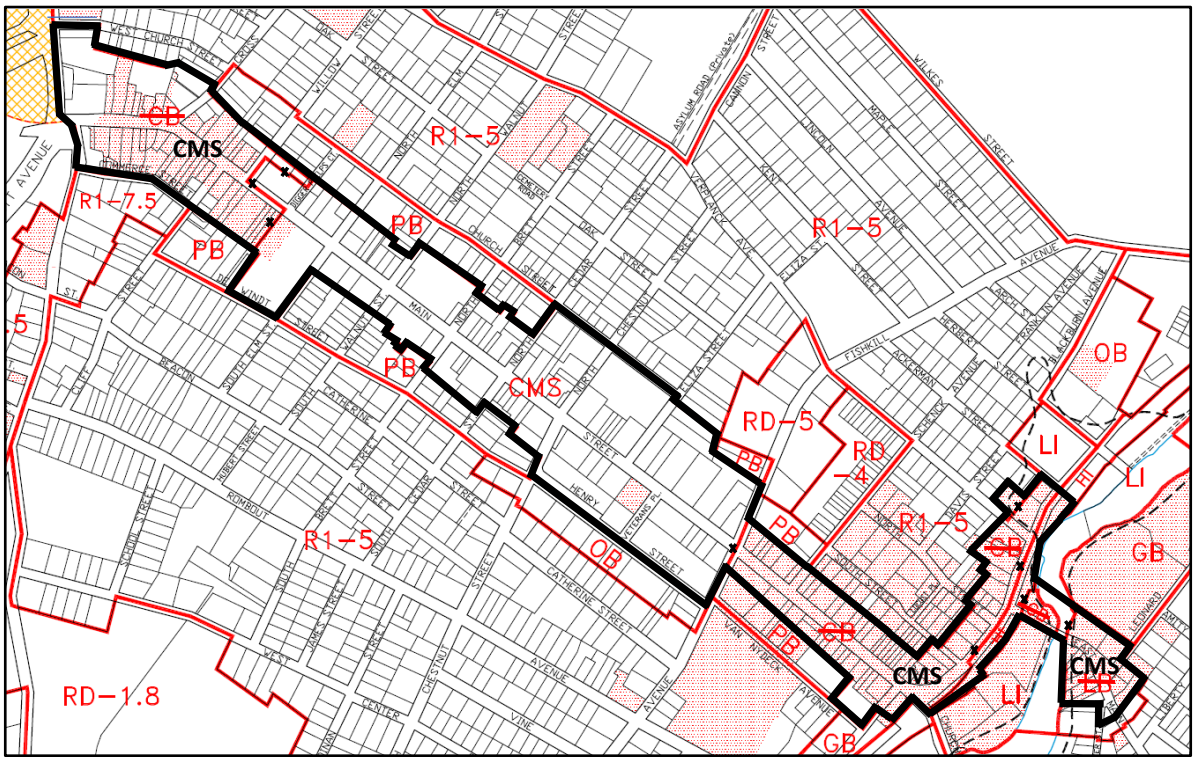


Figure 17-1: Central Main Street Zone Map

[1] Editor's Note: The Zoning Map is on file in the City offices.

§ 223-41.18 Regulations.

A. Uses by right. The uses listed below are permitted by right in the CMS district, in the manner and under the conditions specified below. Unless otherwise indicated in this § 223-41.18, all such uses require site plan review, to be conducted in an expedited fashion pursuant to Subsection H below. Site plan review shall not be required for a change of use in an existing building where the new use is allowed by right, the building will not be expanded, and the minimum number of off-street parking spaces required for the new use in § 223-41.18 G(2) is not more than 25% greater than the requirement for the existing use in § 223-26F herein.

(1) Apartments, provided that for parcels fronting on Main Street or East Main Street they ~~may~~ shall only be located on upper stories or at least ~~35~~ 50 feet behind the facade in the rear portion of a ground floor~~, along Main Street~~. The ~~limitations on~~ nonconforming residential uses on Main Street in § 223-10H shall not apply in the CMS District.

(2) One-family, two-family, attached, and multifamily dwellings, provided that ~~they do not have ground floor frontage on Main Street~~ for parcels fronting on Main Street or East Main Street such uses are not permitted on the ground floor in the first 50 feet from the facade.

(3) Hotel, subject to § 223-20, inn, or bed-and-breakfast establishment, subject to § 223-24.4.

(4) Offices of any kind, including professional, medical, ~~or~~ business, and banks or other financial institutions.

(5) Artist studio.

(6) Art gallery.

(7) Restaurant, coffee house, brew pub, and other establishments that serve food with or without alcoholic beverages.

(8) Food preparation business.

(9) Retail and personal services.

(10) Funeral home.

(11) Off-street parking ~~lot~~ facilities, provided that ~~it is~~ they are set back at least 40 feet from the Main Street or East Main Street property line and screened from the main street by buildings and/or landscaping.

(12) Public garage, as defined in this Chapter, without motor vehicle repair, vehicle sales, or fuel sales, provided that it is set back at least 40 feet and screened from the main street by buildings and/or landscaping. ~~[See "Parking" in F(1).]~~

(13) School, public or not-for-profit educational institution, trade or vocational school, job placement or training program, continuing education program or instructional school such as karate school, dance school or studio, language school or vehicular driving school.

(14) Indoor commercial recreation.

(15) Park, plaza, green, community garden, and other forms of outdoor plant cultivation.

(16) Artist live/work space subject to § 223-24.3, provided that they may only be located on upper stories or at least ~~35~~ 50 feet behind the facade, in the rear portion of a ground floor, along Main Street or East Main Street, unless the space in the ~~35~~ 50 feet behind the façade is used for the retail sale of the artist's wares.

(17) Theater, museum, library, concert hall and other music venues, and other similar kinds of cultural facilities.

(18) ~~Schools and other public or nonprofit educational institutions~~ Auction gallery.

(19) Wireless telecommunications services facilities, provided that they are mounted on a building and do not increase its height by more than 15 feet above applicable height limits and consistent with § 223-24.5.

(20) Buildings, structures and uses owned or operated by the City of Beacon or any department or agency thereof.

(21) Spa, health club, gym, yoga and pilates studio, and similar kinds of fitness centers.

(22) Microbrewery or microdistillery which has a retail or tasting room component of at least 200 square feet of floor area.

(23) Retail sales from a truck or trailer, subject to § 223-26.3.

(24) Workshop for the making or repair of clocks, watches, jewelry, musical instruments or similar ~~items~~ artisan workshops, ~~having a total floor area of not more than 800 square feet and~~ having a retail component of at least 200 square feet.

(25) Tattoo parlor, subject to 223-26.2.

(26) Club, civic or fraternal, subject to § 223-24.2, provided that for parcels fronting on Main Street or East Main Street such uses are not permitted on the ground floor in the first 50 feet from the facade.

B. Uses by special permit.

(1) The following uses are allowed by special permit from the ~~Planning Board~~ City Council, upon a finding that the proposed use is consistent with the City of Beacon Comprehensive Plan Update, will enhance the architectural character of the street and will benefit the urban, pedestrian-friendly qualities of Main Street, and that the conditions and standards in § 223-18 B(1)(a) through (d) have been met:

(a) Any new project with over 10,000 square feet in building footprint area.

(b) A ~~five-story building or~~ corner tower ~~of one additional story on a four-story building~~, provided that it complies with Subsection E(7) below, ~~and~~ that the ~~Planning Board~~ City Council finds that there are no substantial detrimental effects on parking, traffic, shadows, or specific views designated as important by the City Council in an adopted local law, the Comprehensive Plan Update, or Local Waterfront Revitalization Program, ~~A five-story building with a stepback of at least 15 feet behind the facade above the fourth story may be permitted on the north side of Main Street where it can call attention to a significant intersection. Corner locations are deemed most appropriate for such buildings, but they may be permitted elsewhere on the north side if they are~~ that the proposed corner tower is compatible with the scale of the block ~~on which they are located~~, and that it will contribute architecturally to the block face. ~~A five-story building will only be permitted if at least 15% of its residential units, and not less than five residential units, are designated as below~~ ~~market rate housing pursuant to Article IVB and/or at least 15% of the property's street level lot area adjacent to~~ ~~Main Street is available for public uses such as an outdoor dining area for a restaurant, pocket park or plaza.~~

(c) A public garage, as defined in this chapter, containing facilities used for repair of motor vehicles, but not for the sale of motor fuel. Such repair facilities shall ~~be located in the interior of a block and~~ not front on or be visible from ~~any public street~~ Main Street or East Main Street ~~except for a sign not larger than~~ ~~24 square feet in area~~.

(d) A bar in which the primary product is alcoholic beverages and food service is incidental. Any establishment that serves alcoholic beverages and is open later than 1:00 a.m. on any night shall be presumed to be a bar for purposes of this section.

(e) ~~Artist live/work space in accordance with § 223-24.3~~ Cigar and other lawful smoking establishments.

(2) In considering the appropriateness of the proposed use, the ~~Planning Board~~ City Council shall consider impacts on shadows, traffic, and parking and may impose traffic and parking mitigation measures. When making a decision on a special permit, the ~~Planning Board~~ City Council shall follow the procedures in § 223-41.18 I(2) of this chapter.

C. Accessory uses. The following are permitted accessory uses in the CMS District:

(1) Any accessory building or use customarily incident to a permitted use, except outside storage.

(2) Signs, in accordance with the provisions of § 223-15, as applicable.

(3) Off-street parking areas, in accordance with § 223-41.18G.

(4) Exterior lighting, in accordance with the provisions of § 223-41.18 L(13).

(5) Home occupation, subject to 223-17.1.

(6) Roof garden.

(7) Greenhouse

D. Prohibited uses. Uses not listed in Subsection A or B above and the following specific uses are prohibited in the CMS District:

(1) Gasoline filling stations.

(2) Drive-through facilities, stand-alone or used in connection with any other use.

E. Dimensional regulations. All new construction or enlargement of existing structures in the CMS District shall be subject to the following minimum and maximum dimensional regulations. These may be modified as provided in Subsection L(15).

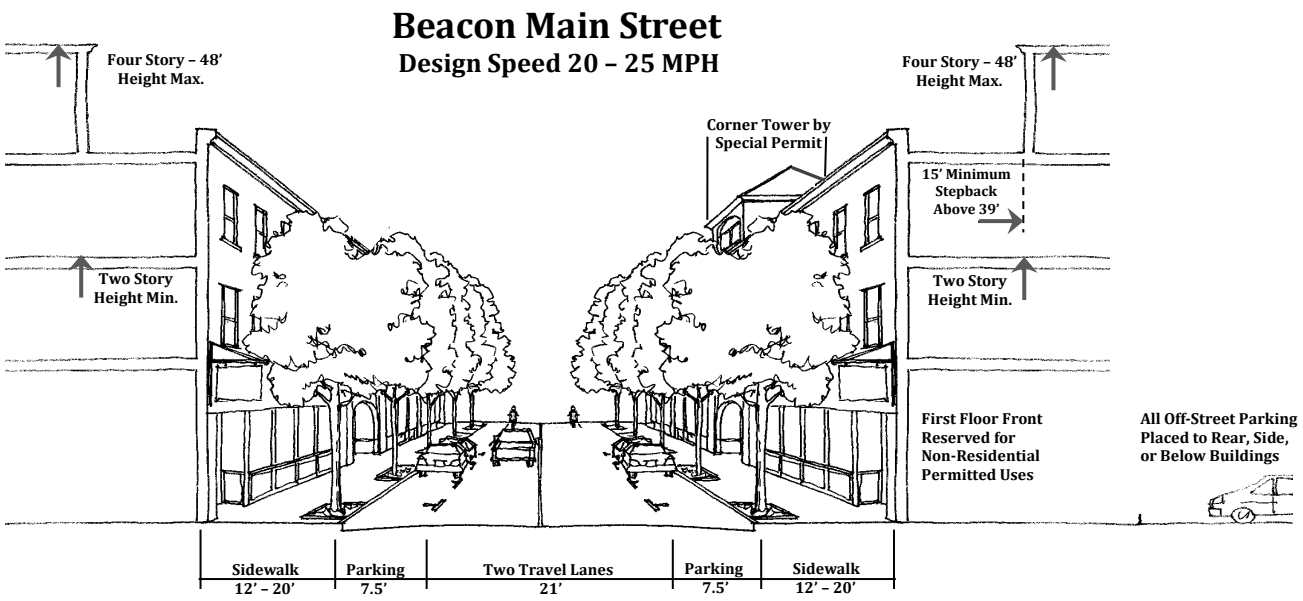


Figure 18-1: Central Main Street Zoning Requirements Illustrative View

(1) Front setback on Main Street or East Main Street: minimum zero, maximum 10 feet, except that a larger maximum may be allowed if the area in front of a building has no parking spaces and is landscaped and used in a manner that enhances ~~the~~ street life ~~on Main Street~~ by such means as pocket parks or plazas, fountains, outdoor dining, public art, and outdoor display of items for sale on the premises. Such outdoor space shall be landscaped with plant materials as appropriate to the use, in a configuration approved by the Planning Board.

(2) Front setback on other streets: minimum zero, maximum 25 feet. If surrounding buildings have a larger setback, the setback line may be placed in a location that harmonizes with the prevailing setbacks, provided that there is no parking in the front yard other than on a driveway accessing a rear garage.

(3) Corner buildings: Corner buildings shall be treated as having frontage on both streets and front yard setbacks shall apply to both, as appropriate to the street. Corner buildings with frontage on Main Street or East Main Street shall wrap around corners and maintain a consistent yard setback line along the side.

(4) Side setbacks: minimum of zero on Main Street or East Main Street, minimum of 10 feet on side streets. The minimum side setback on Main Street or East Main Street may be increased by the Planning Board to allow light and air to continue to penetrate an existing building that has side windows or other openings.

(5) Rear setbacks on Main Street or East Main Street: minimum 25 feet for parcels 100 feet deep or more and minimum 10 feet for parcels under 100 feet deep. Rear setbacks on side streets: minimum 25 feet. ~~, except that~~ If the rear yard is voluntarily dedicated to the City of Beacon as all or part of a public parking lot or parking structure, the minimum setback shall be 10 feet with landscaping to screen adjacent uses.

(6) Minimum frontage occupancy on Main Street or East Main Street: 100% for buildings with a shared side wall and 80% for detached buildings. Frontage occupancy is the percentage of the lot width which must be occupied by either a front building facade or structures that screen parking, located within the area between the minimum and maximum front setback. The purpose of this requirement is to maintain a sense of enclosure of the street. This requirement may be reduced by the Planning Board a) to the extent necessary to allow light and air into an adjacent building that has side windows; or b) if the applicant provides a suitably surfaced and lighted pedestrian passageway between ~~Main~~ the street and parking areas, public open spaces, or other streets, located behind the building.

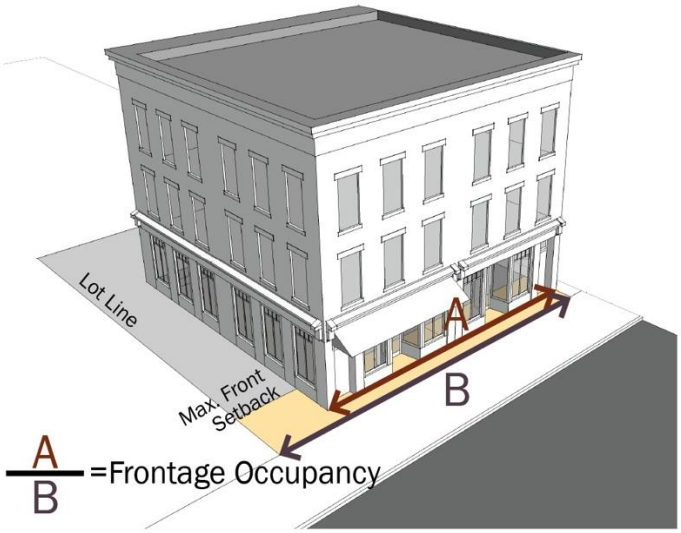


Figure 18-2: Frontage Occupancy

(7) Building height for a building fronting on Main Street or East Main Street: minimum two stories, maximum four stories and 48 feet, as determined from the average street front level. Stories built below the grade of the street shall not be counted toward building height. The second story of a two-story building shall be built in a manner that allows actual occupancy for one or more permitted uses and does not create the mere appearance of a second story. A special permit may be granted pursuant to Subsection B above ~~for a five-story building on the north side of Main Street. A special permit may also be granted~~ for a four-story tower without a stepback at a corner ~~on the south side of Main Street~~. Corner towers shall face ~~facing~~ an intersection and occupy~~ing~~ no more than 25 ~~%~~ feet of the ~~roof area~~ frontage of the building. For any building over three stories or 39 feet fronting on ~~the south side of~~ Main Street or East Main Street ~~four stories on the north side~~, a stepback of at least 15 feet behind the facade shall be required for the top story, except for corner towers allowed by special permit. A 15-foot building stepback above 39 feet shall be required for any side of such a building within 40 feet of a lot line abutting a residential district.

For buildings in the both the CMS and Historic District and Landmark Overlay Zone, any fourth story shall require a special permit by the City Council, upon a finding that there are no substantial detrimental effects on shadows, parking, traffic, or specific views designated as important by the City Council in an adopted local law, the Comprehensive Plan Update, or Local Waterfront Revitalization Program, that the new building will be compatible with the historic character of adjacent buildings, and that the conditions and standards in § 223-18 B(1)(a) through (d) have been met.

Chimneys, vent pipes, mechanical systems, elevator shafts, antennas, wireless communications facilities, roof gardens and fences, greenhouses, solar collectors, wind energy systems, and other rooftop accessory structures may project up to 15 feet above the maximum height. With the exception of roof gardens and solar collectors, such projections may occupy no more than 20% of the roof area and must be set back at least 15 feet from the front edge of the roof.

(8) Building height for a building not fronting on Main Street or East Main Street: maximum three stories and 35 feet. Chimneys, vent pipes, roof gardens and fences, greenhouses, solar collectors, wind energy systems, and other rooftop accessory structures may project up to eight feet above the maximum height, provided that, with the exception of roof gardens and solar collectors, they occupy no more than 15% of the roof area and are set back at least 15 feet from the front edge of the roof.

(9) Building depth: corner buildings shall not extend along a side street more than 150 feet from the Main Street or East Main Street frontage, unless the rear building height is reduced to two stories.

(10) Lot area and lot width: There are no minimum lot area or lot width requirements.

(11) Lot depth: Minimum lot depth is 75 feet, except that on any lot in which the area behind a building is voluntarily dedicated to the City as public parking, there shall be no minimum depth requirement.

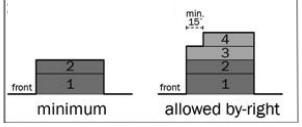
(12) Floor area ratio: There is no maximum floor area ratio.

(13) Landscaped area: For lots fronting on Main Street or East Main Street, a minimum of 10% of the lot shall be landscaped with trees, shrubs, or grass, in locations approved by the Planning Board that enhance the streetscape or provide a landscaped ~~interior~~ courtyard, and are found to be consistent with the intent of the CMS District. This requirement shall be reduced to 5% if the landscaped area is accessible to the public. For lots not fronting on Main Street or East Main Street, a minimum of 15% of the lot shall be landscaped with trees and shrubs. These requirements may be waived for lots of 5,000 square feet or less.

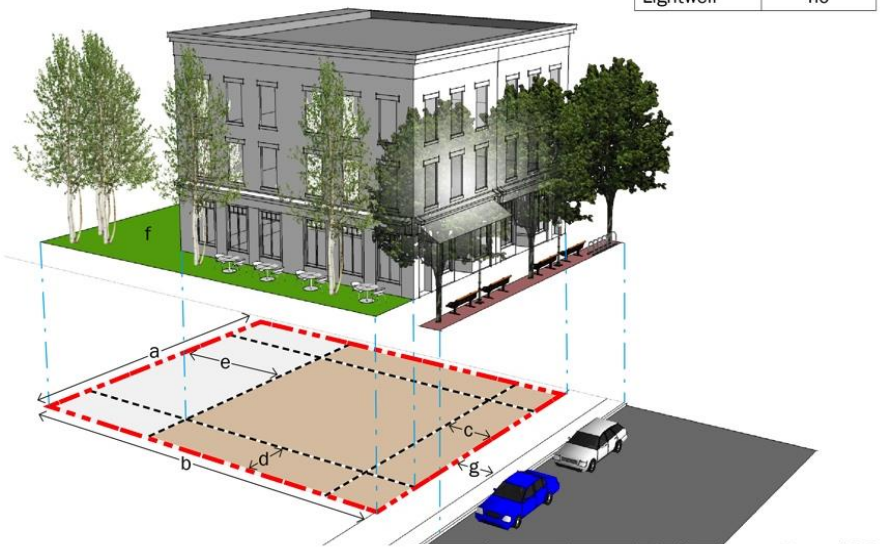
(14) Lots that front on Main Street or East Main Street.

LOT STANDARDS			
		Min.	Max.
	Lot Area	--	–
(a)	Lot Width	--	–
(b)	Lot Depth	75'	–
	F.A.R.	--	–
(c)	Front Setback	0'	10'
(d)	Side Setback	0'	–
(e)	Rear Setback	25'	–
(f)	Landscaped Area	10%	–
	Frontage Occupancy, detached building	80%	–
	Frontage Occupancy, buildings w/shared side wall	100%	–
(g)	Pedestrian Clearway	8'	–

BUILDING HEIGHTS



FRONTAGE TYPES	
	Allowed
Storefront	yes
Forecourt	yes
Stoop	no
Porch	no
Lightwell	no

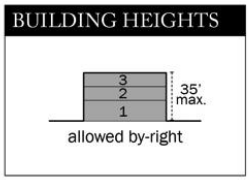


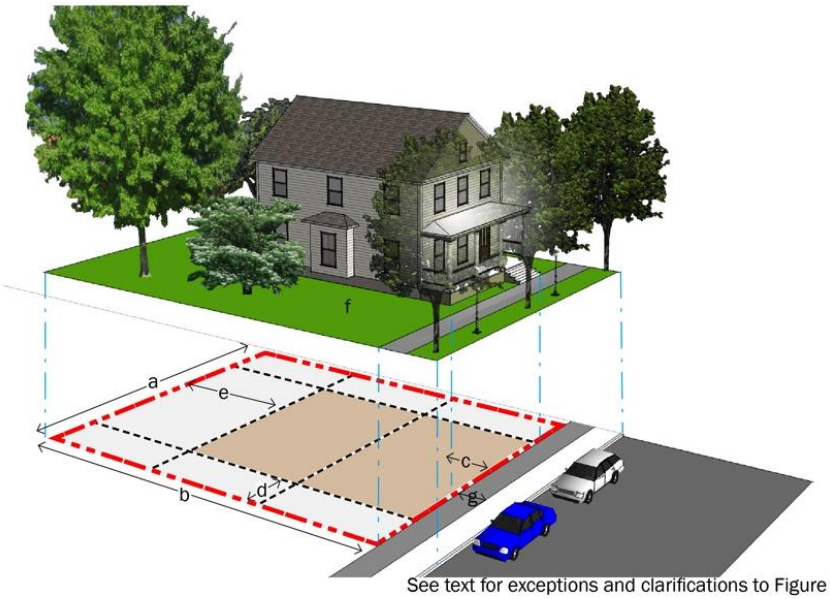
See text for exceptions and clarifications to Figure 18.3. Rear setback 10 feet for lots less than 100 feet deep.

Figure 18.3: Lots that Front on Main Street or East Main Street

(15) Lots that do not front on Main Street or East Main Street.

LOT STANDARDS			
		Min.	Max.
	Lot Area	--	--
(a)	Lot Width	--	--
(b)	Lot Depth	75'	--
	F.A.R.	--	--
(c)	Front Setback	0'	25'
(d)	Side Setback	10'	--
(e)	Rear Setback	25'	--
(f)	Landscaped Area	15%	--
	Frontage Occupancy, detached building	--	--
	Frontage Occupancy, buildings w/shared side wall	--	--
(g)	Pedestrian Clearway	8'	--





See text for exceptions and clarifications to Figure 18-4

Figure 18-4: Lots That Do Not Front on Main Street or East Main Street

F. Frontage types.

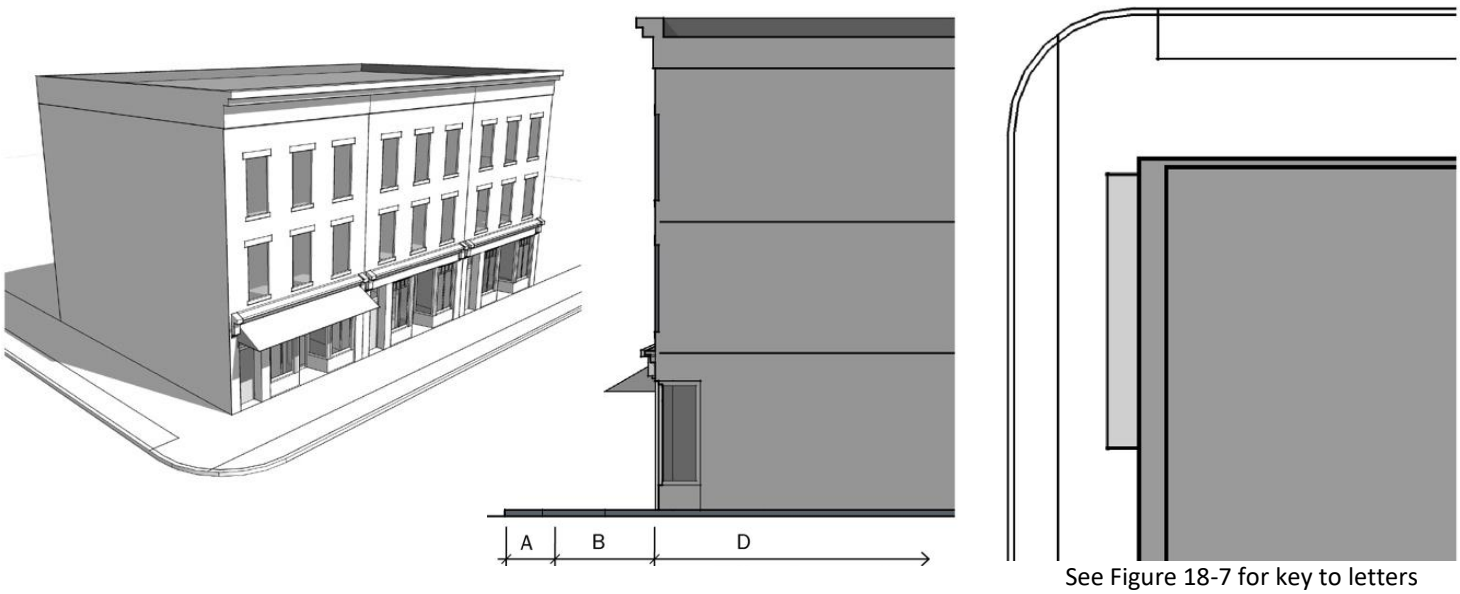
(1) For new buildings, along Main Street or East Main Street, only the following building frontage types are permitted:

(a) Storefront.

(b) Forecourt.

(2) On other streets, there is no prescribed building or frontage type, except that no private garage may be located less than 20 feet behind the front facade of a building.

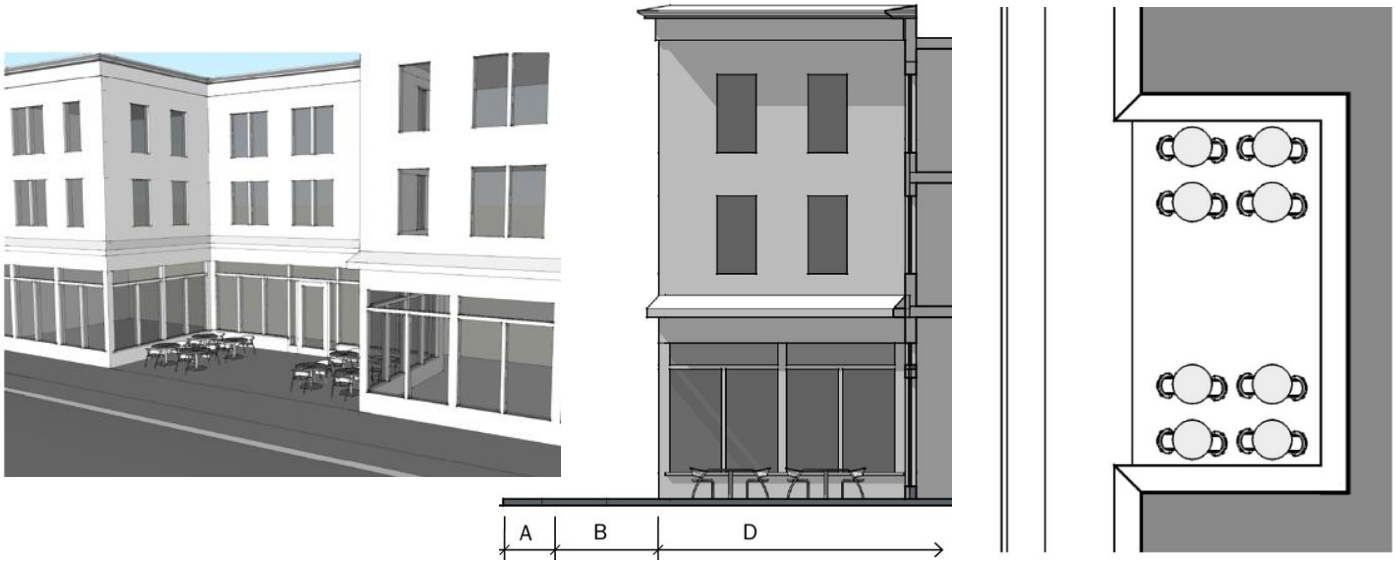
(3) Storefront frontage type: a frontage type where the building facade is placed at or close to the right-of-way line, with the entrance at sidewalk grade. This building frontage type is conventional for retail use. It is characterized by a high percentage of glazing on the first floor, a prominent entrance, and often an awning. Recessed doors on storefronts are ~~acceptable~~ typically used to avoid doors opening into the sidewalk.



See Figure 18-7 for key to letters

Figure 18-5: Illustrative View, Section View, and Plan View of Storefront Frontage Type

(4) Forecourt frontage type. A forecourt is a semi-public exterior space whose back and sides are surrounded by a building and whose front opens to a thoroughfare — forming a court. The court is suitable for gardens, gathering space, and outdoor dining.



See Figure 18-7 for key to letters

Figure 18-6: Illustrative View, Section View, and Plan View of Forecourt Frontage Type

G. Parking location and quantity.

(1) All off-street parking for buildings that have Main Street or East Main Street frontage shall be located behind, ~~underneath~~ under the ground floor, or to the side of a building. If on the side, the parking area shall be located at least 40 feet from the Main Street or East Main Street property line and be screened by a low brick or stone wall, hedge, ornamental fence, and/or other landscaping that maintains the continuity of the street wall in compliance with frontage occupancy requirements, and that screens parked cars from view from the street. A public garage on a lot with Main Street or East Main Street frontage shall have a storefront "liner building" at least 40 feet deep and one story high between the parking structure and the main street, but may have a zero-foot setback on the upper floors of the parking structure (over the storefront) and along any street that intersects the main street. Parking areas fronting on side streets shall have a minimum setback of five feet in which ornamental and/or buffer landscaping is planted.

(2) The minimum quantity of required on-site parking spaces shall be as follows:

(a) Residential: one space per unit.

(b) Office and nonretail commercial: 2.5 spaces per 1,000 square feet of floor area.

(c) Retail commercial and personal services: three spaces per 1,000 square feet of floor area.

(d) Other uses: as determined to be appropriate by the Planning Board in the course of site plan review.

(3) The requirements in Subsection G(2) above may be modified by the Planning Board, in its discretion, based upon information submitted by the applicant or otherwise made available in the public record, demonstrating one or more of the following:

(a) That the projected operational characteristics of the proposed use require a different amount of parking.

(b) That adequate shared parking, contractually obligated for the duration of the proposed use, is available within 500 feet of the site and within the CMS or PB Districts.

(c) That the applicant has provided sufficient bicycle parking to reduce anticipated vehicular travel demand.

(d) That there is sufficient public parking available within 800 feet of the site and within the CMS or PB Districts to meet foreseeable parking needs of the proposed use and surrounding uses for the duration of the proposed use.

(e) That the applicant will voluntarily dedicate land for public parking on site or will acquire land by purchase or long-term lease (for the duration of the proposed use) within 800 feet of the site and within the CMS or PB Districts and voluntarily dedicate such land to the City for public parking.

(f) That a professional parking study of the proposed use and the surrounding area demonstrates that a different amount of parking would be appropriate for the use in its particular location and/or that existing and/or proposed off-site parking is sufficient.

(4) For lots of 8,000 square feet or less, where the provision of on-site parking is infeasible, the Planning Board may waive all parking requirements, provided that the total floor area of the building is no greater than 5,000 square feet.

(5) Section 223-26B of this Chapter shall apply in the CMS District.

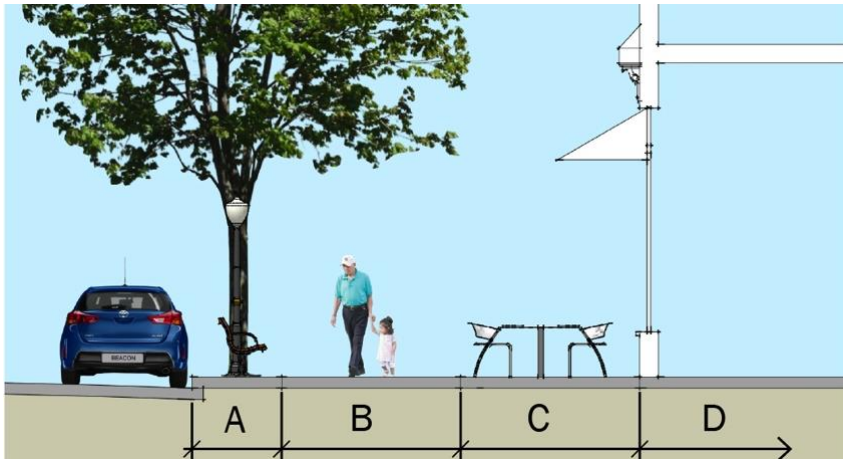
H. Streetscape improvements.

(1) Within the building transition zone, the Planning Board may require the lot owner to provide planters, trees, shrubs, or other landscaping to enhance the appearance of the streetscape. Ornamental fencing four feet or less in height may be provided to separate privately owned space from public space. Chain link, vinyl, and solid fencing shall be prohibited. For commercial uses, display areas, and outdoor dining and seating areas may be provided.

(2) A pedestrian clearway, at least eight feet wide, with unobstructed space for pedestrian activity shall be provided along the sidewalk, unless site conditions require a narrower clearway. Within the street transition zone, if space permits, lot owners may plant trees and place benches, tables, and outdoor seating areas with the approval of the Department of Public Works. The Planning Board may require the planting of street trees on average 30 feet to 40 feet apart as a condition of site plan approval.

(3) The Planning Board may require the placement of bicycle racks of an approved design within the street transition and building transition zones. ~~Each bicycle rack holding two bicycles may be used to reduce the required parking by one parking space.~~ The Planning Board may require any building containing 5,000 square feet or more of floor area to provide one bicycle rack or equivalent indoor bicycle parking space for every 2,000 square feet of floor area.

(4) The Planning Board may require that an applicant constructing a building greater than 10,000 square feet in floor area pay for the provision of related street improvements to improve pedestrian and/or bicycle safety.



A = Street Transition Zone
B = Pedestrian Clearway
C = Building Transition Zone
D = Building Frontage

Figure 18-7: Parts of the Streetscape

I. Site plan review/special permit procedures and criteria.

(1) In order to ensure an expedited review of site plans, this article contains a streamlined site plan review procedure for any proposed building project of 10,000 square feet or less in footprint area, as follows:

(a) The applicant shall meet with the Building Inspector, who shall provide a site plan application and instruction sheet describing the requirements for site plan approval and who may recommend that the applicant have a preapplication meeting with the Planning Board to determine application submission requirements.

(b) The applicant shall prepare a site plan with sufficient information for the Planning Board to determine whether or not it complies with the provisions of this article.

(c) If no special permit is required, the applicant shall then meet with the Planning Board to discuss the proposal. No public hearing will be required, unless the Planning Board determines that the proposal may have substantial detrimental effects or may cause public controversy.

(d) Within 45 days after such meeting, or if there is a public hearing, within 45 days after the closing of the public hearing, the Planning Board shall issue an approval, approval with modifications, or denial of the application, stating the reasons for any modifications or denial. The Planning Board shall also issue a required schedule for initiation and completion of the project. Such approval shall lapse within two years if the applicant does not diligently pursue construction of the project, unless the applicant requests an extension, which may only be granted for good cause by the Planning Board.

(2) For projects ~~with over 10,000 square feet in building footprint area, or~~ that ~~otherwise~~ require a special permit, the applicant shall follow the procedures in §§ 223-18 and 223-25~~, except that the Planning Board shall take the place of the City Council in § 223-18~~. Such applications shall comply with those sections to the extent that such sections do not contain standards that conflict with this article. In case of a conflict, this article shall control.

(3) The Planning Board may require a performance guarantee for the construction of public improvements in connection with any project of 10,000 square feet or more in floor area.

(4) After completion of construction of new buildings, the applicant shall submit as-built plans to the Building Inspector showing the exact location of all site alterations and construction.

J. Site plan and special permit amendments. For any proposed change to an approved site plan, the applicant shall meet with the Building Inspector who shall make a determination as to whether or not the proposed change is significant. If the Building Inspector determines that the change is significant (e.g., a change in dimensions of more than 10% shall be presumed to be significant), the application shall be referred to the Planning Board for an amendment to the site plan or special permit, as appropriate. If the Building Inspector determines that the change is not significant and otherwise complies with applicable requirements, the Building Inspector is authorized to issue a building permit without further review.

K. Compliance with below market rate housing requirements. All applications involving residential development shall comply with Article IVB of this Chapter (Affordable-Workforce Housing).

L. Design standards.

(1) Because of the design standards in this section, the architectural review provisions of Chapter 86 shall not apply within the CMS District. In addition to the preceding sections of this article, all new buildings or substantial alterations of existing buildings shall comply with the following design requirements. These design standards are intended to promote the following purposes:

(a) Preserve and enhance the unique character and general public welfare of the City of Beacon;

(b) Promote pedestrian access and activity, as well as a general sense of area security;

(c) Restore and maintain the role of streets as civic and social spaces, framed by active uses;

(d) Encourage economic development and a convenient mix of uses and services; and

(e) Support a sense of design context that appropriately relates historic buildings, general facade and window patterns, and traditional streetscapes in the area to new redevelopment efforts, while still allowing contemporary architectural flexibility.

(2) Key Terms: Standards using the verb "shall" are required; "should" is used when the standard is to be applied unless the Planning Board finds a strong justification for an alternative solution in an unusual and specific circumstance; and "may" means that the "standard" is an optional guideline that is encouraged but not required.

(3) Proposed new buildings should be compatible with nearby historic-quality buildings along Main Street. References to the existing context should include type and texture of materials, massing, spacing and proportion of windows and doors, horizontal alignments, and street-front fixtures, but architectural features ~~and details~~ may be more traditional or may be ~~simpler and more modern~~ less detailed, signaling a more contemporary building. Building exteriors in or directly adjoining the Historic District and Landmark Overlay sections of the CMS District should reinforce historic patterns and neighboring buildings with an emphasis on continuity and compatibility, not contrast, but new construction may still be distinguishable in architectural details, windows, and interiors.

(4) Buildings should have a top-floor cornice feature and first-floor architectural articulation, such as a storefront with a secondary cornice or an architecturally emphasized entrance doorway, to accent the central body of the building.

(5) Architectural features and windows should be continued on all sides of the building that are clearly visible from a street or public parking area, avoiding any blank walls, except in cases of existing walls or potential common property walls. Larger buildings shall incorporate significant breaks in the facades and rooflines at intervals of no more than 35 feet.

(6) Building elements that provide additional architectural interest, such as balconies, bay windows, open porches, and cornices, may encroach up to four feet beyond the front lot line if the bottom of the encroaching building elements is at least 12 feet above grade.

(7) Metal, glass or canvas-type awnings and canopies or projecting signs are encouraged and may encroach up to six feet into the front setback and over the sidewalk above seven feet. Vinyl awnings are discouraged unless the applicant can demonstrate to the Planning Board's satisfaction that the finish and design of such awning are of high quality, aesthetically pleasing and meet the intended standards of the district~~, as determined by said Board~~.

(8) Buildings shall have a front entrance door facing the primary street and connected to the sidewalk. Front entrance doors for commercial buildings and retail storefronts shall be active and provide main access during business hours.

(9) Primary individual window proportions shall be greater in height than in width, but the Planning Board may allow exceptions for storefront, transom, and specialty windows. Mirrored, reflective, or tinted glass, all-glass walls, and exterior roll-down security gates shall not be permitted. Any shutters shall match the size of the window opening~~,~~ and appear functional~~, and be attached to the window frame~~.

(10) Commercial buildings shall have at least 70% glass on the first-floor facades, located between two feet and 10 feet above the sidewalk. ~~Residential buildings shall~~ Main Street or East Main Street buildings should have at least 30% glass on the ~~first floor~~ upper floor facades.

(11) Finish building materials should be wood, brick, traditional cement-based stucco, stone, smooth cast stone, ~~or~~ smooth-finished fiber-cement siding, or other material deemed acceptable by the Planning Board. Vinyl, aluminum or sheet metal siding or sheet trim, exposed concrete blocks or concrete walls, plywood or other similar prefabricated panels, unpainted or unstained lumber, synthetic rough-cut stone, ~~or~~ synthetic brick, ~~or~~ synthetic stucco, exterior insulation and finishing system (EIFS), ~~or~~ direct-applied finish system (DAFS), and chain link, plastic, or vinyl fencing shall not be permitted.

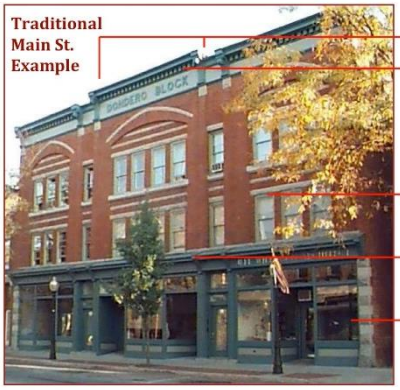
(12) Materials and colors should complement historic buildings on the block. Fluorescent, neon, metallic, or other intentionally garish colors, as well as stripes, dots, or other incompatible patterns, shall be prohibited.

(13) Lighting fixtures shall be a maximum of 15 feet in height, except pole lights in rear parking lots shall be a maximum of 20 feet high. Lighting shall be energy efficient, have full spectrum color quality, and, except for short-term event lighting, shall prevent any lighting above ~~60 watts~~ 500 lumens that directly projects above the horizontal level into the night sky with full cut-off fixtures.

(14) Mechanical equipment and refuse containers shall be concealed from public view by approved architectural or landscaping elements and shall be located to the rear of the site. Window or projecting air conditioners shall not be permitted on the front façade of new buildings or additions.

(15) The Planning Board may waive setback requirements for landmark civic buildings, including government buildings, schools, libraries, or places of worship, and for pedestrian-oriented places, such as public greens or plazas and outdoor eating areas.

(16) The following Figure 18-8 provides annotated photographs to illustrate design standards in this section:

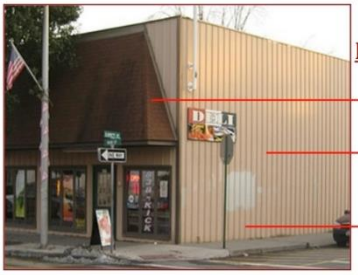


Design Standards
Consistent Examples





Design Standards
Inconsistent Examples







Design Standards
Consistent Examples







Figure 18-8: Design Illustrations

M. Main Street infill strategies illustrative sketch plan. This sketch plan provides one possible set of design solutions for infill development, which was included in the 2017 Comprehensive Plan Update as an illustration of planning principles for the Central Main Street District.



Figure 18-9: Central Main Street Infill Strategies and Illustrative Sketch Plan

Section 2. Ratification, Readoption and Confirmation

Except as specifically modified by the amendments contained herein, the Chapter 223 of the City of Beacon is otherwise to remain in full force and effect and is otherwise ratified, readopted and confirmed.

Section 3. Numbering for Codification

It is the intention of the City of Beacon and it is hereby enacted that the provisions of this Local Law shall be included in the Code of the City of Beacon; that the sections and subsections of this Local Law may be re-numbered or re-lettered by the Codifier to accomplish such intention; that the Codifier shall make no substantive changes to this Local Law; that the word "Local Law" shall be changed to "Chapter," "Section" or other appropriate word as required for codification; and that any such rearranging of the numbering and editing shall not affect the validity of this Local Law or the provisions of the Code affected thereby.

Section 4. Severability

The provisions of this Local Law are separable and if any provision, clause, sentence, subsection, word or part thereof is held illegal, invalid or unconstitutional, or inapplicable to any person or circumstance, such illegality, invalidity or unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, subsections, words or parts of this Local Law or their petition to other persons or circumstances. It is hereby declared to be the legislative intent that this Local Law would have been adopted if such illegal, invalid or unconstitutional provision, clause, sentence, subsection, word or part had not been included therein, and if such person or circumstance to which the Local Law or part hereof is held inapplicable had been specifically exempt there from.

Section 5. This local law shall become effective immediately upon filing with the Office of the Secretary of State.

AMENDMENTS TO THE CITY OF BEACON COMPREHENSIVE PLAN UPDATE INVOLVING CHANGES TO THE CENTRAL MAIN STREET (CMS), CENTRAL BUSINESS (CB), OFF-STREET PARKING (PB), R1-5, ~~RD-4,~~ LOCAL BUSINESS (LB), FISHKILL CREEK DEVELOPMENT (FCD), ~~GENERAL BUSINESS (GB),~~ LIGHT INDUSTRIAL (LI), AND WATERFRONT PARK (WP) DISTRICTS. 12/18/17 DRAFT

The Proposed Action involves individual parcel adjustments to the recommendations in the Comprehensive Plan Update, Sections 11 and 12, as adopted April 3, 2017. The Beacon City Council is proposing to adopt amendments to the Zoning Map and text for the purpose of implementing the general recommendations in the Comprehensive Plan Update. During discussions regarding certain parcels, the City Council agreed on adjustments to the overall recommended changes in the Comprehensive Plan Update, most specifically represented in Figure 11-1, Future Land Use Map, Table 12-1, Proposed Zoning Changes, and Figure 12-1, Proposed Zoning Changes. The particular parcels and reasoning are described below.

A portion of the Metro-North Commuter Railroad right-of-way along Tioronda Avenue, tax parcel number 6054-37-096715, with the owner's address at 347 Madison Avenue, New York, NY 10017 is proposed to be changed from LI to FCD. The Comprehensive Plan Update recommended other sections of the Metro-North right-of-way just to the north be merged into the FCD district. This additional section of the track right-of-way will link two currently zoned FCD parcels to make a continuous FCD district. Because of the existing tracks and steep slopes on the parcel, the rezoning will not significantly affect any development potential.

A 1.3-acre parcel along the Fishkill Creek owned by the Scenic Hudson Land Trust, Inc. at 1 Civic Center Plaza, Poughkeepsie, NY 12601, tax parcel number 5954-16-910293, is proposed to be changed from FCD to WP. The parcel is contiguous with other properties zoned WP and is very near another Scenic Hudson parcel that is part of Madam Brett Park. The City Council agreed to extend the WP district to include this parcel because of its sensitive nature along the Fishkill Creek and proximity to the other Scenic Hudson-owned park parcels.

~~A 2.582-acre parcel along the Fishkill Creek owned by the City of Beacon at 1 Municipal Plaza, Beacon, NY 12508, tax parcel number 6054-37-037625, is proposed to be changed from LI to GB. The Comprehensive Plan Update Table 12-1 recommended this parcel be rezoned to FCD, but the City Council issued a Request for Proposals for this property and subsequently entered into an agreement with a potential buyer. The property is at the end of a dead-end street with the adjacent parcel along the same street to the north zoned GB. The City Council agreed that the GB district zoning would be less of a change from the LI district and more consistent with the GB district to the north.~~

An 8.7-acre parcel at 11-89 Mason Circle owned by Beacon Hip lofts, LLC. with a tax parcel number 6055-04-590165 is proposed to remain in the LI district. The Comprehensive Plan Update Table 12-1 and Figure 12-1 recommended this parcel be rezoned to FCD, but the owner subsequently proposed an amendment to the Special Permit approval that would include a new building and other site plan changes. Since an active application has been before the Planning Board for several months and the property will then be built-out substantially consistent with the LI district regulations, the City Council is proposing to have the parcel remain in the current LI district.

The Comprehensive Plan Update Table 12-1 and Figure 12-1 recommended that the existing CB districts at the upper and lower ends of Main Street be merged into the CMS district, which would provide all of Main Street with the more specific architectural and design standards in the CMS district. The City Council is proposing to extend the east end expansion to the Fountain Square area, which is currently zoned LB. The CMS designation includes detailed architectural graphics, streetscape illustrations, and site design

standards to better protect the historic character of this area. Four LB parcels not in the Historic District and Landmark Overlay Zone would be converted to the adjacent R1-5 district. These changes would affect the following parcels:

6054-30-168772	8 East Main Street (front)	10 Boulevard LLC. 24 Woodbine Avenue, Northport, NY 11768	LB to CMS
6054-38-182748	20 East Main Street	Kurt L. and Donald P. McMillan 168 Chelsea Road, Wappingers Falls, NY 12590	LB to CMS
6054-38-186736	5 Leonard Street	Brian D. Haight 5 Leonard Street, Beacon, NY 12508	LB to CMS
6054-38-183732	28 East Main Street	Rafiq Ahmed 28 East Main Street, Beacon, NY 12508	LB to CMS
6054-38-188729	36 East Main Street	Larry Way 39 Van Buren Street, Beacon, NY 12508	LB to CMS
6054-38-190723	44 East Main Street	Echo Properties I LLC. 1777 Route 6, Carmel, NY 10512	LB to R1-5
6054-38-181714	49 East Main Street	Sophia Stuart 3 Water Street, Beacon, NY 12508	LB to R1-5
6054-38-180717	47 East Main Street	47 East Main Street LLC. 47 Main Street, Beacon, NY 12508	LB to CMS
6054-38-163747	15 East Main Street	Sharon Bronte 180 W. 58th Street, New York, NY 10019	LB to CMS
6054-38-166745	17 East Main Street	Gwenno M. James 20 S. Chestnut Street, Beacon, NY 12508	LB to CMS
6054-38-167740	19 East Main Street	Charatambos M. Peratikos P.O. Box 16, Beacon, NY 12508	LB to CMS
6054-38-167735	25 East Main Street	Weber Projects II LLC. 25 East Main Street, Beacon, NY 12508	LB to CMS
6054-38-169731	27-31 East Main Street	Accord Realty & Development, Inc. P.O. Box 269, Somers, NY 10589	LB to CMS
6054-38-170728	33 East Main Street	VBK Properties LLC. 10 North Gate Road, Carmel, NY 10512	LB to CMS
6054-38-174726	East Main Street	Pok Beacon LLC. 3 Water Street, Beacon, NY 12508	LB to CMS

6054-38-170722	3 Water Street	Pok Beacon LLC. 3 Water Street, Beacon, NY 12508	LB to R1-5
6054-38-167716	5 Water Street	Pok Beacon LLC. 3 Water Street, Beacon, NY 12508	LB to R1-5

The Comprehensive Plan Update recommended the extension of the CMS district north on Fishkill Avenue to Verplanck Avenue. After careful consideration of the primarily residential uses along this block and the historic character of several of the buildings, the City Council is not proposing to permit commercial zoning on this block. This would prevent commercial expansion into these parcels and protect the primarily residential buildings along this block. Instead, the Council agreed to two more modest changes that would have far fewer impacts on the neighborhood.

Two single-family houses with historic qualities currently in the RD-5 district will be merged with the adjacent R1-5 district:

6054-29-041858	183 Fishkill Avenue	Lucy M. Cullinan 183 Fishkill Avenue, Beacon, NY 12508
6054-29-047864	189 Fishkill Avenue	Emily De Cordova 189 Fishkill Avenue, Beacon, NY 12508

One parcel with a commercial use in the RD-5 district is proposed to be included in the adjacent PB district to encourage redevelopment into a more consistent use with ~~the rest of the block~~ adjacent parcels:

6054-29-042814	158 Fishkill Avenue	The Rocky Harbor LLC. 20 Dallis Place, Beacon, NY 12508

A row of parcels on the south side of South Street currently in the R1-5 district is proposed to be rezoned to PB. Several of these properties are the rear portions of parcels that front on Main Street. Two buildings facing South Street in this area have commercial uses. A PB district designation would give these parcels more flexibility for additional uses and act as a transitional area between Main Street and the R1-5 district. Uses in the R1-5 would still be permitted in the PB. The following parcels are proposed to be in the PB:

6054-29-056780	Main Street (rear)	McDermott properties 43 Jelliff Mill Road, New Canaan, CT 06840
6054-29-063780	48 South Street	John W. H. Dacey and Holy R. Sumner 48 South Street, Beacon, NY 12508
6054-29-062771	424-428 Main St. (rear)	Beacon Main Real Estate Group 8 Bellford Lane, Beacon, NY 12508
6054-29-068768	432 Main St. (rear)	Neil E. Vaughn 432 Main Street, Beacon, NY 12508
6054-29-075770	34 South Street	Neil E. Vaughn and Erika M. Foy 432 Main Street, Beacon, NY 12508

6054-29-079768	32 South Street	Eric A. Brown and Danielle F. Brown 32 South Street, Beacon, NY 12508
6054-29-082764	28 South Street	Norah Hart 305 Broadway, New York, NY 10007
6054-29-086757	Main Street (rear)	Qualamar Corp. P.O. Box 4292, New Windsor, NY 12553

These proposed changes are consistent with the overall intent and general recommendations in the 2017 Comprehensive Plan Update, but involve the City Council making more specific adjustments to individual streets and parcels. The Comprehensive Plan Update primarily focused on the waterfront area with less parcel-by-parcel attention concentrated on the area covered by these amendments. In many cases, such as the Fishkill Avenue block, the proposed zoning will result in fewer potential impacts. In some areas, such as the extension of the CMS into the Fountain Square area, it may allow additional development potential, but the existing historic character of the area will be better protected by the architectural, streetscape, and design standards not present in the current LB district. These modifications to the Comprehensive Plan Update are modest in relation to the larger City context, reflect more recent information, or were the result of a more careful look at individual parcels by the City Council.

The Proposed Action is an exercise of the police powers of the City to protect, health, safety, and general welfare of its residents and property owners. These rezonings do not involve site-specific construction or development activities. Therefore, any subsequent site development actions would be subject to more complete analysis in accordance with the requirements of the State Environmental Quality Review Act.

Draft: 3/19/18

LOCAL LAW NO. ____ OF 2018

CITY COUNCIL
CITY OF BEACON

LOCAL LAW AMENDING THE ZONING MAP OF THE CITY OF BEACON

A LOCAL LAW to amend the Zoning Map of the City of Beacon.

BE IT ENACTED by the City Council of the City of Beacon as follows:

Section 1. Intent. The City Council believes that it is reasonable and appropriate to rezone certain areas in the central downtown business area in a manner that is not inconsistent with the City's Comprehensive Plan and provides for more efficient zoning boundaries. This local law is determined to be an exercise of the police powers of the City to protect the public health, safety and welfare of its residents.

Section 2. The zoning of the parcels is hereby changed from the Existing Zoning District to the New Zoning District as shown in Figure 1: [Individual parcel details will be added after City Council consensus on the map.]

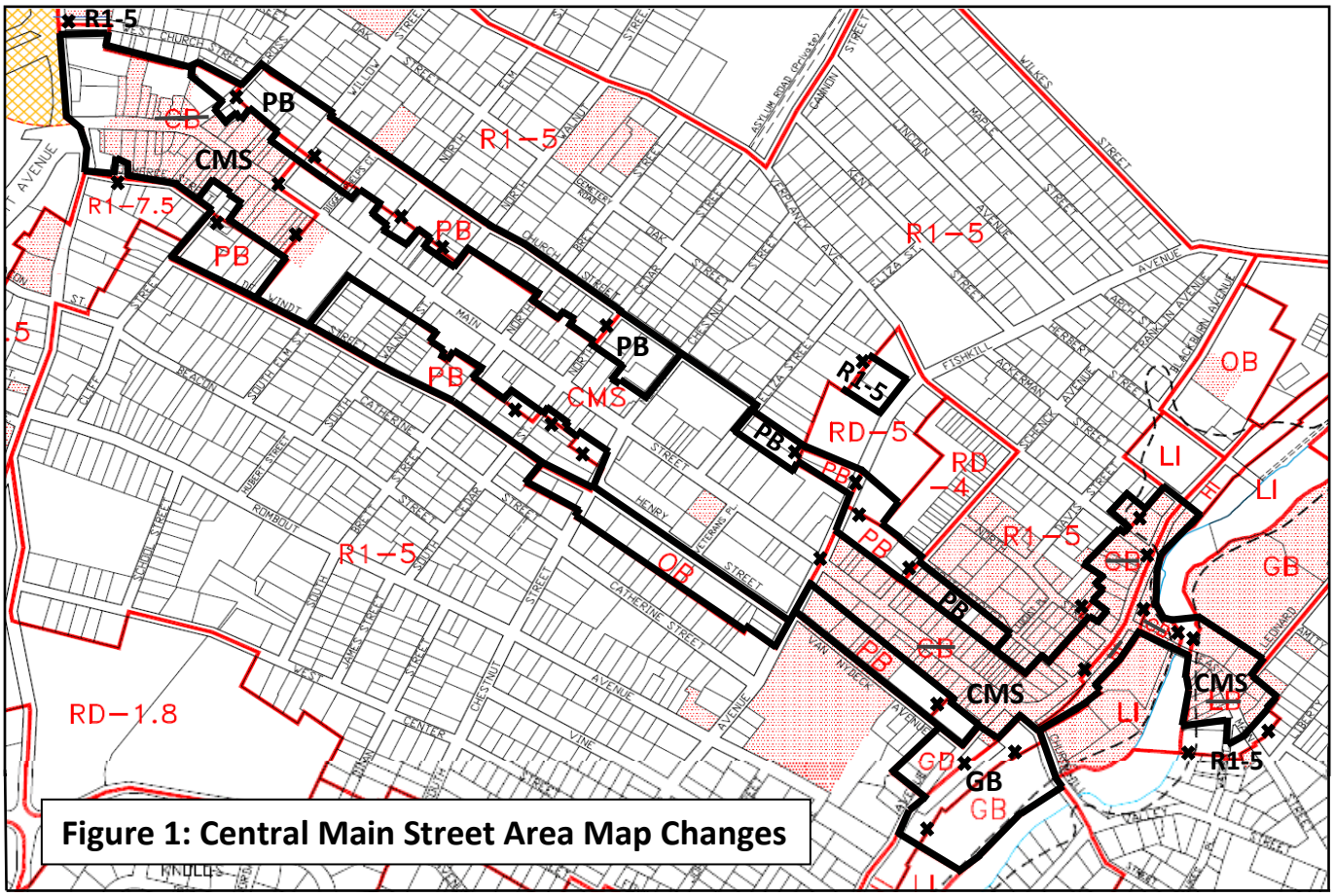


Figure 1: Central Main Street Area Map Changes

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.

See attached.

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
All application materials submitted by the Applicant, memoranda from City staff and consultants, agency and public comment, and testimony from meetings held on the application.

and considering both the magnitude and importance of each identified potential impact, it is the conclusion of the City Council of the City of Beacon 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.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: Comprehensive Plan amendments and local laws to amend Zoning Map and Chapter 223 of the Code of the City of Beacon

Name of Lead Agency: City Council of the City of Beacon

Name of Responsible Officer in Lead Agency: Randy Casale

Title of Responsible Officer: Mayor

Signature of Responsible Officer in Lead Agency: Date: December 18, 2017

Signature of Preparer (if different from Responsible Officer) Date:

For Further Information:

Contact Person: Anthony Ruggiero

Address: 1 Municipal Plaza, Beacon, NY 12508

Telephone Number: (845)838-5009

E-mail: Aruggiero@cityofbeacon.org

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

City of Beacon City Council
December 18, 2017
Proposed Action: Comprehensive Plan amendments and local laws to amend Zoning Map and Chapter 223 of the Code of the City of Beacon

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

This project will not result in a significant adverse impact on the environment. The proposed action involves amendments to the Comprehensive Plan, changes to the Zoning Map, and changes to the the Central Main Street (CMS) Zoning District and the Fishkill Creek Development (FCD) Zoning District.

A portion of the Metro-North Commuter Railroad right-of-way along Tioronda Avenue, tax parcel number 6054-37-096715, with the owner's address at 347 Madison Avenue, New York, NY 10017 is proposed to be changed from LI to FCD. The Comprehensive Plan Update recommended other sections of the Metro-North right-of-way just to the north be merged into the FCD district. This additional section of the track right-of-way will link two currently zoned FCD parcels to make a continuous FCD district. Because of the existing tracks and steep slopes on the parcel, the rezoning will not significantly affect any development potential.

A 1.3-acre parcel along the Fishkill Creek owned by the Scenic Hudson Land Trust, Inc. at 1 Civic Center Plaza, Poughkeepsie, NY 12601, tax parcel number 5954-16-910293, is proposed to be changed from FCD to Waterfront Park (WP) Zone. The parcel is contiguous with other properties zoned WP and is very near another Scenic Hudson parcel that is part of Madam Brett Park. The City Council proposes to extend the WP district to include this parcel because of its sensitive nature along the Fishkill Creek and proximity to the other Scenic Hudson-owned park parcels. Development is limited in the waterfront park zone to maintain, enhance and increase the levels and types of access to public water-related resources and facilities.

In addition, text changes are proposed for the CMS District and FCD District regulations. The proposed local law amending the CMS District regulations proposes clarifications and updates to the permitted uses, eliminates a five-story building as a use permitted by special permit, creates a dual rear yard setback requirement dependent upon the depth of the lot, requires a 15-foot building setback for buildings abutting a residential district that are over 39 feet in height, and updates the applicable design standards, among other changes. The proposed local law amending the FCD District regulations proposes clarifications and updates to the permitted uses, eliminates the requirement for special permit approval for development projects in the FCD, updates the design standards, reduces development potential by requiring a deduction of certain environmentally sensitive areas from the overall lot area used to determine the maximum number of dwelling units permitted per acre, requires a minimum of 25% of the total floor area to be devoted to nonresidential uses, and changes the permitted height, among other changes. These changes impose

specific architectural and design standards to minimize the overall impacts a project may have on the surrounding neighborhood. These changes also control development to better protect environmentally sensitive areas.

The amendments to the Comprehensive Plan involve individual parcel zoning adjustments to the recommendations in Sections 11 and 12 of the Comprehensive Plan Update adopted April 3, 2017. The Comprehensive Plan Update recommended the extension of the CMS district north on Fishkill Avenue to Verplanck Avenue. However, under the proposed amendment to the Comprehensive Plan, the City Council does not want to permit commercial zoning on this block. By not allowing commercial expansion, the City hopes to protect the primarily residential buildings along this block. This change will result in far fewer impacts on the neighborhood. The amendments to the Comprehensive Plan specifically include deleting Sections 4.6, Change the zoning of areas on East and West Main Street to reflect density allowed in Central Main Street district, and 4.7, Extend Central Main Street District north along Route 9D to Verplanck Avenue. The amendments also require that the City create more specific architectural and design standards in the historic section of the Local Business District in the Fountain Square area on East Main Street by converting the area to the Central Main Street District and provides that four Fountain Square area parcels not located in the Historic District Overlay be changed from Local Business to the adjacent R1-5 district. The existing historic character of the neighborhood will be better protected by the architectural streetscape, and design standards not present in the current Local Business District. The modifications to the Comprehensive Plan are modest and reflect recent information and changes in the City. The City Council to a careful look at individual parcels to create the proposed amendment.

These proposed changes are consistent with the overall intent and general recommendations set forth in the 2017 Comprehensive Plan Update, but require the City Council to make specific adjustments to individual streets and parcels. Therefore, the City Council determines that the Proposed Action will not have a significant adverse effect on the environment and a Draft Environmental Impact Statement is not required.

Memorandum

Planning Board

TO: Mayor Randy Casale and City Council Members

FROM: Planning Board Chairman Sheers and Planning Board Members

RE: City Council request to review Comprehensive Plan Amendment, changes to the Zoning Map, and changes to the text of the CMS and FCD zoning districts

DATE: December 13, 2017

At the November 11, 2017 and December 12, 2017 Planning Board meetings, members reviewed amendments to the Comprehensive Plan, changes to the Zoning Map, and changes to the text of the CMS and FCD zoning districts as requested. A comprehensive review and lengthy discussion took place with the City Planner and City Attorney. Below please find the Board's comments and recommendations:

Residential versus Commercial Density:
It is becoming increasingly clear that developers when offered a choice between residential and commercial development will choose residential. To achieve a desirable balance between the two land uses, commercial development should be mandatory in the areas wherever it is being considered. The balance between the land uses has become skewed and we unanimously recommended that effort to create more commercial zoning to rebalance the city's land use. Parking for properties on Main Street really needs to be addressed in a manner that doesn't routinely require waiving of spaces by the planning board and/or variances by the ZBA. Again this was unanimous.

Building height on Main Street:
After a lot of discussion we recommend that the proposed CMS limit of three stories with a 4th story set back from the front (and from the back if facing a residential area) be established. A corresponding maximum height should be established at the same time. In the historic overlay district, the 4th floor should be by Special Permit only. Transition buffers between high story buildings zones and important shorter structures such as the Post Office, the Howland Cultural Center and buildings near Main Street such as the Madame Brett Homestead need to be established.

Approvals granted but with no construction started:
In the absence of a "grandfathering" clause in the proposed local laws, an applicant who has already received land use approvals would have to revise their plans and go through the entire approval process once again if their approved plans do not conform to the new zoning laws. After a lot of discussion we came to the conclusion that approved projects should be grandfathered as long as substantial construction begins within a year of the enactment of the new zoning laws. In a project with multiple phases only phase one need be started.

FCDD:
Site Plan Approvals in FCDD (page 7) says time limits "may be" established by the Planning Board for construction. We think that this should read "shall be established for construction by the Planning Board in consultation with the applicant". If no time limit is set no extensions would be required and an approval could go unbuilt for a very long time, then suddenly be built out to everyone's surprise and possible dismay. Extensions can be granted by the Planning Board if justified.

Comprehensive Plan
The Comprehensive Plan and Local Laws should agree and we recommend the proposed changes to make that happen.

Should you have any questions or require additional information, please feel free to contact me.

Dutchess County Department of Planning and Development

Fax Info

To	Date 12/8/17	# pgs 4
Dept	From	
Fax #	Phone #	

239 Planning/Zoning Referral - Exemption Communities

Municipality: City of Beacon

Referring Agency: ☐ Planning Board ☐ Zoning Board of Appeals ☑ Municipal Board

Tax Parcel Number(s): see attached

Project Name: Comprehensive Plan Amendments & Rezoning

Applicant: City Council

Address of Property:

Parcel(s) within 500 feet of:

- ☑ State Road
- ☐ County Road
- ☐ State Property (w/public building or recreation area)
- ☑ County Property (w/public building or recreation area)
- ☑ Municipal Boundary
- ☐ Farm operation in an Agricultural District

Actions Requiring 239 Review

- ☑ Comprehensive/Master Plans
- ☐ Zoning Amendments (standards, uses, definitions, district regulations, etc.)
- ☑ Rezonings involving all map changes
- ☐ Other Local Laws associated with zoning (wetlands, historic preservation, affordable housing, architectural review, etc.)
- ☐ Site Plans (all)
- ☐ Special Permits for all non-residential uses
- ☐ Use Variances for all non-residential uses
- ☐ Area Variances for all non-residential uses

Exempt Actions* 239 Review is NOT Required

- Administrative Amendments (fees, procedures, penalties, etc.)
- Special Permits for residential uses (accessory apts, home occupations, etc.)
- Use Variances for residential uses
- Area Variances for residential uses
- Renewals/Extension of Site Plans or Special Permits that have no changes from previous approvals
- Subdivisions / Lot Line Adjustments
- Interpretations

☐ Exempt Action submitted for informal review

Date Response Requested (if less than 30 days): Nov 20

If subject of a previous referral, please note County referral number(s):

** These actions are only exempt in municipalities that signed an intermunicipal agreement with Dutchess County to that effect.*

FOR COUNTY OFFICE USE ONLY

Response from Dutchess County Department of Planning and Development

No Comments:

- ☐ Matter of Local Concern
- ☐ No Jurisdiction
- ☐ No Authority
- ☐ Project Withdrawn
- ☐ Exempt from 239 Review

Comments Attached:

- ☑ Local Concern with Comments
- ☐ Conditional
- ☐ Denial
- ☐ Incomplete — *municipality must resubmit to County*
- ☐ Incomplete with Comments — *municipality must resubmit to County*
- ☐ Informal Comments Only (Action Exempt from 239 Review)

Date Submitted: 11/6/17	Notes: revised zoning map materials received 12/8.	☐ Major Project
Date Received: 11/6/17		Referral #: 17-393
Date Requested: 11/20/17		
Date Required: ~~12/7/17~~	☐ Also mailed hard copy	Reviewer: Jennifer Howard
Date Response Faxed:		

Date required 12/8 per agreement.

Print Form Reset Form

MARCUS J. MOLINARO
COUNTY EXECUTIVE

EOIN WRAFTER, AICP
COMMISSIONER

COUNTY OF DUTCHESS

DEPARTMENT OF PLANNING AND DEVELOPMENT

December 8, 2017

To: City Council, City of Beacon

Re: Referral ZR17-393, Local Laws Amending Comprehensive Plan Update, Zoning Map, CMS and FCD District Regulations

The Dutchess County Department of Planning and Development has reviewed the subject referral within the framework of General Municipal Law (Article 12B, Sections 239-l and 239-m).

ACTION

The City Council proposes to amend the Comprehensive Plan, Zoning Map, and CMS and FCD district regulations to be consistent with the general recommendations of the 2017 Comprehensive Plan.

COMMENTS

The City's proposed changes to the Comprehensive Plan Update involve several parcel-based adjustments to Sections 11 (Future Land Use Plan) and Section 12 (Zoning Implementation Plan), as well as zoning text amendments. So that our records are up-to-date, we ask that the City forward any adopted changes to our department.

Fishkill Creek Development (FCD) District

We are pleased to see the regulations have been revised to eliminate the "double-approval" (Concept Plan and Special Permit) to only require a Concept Plan by the City Council for Fishkill Creek Development projects. Site plan approval would be necessary from the Planning Board. Given that the regulations incorporate numerous performance standards for Concept Plan approval and annotated illustrative examples of design standards, the City will have clear guidance to ensure new development is consistent with the Comprehensive Plan and the City's vision.

Regarding Section 223-41.14 Bulk Regulations, a proposed change would *mandate* 25% of the total development's floor area be dedicated to nonresidential uses. This could be substantial. This district is not along the central main street commercial corridor, but is instead, located in an area that the comprehensive plan has deemed "sensitive" as it lies adjacent to the Creek. As several other districts in areas closer to the central main street can be redeveloped with nonresidential uses, we suggest that the *mandate* of non-residential uses be removed. In addition, the residential density calculation is proposed to be revised to remove environmentally constrained land (slopes over 20%, covered by surface water, within a federal regulatory floodway, or within a state or federally regulated wetland) from the density equation. We have not analyzed land in the proposed FCD to find out the development potential, however, given that the City has adopted design standards for the FCD, and those standards are mandatory, we would argue that as long as those standards are followed, the density calculation is irrelevant.

Section 223-41.13(I)(3)(b) Fishkill Creek Design standards states, "Construction on parcels in or directly adjoining the Historic District and Landmark Overlay Zone should reinforce historical patterns and neighboring buildings with an emphasis on continuity and historic compatibility, not contrast. The goal is to renew and extend the traditional character of the district, but new construction may still be distinguishable in up-to-date technologies and details, most evident in windows and interiors." This subsection is confusing. Which historical patterns should be followed? What happens when a new building is located near an older 1-story building when a three-story historic building was taken down previously? We would support the redevelopment of Beacon's true historic past, and not the unfortunate period of urban renewal.

Regarding the rezoning of Parcel# 6055-04-535126; Beacon Hip Lofts: There is a discrepancy in the documents submitted for our review. The parcel is proposed to be changed from LI to FCD on the Zoning Map, but on the Comprehensive Plan amendment (5th paragraph) it states that the parcel is to remain in the LI.

Central Main Street (CMS) District

Section 223-41.18(B)(1)(b) is proposed to be modified to reduce the maximum possible height of a building. Under current regulations, it is possible to obtain a (partial) 5th story (which must be stepped back at least 15 feet behind the façade above the fourth story) for buildings on the north side of Main Street. In addition, this option included the provision that 15% of its residential units (and not less than 5 units) were to be designated as below-market rate housing and/or at least 15% of the street level lot area adjacent to Main Street is available for public use. The proposed amendment eliminates the possibility of a partial 5th floor and the associated requirement of affordable housing and/or provision for public space. We urge the Council to reconsider the elimination of this provision. The partial 5th story is not a *requirement*, a property owner must obtain a special use permit, and that can only be granted upon a finding by the Planning Board that there will be no detrimental effect on parking, traffic, shadows, or specific views. Allowing the provision may help in securing affordable units.

Section 223-41.18 (A)(1)&(2) restricts residential units from fronting Main and East Main Streets. We generally agree with this principle as breaks in storefronts (1st floor residential uses, parking lots, etc.) have negative impacts on commercial districts. However, we question whether it may be useful, in some instances, to permit some first floor residential uses if such occupancy results in the preservation of the structure. We would anticipate instances where building owners many need time to rehabilitate their structures and having income from first-floor residential units would help them achieve their goals.

Section 223-41.18(B)(1)(b) Regulations, refers to "specific views designated as important by the City Council." The comprehensive plan (page 106) and the LWRP (page 25) list these locations. These documents should be referenced in the code so that users can readily find them.

Comp Plan Amendment: Regarding Parcels# 6054-38-174726 (East Main Street) and 6054-38-167716 (5 Water Street), that are proposed to be rezoned from CB to CMS; we were unable to locate them using Parcel Access or the listed address.

The CMS District has reduced parking requirements, which we support. However, considering the proposed expansion of the district, we suggest the City proactively plan for strategically-located small municipal or shared lots in order to ensure the continued walkability of Beacon, with the provision of convenient parking.

Approved Projects

The proposed amendment does not address approved projects or projects under review with regard to potential map/text changes. We would anticipate that approved projects that have undergone public review would be allowed to proceed with construction.

Definitions

As always, we encourage municipal boards to review the list of definitions in their zoning code to make sure that they are up to date, and that definitions are provided for new uses listed. We note that "exercise studios" are being added to the list of allowed uses in the FCD district, but a corresponding definition is not proposed.

RECOMMENDATION

The Department recommends that the Board rely upon its own study of the facts in the case with due consideration of the above comments.

Eoin Wrafter, AICP
Commissioner
By

Jennifer F. Cocozza
Deputy Commissioner

Draft: 4/9/18

LOCAL LAW NO. ____ OF 2018

CITY COUNCIL
CITY OF BEACON

LOCAL LAW AMENDING THE ZONING MAP OF
THE CITY OF BEACON

A LOCAL LAW to amend the Zoning Map of the City of Beacon.

BE IT ENACTED by the City Council of the City of Beacon as follows:

Section 1. Intent. The City Council believes that it is reasonable and appropriate to rezone certain areas in the central downtown business area in a manner that is not inconsistent with the City's Comprehensive Plan and provides for more efficient zoning boundaries. This local law is determined to be an exercise of the police powers of the City to protect the public health, safety and welfare of its residents.

Section 2. The zoning of the parcels listed below is hereby changed from the Existing Zoning District to the New Zoning District as shown in the table and as shown in Figure 1 annexed hereto:

Tax Parcel Number	Subject Property Address	Owner's Name and Address	Existing Zoning District	New Zoning District
6054-30-142808	554 Main Street Beacon, NY 12508	Further Properties, LLC 544 Main Street Beacon NY 12508	R1-5 (rear portion of lot) CB (portion of lot fronting on Main Street)	CMS
6054-30-151814	2 Ackerman Street	Joseph Valentin 2 Ackerman Street Beacon NY 12508	CB	CMS

p/o 6054-37-096715 (See Fig. 1 - along east side of Main Street from Ackerman Street to Churchill Street)	Main Street Beacon, NY 12508	Metro-North Commuter RR Co. 347 Madison Avenue New York, NY 10017	HI	CMS

p/o 6054-30-168772 (See Fig. 1 - fronting on East Main Street)	8 East Main Street Beacon, NY 12508	10 Boulevard LLC 24 Woodbine Ave Northport, NY 11768	CB (west of Fishkill Creek) LB (east of Fishkill Creek)	CMS
6054-38-163747	15 East Main Street Beacon, NY 12508	Sharon Bronte 180 W. 58th Street New York, NY 10019	LB	CMS
6054-38-166745	17 East Main Street Beacon, NY 12508	Gwenno M. James 20 South Chestnut Street Beacon, NY 12508	LB	CMS
6054-38-167740	19 East Main Street Beacon, NY 12508	Charalambos Peratikos P.O. Box 16 Beacon, NY 12508	LB	CMS
6054-38-167735	25 East Main Street Beacon, NY 12508	Weber Projects II LLC 25 East Main Beacon, NY 12508	LB	CMS
6054-38-169731	27-31 East Main Street Beacon, NY 12508	Accord Realty & Development Inc. P.O. Box 269 Somers, NY 10589	LB	CMS
6054-38-170728	33 East Main Street Beacon, NY 12508	VBK Properties LLC 10 North Gate Road Carmel, NY 10512	LB	CMS

6054-38-174726	East Main Street Beacon, NY 12508	POK Beacon LLC 3 Water Street Beacon, NY 12508	LB	CMS
6054-38-170722	3 Water Street Beacon, NY 12508	POK Beacon LLC 3 Water Street Beacon, NY 12508	LB	R1-5
6054-38-167716	5 Water Street Beacon, NY 12508	POK Beacon LLC 3 Water Street Beacon, NY 12508	LB	R1-5
6054-38-181714	49 East Main Street Beacon, NY 12508	Sophia Stuart 3 Water Street Beacon, NY 12508	LB	R1-5
6054-38-180717	47 East Main Street Beacon, NY 12508	47 East Main Street LLC 47 East Main Street Beacon, NY 12508	LB	CMS
6054-38-190723	44 East Main Street Beacon, NY 12508	Echo Properties I LLC 1777 Route 6 Carmel, NY 10512	LB	R1-5
6054-38-188729	36 East Main Street Beacon, NY 12508	Larry Way 39 Van Buren Street Beacon, NY 12508	LB	CMS
6054-38-183732	28 East Main Street Beacon, NY 12508	Rafiq Ahmed 28 East Main Street Beacon, NY 12508	LB	CMS
6054-38-186736	5 Leonard Street Beacon, NY 12508	Brian Haight 5 Leonard Street Beacon, NY 12508	LB	CMS
6054-29-041858	183 Fishkill Avenue Beacon, NY 12508	Lucy M. Cullinan 183 Fishkill Avenue Beacon, NY 12508	RD-5	R1-5

6054-38-182748	20 East Main Street Beacon, NY 12508	Kurt L. and Donald P. McMillen 160 Chelsea Rd Wappingers Falls NY 12590	LB	CMS
6054-29-047864	189 Fishkill Avenue Beacon, NY 12508	Emily DeCordova 189 Fishkill Avenue Beacon, NY 12508	RD-5	R1-5
6054-29-042814	158 Fishkill Avenue Beacon, NY 12508	Rocky Harbor, LLC 20 Dallis Place Beacon, NY 12508	RD-5	PB
p/o 6054-29-056780 (See Fig. 1 - portion of lot fronting on South Street)	Main Street Beacon, NY 12508	McDermott Properties 43 Jelliff Mill Rd New Canaan CT 06840	R1-5	PB
6054-29-063780	48 South Street Beacon NY 12508	John WH Dacey Holly R Sumner 48 South Street Beacon, NY 12508	R1-5	PB
p/o 6054-29-062771 (See Fig. 1 - portion of lot fronting on South Street)	424-428 Main Street Beacon NY 12508	Beacon Main Real Estate Group 8 Bellford Ln Beacon NY 12508	R1-5	PB
p/o 6054-29-068768 (See Fig. 1 - portion of lot fronting on South Street)	432 Main Street Beacon NY 12508	Neil E Vaughn 432 Main Street Beacon NY 12508	R1-5	PB
6054-29-075770	34 South Street Beacon NY 12508	Neil Vaughn Erika M Foy 432 Main Street Beacon NY 12508	R1-5	PB
6054-29-079768	32 South Street Beacon NY 12508	Eric A. and Danielle F Brown 32 South Street Beacon NY 12508	R1-5	PB

6054-29-082764	28 South Street Beacon NY 12508	Norah Hart 305 Broadway New York NY 10007	R1-5	PB
p/o 6054-29-086757 (See Fig. 1 - portion of lot fronting on South Street)	Main Street Beacon NY 12508	Qualamar Corporation PO Box 4292 New Windsor NY 12553	R1-5	PB
5955-19-744005	1164 North Ave Beacon NY 12508	Clas Lindman 1164 North Ave Beacon NY 12508	CB	R1-5
p/o 5954-26-744995 (See Fig. 1 - excludes portion of lot fronting on W. Church St.)	1158 North Ave Beacon NY 12508	Hibernation Auto Storage Inc. 1158 North Ave Beacon NY 12508	CB	CMS
5954-26-748987	1156 North Ave Beacon NY 12508	Charles W Smith Jr 1156 North Ave Beacon NY 12508	CB	CMS
5954-26-740983	1154 North Ave Beacon NY 12508	Hibernation Auto Storage Inc. 1158 North Ave Beacon NY 12508	CB	CMS
5954-26-747977	134 Main Street Beacon NY 12508	Lindley Todd LLC 4 Cross Street Beacon NY 12508	CB	CMS
5954-27-757980	142 Main Street	Lindley Todd LLC 4 Cross Street Beacon NY 12508	CB	CMS
5954-27-761984	144-146 Main Street	Lindley Todd LLC 4 Cross Street Beacon NY 12508	CB	CMS
5954-27-765978	Main Street	Lindley Todd LLC 4 Cross Street Beacon NY 12508	CB	CMS

5954-27-768976	150 Main Street	Lindley Todd LLC 4 Cross Street Beacon NY 12508	CB	CMS
p/o 5954-27-774986 (See Fig. 1 - excluding the portion of the lot fronting on West Church Street)	152 Main Street	Lindley Todd LLC 4 Cross Street Beacon NY 12508	CB	CMS
5954-27-773975	Main Street	284 Main Street Corp 284 Main Street Beacon NY 12508	CB	CMS
5954-27-777974	160 Main Street	Lindley Todd LLC 4 Cross Street Beacon NY 12508	CB	CMS
5954-27-781973	162 Main Street	Hose Company LLC 162 Main St. Beacon, NY 12508	CB	CMS
5954-27-787978	7 Cross Street	City of Beacon 1 Municipal Plaza Beacon NY 12508	CB	CMS
5954-27-788982	Cross Street	Crossix LLC 50 Simmons Ln Beacon NY 12508	CB	PB
5954-27-792985	9 Cross Street	Crossix LLC 50 Simmons Ln Beacon NY 12508	CB	PB
5954-27-793967	Main Street	Hudson Todd LLC 4 Cross Street Beacon NY 12508	CB	CMS
5954-27-798971	4 Cross Street	Hudson Todd LLC 4 Cross Street Beacon NY 12508	CB	PB

5954-27-802974	8 Cross Street	Jose R. Santiago Myriam Orrego 8 Cross Street Beacon NY 12508	CB	PB
5954-27-799966	172 Main Street	Hudson Todd LLC 4 Cross Street Beacon NY 12508	CB	CMS
5954-27-805964	174-178 Main Street	7215-18th Avenue Realty Corp PO Box 417 Shrub Oak NY 10588	CB	CMS
p/o 5954-27-813968 (See Fig. 1 - portion of lot fronting on Main Street)	180 Main Street	180 Main LLC 48 Angola Rd Cornwall NY 12518	CB	CMS
p/o 5954-27-813963 (See Fig. 1 - portion of lot fronting on Main Street)	182 Main Street	182 Main Street Beacon LLC 3169 Glendale Blvd Los Angeles CA 90039	CB	CMS
5954-27-811956	184 Main Street	Paul and Jennifer Yeaple 7 Mackin Avenue Beacon NY 12508	CB	CMS
5954-27-814954	186-190 Main Street	190 Main St Inc. PO Box 115 Lincolndale NY 10540	CB	CMS
5954-27-817951	192 Main Street	Landstar Properties LLC PO Box 321 Sparkill NY 10976	CB	CMS
p/o 5954-27-820961 (See Fig. 1 - southern half of lot nearest to Main Street)	5 Willow Street	Susan C. Battersby 1 Mountain Ln Beacon NY 12508	CB	PB
5954-27-831951	6 Willow Street	Jonathan Halevah 6 Willow Street Beacon NY 12508	CB	PB

5954-27-837945	5 Digger Phelps Ct	Richard F Benash Shelita Birchett 339 Roberts Ave Yonkers NY 10703	CB	PB
5954-27-823922	217 Main Street	AMGC Corp 6405 Atlantic Ave Wildwood NJ 08260	CB	CMS
5954-27-821923	215 Main Street	Norbeh Hall Association Inc PO Box 149 Beacon NY 12508	CB	CMS
5954-27-819925	213-215 Main Street	Barbara and Brenda Joyce Sims 5 Kitteridge Place Beacon NY 12508	CB	CMS
5954-27-814929	201-211 Main Street	Lindley Todd LLC 4 Cross Street Beacon NY 12508	CB	CMS
5954-27-809932	199 Main Street	Starlight Beacon West LLC 272 St. Johns Golf Dr St Augustine FL 32092	CB	CMS
5954-27-806934	193-195 Main Street	Lazarus Rising LLC 98 Smithtown Rd Fishkill NY 12524	CB	CMS
5954-27-805940	185 Main Street	City of Beacon 1 Municipal Plaza Beacon NY 12508	CB	CMS
5954-27-799935	6 Cliff Street	Willie L Reed Sr 6 Cliff Street Beacon NY 12508	CB	PB
5954-27-797931	8 Cliff Street	Minerva Cabrera 8 Cliff Street Beacon NY 12508	CB	PB

5954-27-790938	20 Commerce Street	Paul B. and John L. Supple PO Box 510 Beacon NY 12508	CB	PB
5954-27-793942	5 Cliff Street	Paul B. and John L. Supple PO Box 510 Beacon NY 12508	CB	PB
5954-27-798947	181-185 Main Street	Burrow 181 Main LLC 84 Bedford Street New York NY 10014	CB	CMS
5954-27-793946	179 Main Street	Coldfire Holdings LLC 219 Cedar Ln Ossining NY 10562	CB	CMS
5954-27-791947	177 Main Street	Frog Leap Inc 177 Main Street Beacon NY 12508	CB	CMS
5954-27-789948	175 Main Street	Berisha Brothers Inc 4 Forest View Dr Hopewell Junction NY 12533	CB	CMS
5954-27-786950	169-173 Main Street	Berisha Brothers Inc 4 Forest View Dr Hopewell Junction NY 12533	CB	CMS
5954-27-783953	167 Main Street	Movil Development Corp 284 Main Street Beacon NY 12508	CB	CMS
5954-27-782958	163-165 Main Street	Chase Property Mgmt LLC 110 Anderson Street Beacon NY 12508	CB	CMS
5954-27-778961	157-161 Main Street	Barbara and Brenda Joyce Sims 5 Kitteridge Place Beacon NY 12508	CB	CMS

5954-27-774961	153-155 Main Street	Movil Development Corp 284 Main Street Beacon NY 12508	CB	CMS
5954-27-776952	14 Commerce Street	Gerardo J Cervone 14 Commerce Street Beacon NY 12508	CB	CMS
5954-27-771961	Main Street	151 Main St LLC PO Box 910 Beacon NY 12508	CB	CMS
5954-27-768956	149 Main Street	Lindley Todd LLC 4 Cross Street Beacon NY 12508	CB	CMS
5954-27-763957	145 Main Street	Lindley Todd LLC 4 Cross Street Beacon NY 12508	CB	CMS
5954-27-758957	139 Main Street	Star of Bethlehem Baptist Church 139-141 Main Street Beacon NY 12508	CB	CMS
5954-27-757950	6 Commerce Street	Hudson Todd LLC 4 Cross Street Beacon NY 12508	CB	PB
5954-27-753962	131-137 Main Street	Lindley Todd LLC 4 Cross Street Beacon NY 12508	CB	CMS
5954-26-749961	129 Main Street	Lindley Todd LLC 4 Cross Street Beacon NY 12508	CB	CMS
5954-26-749955	Main Street	Lindley Todd LLC 4 Cross Street Beacon NY 12508	CB	CMS

p/o 6054-29-026773 (See Fig. 1 – portion of lot fronting on Main Street)	423-425 Main Street	City of Beacon 1 Municipal Plaza Beacon NY 12508	CB	CMS
p/o 6054-29-035764 (See Fig. 1 – portion of lot fronting on Main Street)	427 Main Street	Beacon Court Associates Inc. 427 Main Street Beacon NY 12508	CB	CMS
p/o 6054-29-041761 (See Fig. 1 – portion of lot fronting on Main Street)	433 Main Street	Verizon New York Inc. PO Box 2749 Addison TX 75001	CB	CMS
p/o 6054-29-045758 (See Fig. 1 – portion of lot fronting on Main Street)	443 Main Street	Verizon New York Inc. PO Box 2749 Addison TX 75001	CB	CMS
p/o 6054-29-055758 (See Fig. 1 – portion of lot fronting on Main Street)	445 Main Street	Beacon Main Street Theater LLC 484 Main Street Beacon NY 12508	CB	CMS
6054-29-059752	451 Main Street	Jon Car Inc. 451 Main Street Beacon NY 12508	CB	CMS
6054-37-061750	453 Main Street	Stuart and Donna Wilensky 14 Longview Ln Middletown NY 10941	CB	CMS
6054-37-063747	455-457 Main Street	Joseph and Nancy Condon 20 Grove Street Beacon NY 12508	CB	CMS
p/o 6054-37-062739 (See Fig. 1 – portion of lot fronting on Main Street)	25 Van Nydeck Ave	City of Beacon 1 Municipal Plaza Beacon NY 12508	CB	CMS
6054-37-073725	5 Tioronda Ave	John J Goodall Jr Mary Goodal 5 Tioronda Avenue Beacon NY 12508	CB	PB

6054-37-068743	463 Main Street	Paul Quealey Anthony Fox 15 Saddlerock Dr Poughkeepsie NY 12603	CB	CMS
6054-37-071741	465 Main Street	465 Beacon Associates LLC 465 Main Street Beacon NY 12508	CB	CMS
6054-37-075738	469 Main Street	David Rich Paulette Myers-Rich 138 Grand Street New York NY 10013	CB	CMS
6054-37-077735	473 Main Street	Thomas L. Watkins Jr Sherry A Watkins 473 Main Street Beacon NY 12508	CB	CMS
6054-37-076730	475 Main Street	475 Main Street Beacon LLC 101 Castletown St Pleasantville NY 10570	CB	CMS
6054-37-084730	477 Main Street	Howland Center 477 Main Street Beacon NY 12508	CB	CMS
6054-37-091722	483 Main Street	Spanish Pentecostal Church PO Box 491 Beacon NY 12508	CB	CMS
6054-37-113729	493 Main Street	Verdi Boy Realty Group LLC PO Box 203 Hopewell Junction NY 12533	CB	CMS
6054-29-030795	390 Main Street	Beacon United LLC 284 Main Street Beacon NY 12508	CB	CMS

6054-29-034792	396 Main Street	Un-Locked LLC 35 Rombout Ave Beacon NY 12508	CB	CMS
6054-29-036791	398 Main Street	Benjamin Roosa 398 Main Street Beacon NY 12508	CB	CMS
6054-29-039788	Main Street	JP Morgan Chase Bank Natl Assn PO Box 810490 Dallas TX 75381	CB	CMS
6054-29-044784	404 Main Street	JP Morgan Chase Bank Natl Assn PO Box 810490 Dallas TX 75381	CB	CMS
6054-29-048780	412 Main Street	Hardy Homes LLC 5 Wodenethe Dr S Beacon NY 12508	CB	CMS
p/o 6054-29-056780 (See Fig. 1 - portion fronting on Main Street)	Main Street	McDermott Properties 43 Jelliff Mill Rd New Canaan CT 06840	CB	CMS
6054-29-056774	418 Main Street	EB 1 LLC 418 Main Street Beacon NY 12508	CB	CMS
p/o 6054-29-062771 (See Fig. 1 - portion fronting on Main Street)	424-428 Main Street	Beacon Main Real Estate Group 8 Belford Ln Beacon NY 12508	CB	CMS
p/o 6054-29-068768 (See Fig. 1 – portion fronting on Main Street)	432 Main Street	Neil E Vaughn 432 Main Street Beacon NY 12508	CB	CMS
6054-29-069762	436 Main Street	436 LLC 32 Cedar Street Dobbs Ferry NY 10522	CB	CMS

6054-29-074760	440 Main Street	Daniel Frasco 440 Main Street PO Box 938 Beacon NY 12508	CB	CMS
6054-29-075757	444 Main Street	Amarcord Inc 162 Main Street Cold Spring NY 10516	CB	CMS
6054-29-078756	446 Main Street	Qualamar Corporation PO Box 4292 New Windsor NY 12553	CB	CMS
p/o 6054-29-086757 (See Fig. 1 - portion fronting on Main Street)	Main Street	Qualamar Corporation PO Box 4292 New Windsor NY 12553	CB	CMS
6054-37-084750	456 Main Street	456 Main LLC 450 Alton Rd Miami Beach FL 33139	CB	CMS
6054-37-085749	458 Main Street	7215-18th Avenue Realty Corp PO Box 417 Shrub Oak NY 10588	CB	CMS
6054-37-087747	460 Main Street	7215-18th Avenue Realty Corp PO Box 417 Shrub Oak NY 10588	CB	CMS
6054-37-089746	462 Main Street	7215-18th Avenue Realty Corp PO Box 417 Shrub Oak NY 10588	CB	CMS
6054-37-090745	464 Main Street	Melissa Badger 91 E 3rd Street New York NY 10003	CB	CMS
6054-37-092744	466 Main Street	Gritster LLC 466 Main Street Beacon NY 12508	CB	CMS

6054-37-094741	468-470 Main Street	468-472 Main Street LLC 468-472 Main Street Beacon NY 12508	CB	CMS
6054-37-096740	472 Main Street	468-472 Main Street LLC 468-472 Main Street Beacon NY 12508	CB	CMS
6054-37-097737	474-476 Main Street	474-476 Main Street LLC 6 Slocum Rd Beacon NY 12508	CB	CMS
6054-37-100734	478-482 Main Street	Northview Restoration Corp 478 Main Street Beacon NY 12508	CB	CMS
6054-37-103737	484-488 Main Street	484 Main Street Realty 19 Garden Rd Harrison NY 10528	CB	CMS
6054-37-106741	490 Main Street	Matteawan On Main Inc 492 Main Street Beacon NY 12508	CB	CMS
6054-37-109744	498 Main Street	Rodney Weber 25 E Main Street Beacon NY 12508	CB	CMS
6054-37-117750	504 Main Street	500-504 Main Street LLC 6 Slocum Rd Beacon NY 12508	CB	CMS
6054-29-121755	506-512 Main Street	Chestnut Management Inc PO Box 9136 Bardonia NY 10954	CB	CMS
6054-29-124758	516 Main Street	518 Main Street LLC 215 W 83rd Street New York NY 10024	CB	CMS

6054-30-130765	520 Main Street	Red Cardinal Holdings LLC 451 Main Street Beacon NY 12508	CB	CMS
6054-30-127768	5 North Street	Bankers Trust Co of CA, Trustee 252 Seventh Ave New York NY 10001	CB	R1-5
6054-29-124770	9 North Street	Ralph Marinaccio III 816 Route 52 Fishkill NY 12524	CB	R1-5
6054-30-131773	528-534 Main Street	534 Main Street LLC 534 Main Street Beacon NY 12508	CB	CMS
6054-30-132779	Main Street	536 Main Street LLC 206 Milton Tpke Milton NY 12547	CB	CMS
p/o 6054-30-129788 (See Fig. 1 - portion fronting on Main Street)	544 Main Street	544 Main Street LLC 215 W 83rd Street New York NY 10024	CB	CMS
6054-30-134791	Main Street	City of Beacon 1 Municipal Plaza Beacon NY 12508	CB	CMS
6054-30-136795	Main Street	City of Beacon 1 Municipal Plaza Beacon NY 12508	CB	CMS
6054-29-004836	Eliza Street	CRE JV Five Branch Holdings LLC PO Box 460049 Houston TX 77056	CB	PB
6054-29-007841	23 Eliza Street	John C. and Tara E. Thom 82 Sunrise Hill Rd Fishkill NY 12524	CB	PB

5954-36-958873	Church Street	59 Church Street Development PO Box 390 Beacon NY 12508	CB	PB
5954-36-954865	14 North Chestnut Street	Pamela S. Koeber-Diebboll 14 North Chestnut Street Beacon NY 12508	CB	PB
5954-36-951861	12 North Chestnut Street	Patrick J. Hannon 12 North Chestnut Street Beacon NY 12508	CB	PB
5954 28-951876	Church Street	Joseph Neville & Joan Ehrenberg 91 Rombout Ave Beacon NY 12508	CB	PB
5954-28-943881	North Cedar Street	Cervone Realty Inc 111 North Walnut Street Beacon NY 12508	CB	PB
5954-28-943875	10 North Cedar Street	Young Eun Figi & Kai Mark McLellan 10 North Cedar Street Beacon NY 12508	CB	PB
5954-36-938872	8 North Cedar Street	Leli S Franco 49 North Chestnut Street Beacon NY 12508	CB	PB
5954-28-930881	7 North Cedar Street	Lydia Panko Treanor, Luba Weidler, Nina Panko Keating, & Peter Panko 7 North Cedar Street Beacon NY 12508	CB	PB
5954-28-917889	6 North Brett Street	Movil Development Corp 284 Main Street Beacon NY 12508	CB	PB

5954-28-879914	5 North Walnut Street	Colin Chayne & Helen Nelson 5 North Walnut Street Beacon NY 12508	CB	PB
5954-27-864924	4 North Elm Street	Charles Kacherski 4 North Elm Street Beacon NY 12508	CB	PB
5954-27-857931	5 North Elm Street	Daniel Aubry 196 Bowery New York NY 10012	CB	PB
5954-27-846941	6 Digger Phelps Ct	David Maros & Agnieszka Maros 1456 Ulster Hts Ellenville NY 12428	CB	PB
5954-36-909853	7-9 South Cedar Street	Ramroop Bhagwandin & Chanderdai Bhagwandin 14 Richmond Pl Cortlandt Manor NY 10567	CB	PB
5954-36-922847	6 South Cedar Street	Hudson Todd LLC 4 Cross Street Beacon NY 12508	CB	PB
5954-36-935836	South Chestnut Street	J & S Ritter Realty 2 Cedarcliff Ln Poughkeepsie NY 12601	CB	PB

Section 3. The zoning of the parcels listed below is hereby changed from the Existing HI Zoning District to the New Zoning District as shown in the table and as shown in Figure 2 annexed hereto:

Tax Parcel Number	Subject Property Address	Owner's Name and Address	Existing Zoning District	New Zoning District
p/o 6054-37-096715 (See Fig. 2 - from Churchill Street to 850 feet north of Wolcott Ave)	Main Street Beacon, NY 12508	Metro-North Commuter RR Co. 347 Madison Avenue New York, NY 10017	HI	GB
/o 6054-37-077707	12 Tioronda Avenue Beacon, NY 12508	Jude Builders Inc. P.O. Box 69 Beacon, NY 12508	HI	GB

Section 4. Severability. The provisions of this Local Law are separable and if any provision, clause, sentence, subsection, word or part thereof is held illegal, invalid or unconstitutional, or inapplicable to any person or circumstance, such illegality, invalidity or unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, subsections, words or parts of this Local Law or their petition to other persons or circumstances. It is hereby declared to be the legislative intent that this Local Law would have been adopted if such illegal, invalid or unconstitutional provision, clause, sentence, subsection, word or part had not been included therein, and if such person or circumstance to which the Local Law or part hereof is held inapplicable had been specifically exempt there from.

Section 5. This local law shall become effective immediately upon filing with the Office of the Secretary of State.

Attachments: Figures 1 and 2.

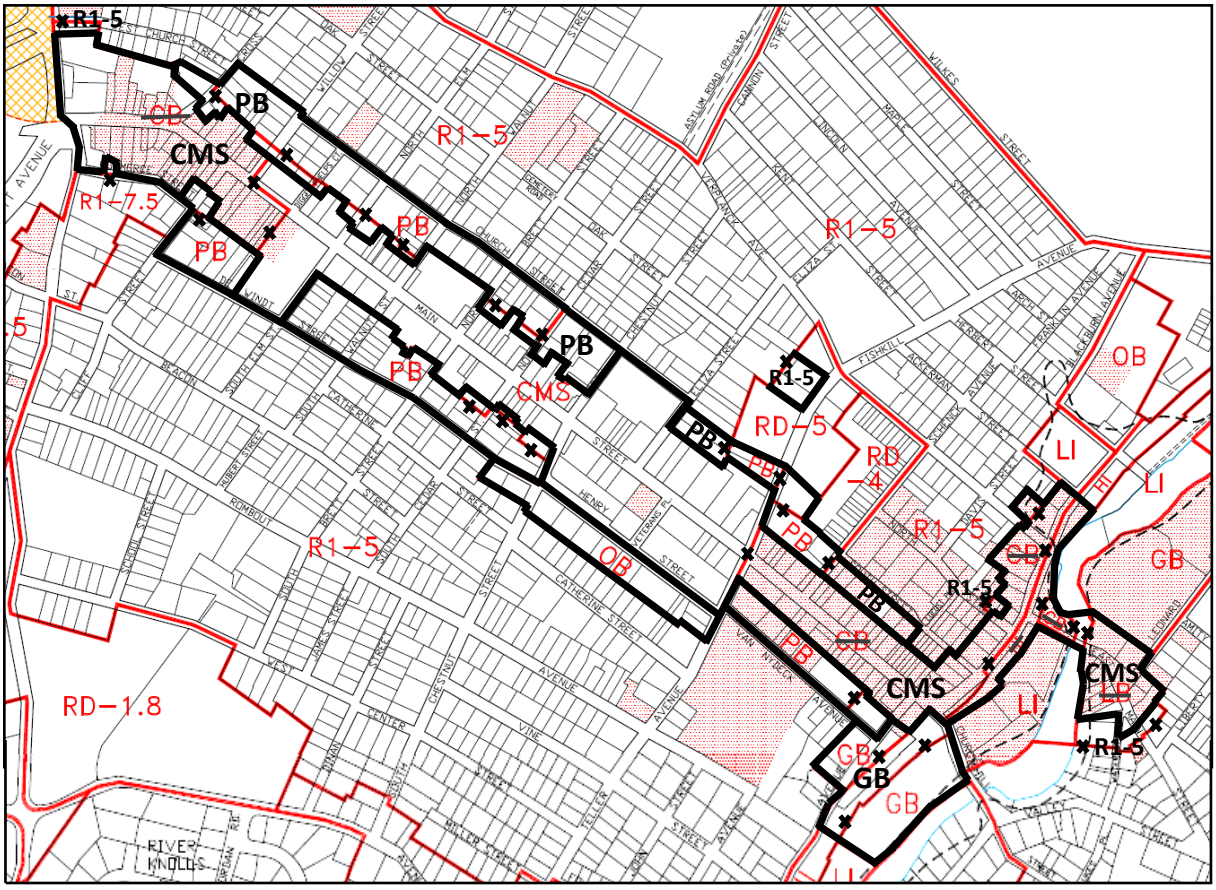


Figure 1: Central Main Street Area Map Changes

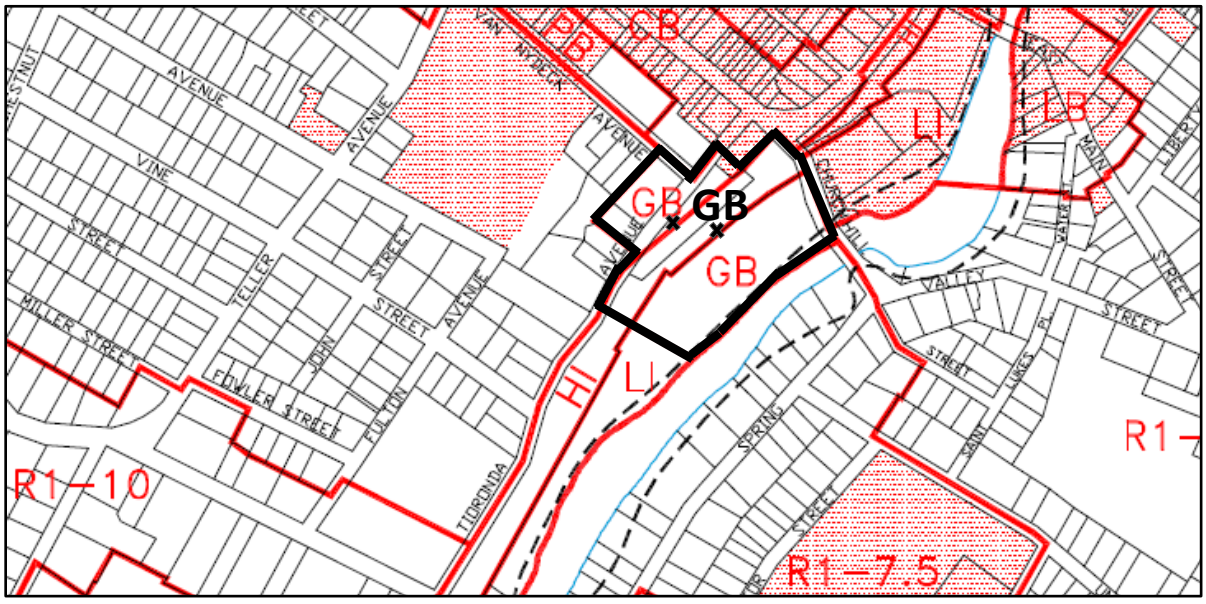


Figure 2: General Business Map Changes

City of Beacon Workshop Agenda
4/9/2018

Title:

Calculation of Lot Area per DU

Subject:

Background:

ATTACHMENTS:

Description	Type
Calc of Lot Area Draft LL	Backup Material

3/19/18

DRAFT LOCAL LAW NO. ____ OF 2018

CITY COUNCIL
CITY OF BEACON

PROPOSED LOCAL LAW TO AMEND CHAPTER 223 OF THE CODE OF THE CITY OF BEACON

A LOCAL LAW to amend Chapter 223, concerning calculation of the Lot Area per Dwelling Unit in the R1, RD, and Fishkill Creek Development Districts.

BE IT ENACTED by the City Council of the City of Beacon as follows:

Section 1. Chapter 223, Attachment 1 of the Code of the City of Beacon entitled "§ 223-17C, Schedule of Regulations For Residential Districts" is hereby amended to add the following footnote "q" after "Lot Area per Dwelling Unit" and in the attached "Notes" list:

> q. For all R1, RD, and Fishkill Creek Development zoning districts involving a parcel over 3 acres, the lot area per dwelling unit calculation shall first deduct any lot area covered by surface water, within a federal regulatory floodway, within a state or federally regulated wetland, or within an area of very steep slopes of 25 percent or more as defined in § 223-63.

Section 2. Chapter 223 of the City Code, Article IVC entitled "Fishkill Creek Development District" § 223-41.14B is hereby amended as follows:

> B. Development Potential. Maximum number of dwelling units per acre of lot area, after deducting on all parcels over three acres any lot area with very steep slopes ~~over 20%~~ of 25 percent or more as defined in § 223-63, covered by surface water, within a federal regulatory floodway, or within a state or federally regulated wetland: 11. Additionally, a minimum of 25 percent of the total development's floor area shall be permitted nonresidential uses other than dwelling units or artist live/work spaces, which must be built out before or concurrently with the residential development of the site. Less nonresidential square footage may be granted by the City Council for the voluntary and guaranteed inclusion in the project of desirable environmental, transportation, or other substantial public benefits which would not otherwise be required of the project, as determined at the sole discretion of the City Council as part of the concept plan approval.

Section 3. Chapter 223 of the City Code, Article VI entitled "§ 223-63, Definitions" is hereby amended as follows:

VERY STEEP SLOPE

An area of land with a gradient of 25% or more extending over a contiguous land area of at least 10,000 square feet ~~horizontal length of at least 100 feet and extending over a horizontal width of at least 100 feet~~. ~~[Added 3-1-2004 by L.L. No. 2-2004]~~

Section 4. Ratification, Readoption and Confirmation

Except as specifically modified by the amendments contained herein, Chapter 223 of the City of Beacon is otherwise to remain in full force and effect and is otherwise ratified, readopted and confirmed.

Section 5. Severability

The provisions of this Local Law are separable and if any provision, clause, sentence, subsection, word or part thereof is held illegal, invalid or unconstitutional, or inapplicable to any person or circumstance, such illegality, invalidity or unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, subsections, words or parts of this Local Law or their petition to other persons or circumstances. It is hereby declared to be the legislative intent that this Local law would have been adopted if such illegal, invalid or unconstitutional provision, clause, sentence, subsection, word or part had not been included therein, and if such person or circumstance to which the Local Law or part hereof is held inapplicable had been specifically exempt there from.

Section 6. Effective Date

This local law shall take effect immediately upon filing with the Office of the Secretary of State.

City of Beacon Workshop Agenda
4/9/2018

Title:

Rosenethe Extension Request

Subject:

Background:

ATTACHMENTS:

Description	Type
Roseneth Extension Request	Backup Material

CUDDY +FEDER LLP

445 Hamilton Avenue, 14th Floor
White Plains, New York 10601
T 914 761 1300
F 914 761 5372
cuddyfeder.com

Taylor M. Palmer
tpalmer@cuddyfeder.com

March 30, 2018

BY FEDERAL EXPRESS
AND E-MAIL
Mayor Randy Casale and
Members of the City Council
City of Beacon
1 Municipal Plaza
Beacon, New York 12508

Re: Roseneth Estates, LLC
Premises: South Avenue, Beacon, New York
Preliminary & Final Subdivision Approval /
Quitclaim Deed Extension of Conditions of Sale

Dear Mayor Casale and Members of the City Council:

On behalf of Roseneth Estates, LLC, and Rodney Weber (collectively referred to as the "Applicants"), we are writing to request an extension of the Conditions of Sale set forth in the Quitclaim Deed (the "Deed"), by and between the City of Beacon ("Seller") and Roseneth Estates, LLC ("Purchaser"), dated January 10, 2014. Following the execution of the Deed, the City of Beacon Planning Board granted Preliminary and Final Subdivision Approval to the Applicants, which was adopted on November 12, 2014, and dated December 9, 2014 (the "Subdivision Approval").

As you are aware, Condition I.(10) of the Conditions of Sale set forth in the Deed required the Purchaser to submit a complete building permit application for a single-family home within 45 days of the Final Subdivision Approval, which was signed by the Planning Board on August 11, 2015. Condition I.(12) of the Conditions of Sale set forth in the Deed requires the Purchaser to diligently pursue construction and obtain a Certificate of Occupancy ("C.O.") for a dwelling within one (1) year of the date of issuance of the building permit. The Applicants subsequently obtained a building permit on October 12, 2016.

Since we last appeared before the Council in January, the Applicants have completed construction of the residence on the Premises. However, in the process of timely applying for a C.O., which process involved the preparation of an as-built map, a minor encroachment out of a building envelope shown on the plans was discovered. It was determined that a field change related to grade, orientation, rock elevations and front door access resulted in the rotation of the house footprint (which is well within the yard setbacks governed by the zoning district) but also resulted in the southwestern corner of the house (about 4% of the building) being located approximately 6.5 feet beyond the front, or westerly building envelope line, which was required by the Planning Board. Indeed, the field changed location is actually setback further from adjacent properties. However, a note on the approved Subdivision Plat required Planning Board approval if a principal dwelling, or guest house were proposed to be located outside the building envelope.

Accordingly, pursuant to the Applicant's consultations with the Building Department and City Attorney as soon as the minor encroachment was identified, the Applicants have submitted an application to the City of Beacon Planning Board regarding this field change, which matter is scheduled for the April 10th Planning Board meeting Agenda as a miscellaneous business agenda item. Please *see* the enclosed copy of the Planning Board Agenda and a copy of the Applicant's March 27th submission to the Planning Board requesting approval of this field change.

The Applicants continue to diligently pursue obtaining a C.O. Given the Applicants' diligent efforts to date, the Applicants are respectfully submitting this request for an extension until April 24th (which is 10 business days after the April 10th Planning Board meeting), as authorized by Condition I.(14) of the Conditions of Sale set forth in the Deed, in advance of the pending expiration on April 2, 2018.

The Applicants appreciate the City Council's time and assistance with this matter and respectfully request that this extension request be considered at the City Council's April 2nd regular meeting.[1] In the meantime, should the City Council, its consultants or City Staff, have any questions or comments, please do not hesitate to contact me.

Thank you in advance for your consideration.

Very truly yours,

Taylor M. Palmer

cc: Nicholas M. Ward-Willis, City Attorney
Anthony Ruggiero, City Administrator
Roseneth Estates, LLC
Rodney Weber

[1] We understand that the March 26th Work Session Agenda was full, and respectfully request that if this matter cannot be considered during the Council's April 2nd regular meeting, that the request for extension be considered timely and backdated when this matter can be placed on the Council's next available Work Session Agenda (April 9th) prior to the Council's next available regular meeting (April 16th).

CLOSE

BEACON PLANNING BOARD
One Municipal Plaza - Courtroom
BEACON, NEW YORK 12508
Phone (845) 838-5002 Fax (845) 838-5026

The Planning Board will meet on **Tuesday, April 10, 2018** in the Municipal Center Courtroom. A work session will take place at 7:00 PM for a training workshop, discussion of agenda items and/or topics of interest to the Planning Board. The regular meeting will begin immediately thereafter, but not later than 7:30 p.m.

- **Regular Meeting**

1. Edgewater

   Public hearing on application for Site Plan Approval, 7 residential buildings - 307 units, "Edgewater" submitted by Scenic Beacon Developments, LLC, 22 Edgewater Place *(was adjourned to April 10, 2018; and further adjourned to May 8, 2018 pending City Council action)*

2. Townsend Street

   Continue public hearing on the application for Subdivision Approval, 13-lot residential, 25 Townsend Street, submitted by AK Property Holding, LLC

3. Washington Avenue - Fairview Subdivision

   Continue review of application for Subdivision Approval and Lot Line Realignment, 2 residential lots into 3 residential lots, submitted by Lori Joseph Builders, Inc. & Rina Shuman, 446 Washington Avenue

4. 1181 North Avenue

   Continue review of applications for Special Use Permit and Subdivision Approval, professional building expansion, 1181 North Avenue, submitted by Norm Schofield

5. St. Lukes - Wolcott Avenue

   Review building setback change for Lot #2 of Roseneth Estates Subdivision, 130 South Avenue, submitted by Hudson Land Design

- **Miscellaneous Business**

1. Zoning Board of Appeals

   Zoning Board of Appeals – April Agenda

2. 130 South Avenue - Roseneth Lot #2

   Review building setback change for Lot #2 of Roseneth Estates Subdivision, 130 South Avenue, submitted by Hudson Land Design

3. West End Lofts - Wolcott Avenue

   Review of West End Lofts retaining wall and public pathway signage

4. Review Local Law

   City Council request to review proposed Local law to amend Chapter 223 concerning calculation of Lot Area per Dwelling Unit – R1, RD, and FCDD Districts

- **Architectural Review**

1. 183 Main Street

   Certificate of Appropriateness – 183 Main Street; change façade colors

2. Wilson Street

   Single Family House – 17 Wilson Street

HUDSON
LAND DESIGN

Civil & Environmental Engineering Consultants
174 Main Street, Beacon, New York 12508
Phone: 845-440-6926 Fax: 845-440-6637
www.HudsonLandDesign.com

March 27, 2018

Mr. John Gunn
City of Beacon Planning Board Chairman
1 Municipal Plaza
Beacon, NY 12508

Re: Roseneth Estates Subdivision - Lot 2 Field Change - As-Built Conditions
130 South Street, New York

Dear Mr. Gunn:

On behalf of the Applicant, Roseneth Estates, LLC, please find the attached As-built map of the guest house location on Lot 2 of the above-referenced subdivision. To summarize the history of this project, the Planning Board granted Preliminary and Final Subdivision Approval on November 12, 2014, and the Subdivision Plat was filed in the Dutchess County Clerk's office on July 9, 2015. In addition to the required building setbacks for the building to comply with zoning, the proposed subdivision included a building envelope following public comments that generally concerned Lot 1. Notwithstanding these comments about Lot 1, building envelopes were also included on each of the lots in the subdivision, including Lot 2. The enclosed copy of the Final Subdivision Plat and the enclosed As-built map show the building envelope on Lot 2.

By way of additional background, Lot 2 construction began in the fall of 2016. The house site was initially staked out on the site, and at the time, Hudson Land Design (HLD) was called out to the site to discuss the house location as it related to grade, orientation, rock elevations, and front door access. The potential lot owner wanted to provide a means of accessing the front door without the need for stairs – similar to an accessible ramp, but at a slightly steeper grade. This presented a challenge to provide a ramped access path without being too steep in the short distance to the driveway that was provided. The house was field adjusted slightly to the south to provide a longer path between the driveway and the front door in order to provide a gentler ramped access.

A few weeks later, HLD was called out to the site to meet with the site contractor to discuss the possibility of rotating the house clockwise slightly to avoid a problematic rock cut area, and to provide a position that allowed better views of the river as per the owner's request. The actual position of the house was discussed in the field, and HLD's instructions were to rotate it slightly at certain distances from the existing surveyed stakes that were on the property to account for these field conditions.

The house construction has been completed, and in the process of preparing an As-built map to timely obtain a Certificate of Occupancy, the minor encroachment out of the building envelope was discovered. While the rotation of the house footprint was well within the yard setbacks governed by the zoning district,

the rotated footprint resulted in the southwestern corner of the house (about 4% of the building) being located approximately 6.5 feet beyond the front, or westerly building envelope line, which was required by the Planning Board for this project. Indeed, the field changed location is actually setback further from adjacent properties. A note on the approved Subdivision Plat required Planning Board approval if a principal dwelling, or guest house were proposed to be located outside the building envelope.

The dwelling encroaches slightly beyond the front, or westerly building envelope line which ranges from 271.6 feet from the front property line at its southerly end to 282.3 feet to the front property line at its northerly end. It is also important to note that the closest part of the dwelling is located 272.6 feet from the front property line which is father away from the closest part of the building envelope line from the front property line. The front building setback as per zoning is 50 feet. Therefore, we believe that this is a minor change. Accordingly, we respectfully submit that this is a minor field change and is consistent with the intent of the building envelope so as to locate the house away from the property lines.

We respectfully request that this item be placed on the Planning Board's April 10th meeting Agenda as a miscellaneous business item for consideration of this field change. In the meantime, our office has been in communication with the Building Department regarding this field change.

We are respectfully submitting the following:

- 5 copies of the as-built map for Lot 2;
- 5 copies of the original approved Subdivision Plat Sheet 1 of 3, and
- A CD with the above in electronic format.

Should you have any questions or require additional information, please feel free to call me at 845-440-6926.

Sincerely,

Michael A. Bodendorf, P.E.
Principal

cc: Roseneth Estates, LLC
Cuddy & Feder, LLP
Tom Cerchiara, LS

SURVEY NOTES

1. Copyright TEC Land Surveying. All Rights Reserved. Reproduction or copying of this document may be a violation of copyright law unless permission of the author and / or copyright holder is obtained.

2. Unauthorized alteration or addition to a survey map bearing a licensed land surveyor's seal is a violation of section 7209, sub-division 2, of the New York State Education Law.

3. Only boundary survey maps with the surveyor's embossed or red inked seal are genuine true and correct copies of the surveyor's original work and opinion. A copy of this document without a proper application of the surveyor's embossed or red inked seal should be assumed to be an unauthorized copy.

4. Certifications on this boundary survey map signify that the map was prepared in accordance with the current existing Code of Practice for Land Surveys adopted by the New York State Association of Professional Land Surveyors, Inc. The certification is limited to persons for whom the boundary survey map is prepared, to the title company, to the governmental agency, and to the lending institution listed on this boundary survey map.

5. The certifications herein are not transferable.

6. The location of underground improvements or encroachments are not always known and often must be estimated. If any underground improvements or encroachments exist or are shown, the improvements or encroachments are not covered by this certificate.

7. Subject to the findings of a current title search.

8. Subject to covenants, easements, restrictions, conditions and agreements of record.

9. Subject to any right, title or interest the public may have for highway use.

10. Bearings and North shown hereon are referenced to NAD 83-NY East using NYSNET RTN GPS.

FILED MAP REFERENCE

Survey shown hereon depicts lot 2 as shown on a map entitled "Re-Subdivision Plat of Roseneth Estates" prepared by TEC Land Surveying PC and filed in the Dutchess County Clerks office on July 13, 2015 as Map No. 11720A.

Map entitled "Roseneth Estates" prepared by Peter R. Hustis, P.C. and filed in the Dutchess County Clerks office on September 2, 2004 as Map No. 11720.

DEED REFERENCE

Document No. 02-2014-486
City of Beacon
Conveyed To
Roseneth Estates LLC
On January 10, 2014

TAX PARCEL NUMBER

City of Beacon, Dutchess County, New York
130200-5954-50-742549-0000

AREA

319,113 Square Feet
7.326 Acres

CERTIFICATIONS

Roseneth Estates, LLC
Rodney Weber
Priscilla Voekler

DATE OF SURVEY

Field Completion: 01/30/2018



rev.	date	description

TEC LAND SURVEYING
15c TIORONDA AVE. BEACON, NY 12508
PH: 845.445.6590 FX: 845.445.6591

GRAPHIC SCALE
80 40 20 0 40 120
1" = 40'

STATE OF NEW YORK
THOMAS E. CERCHIARA
LICENSED LAND SURVEYOR

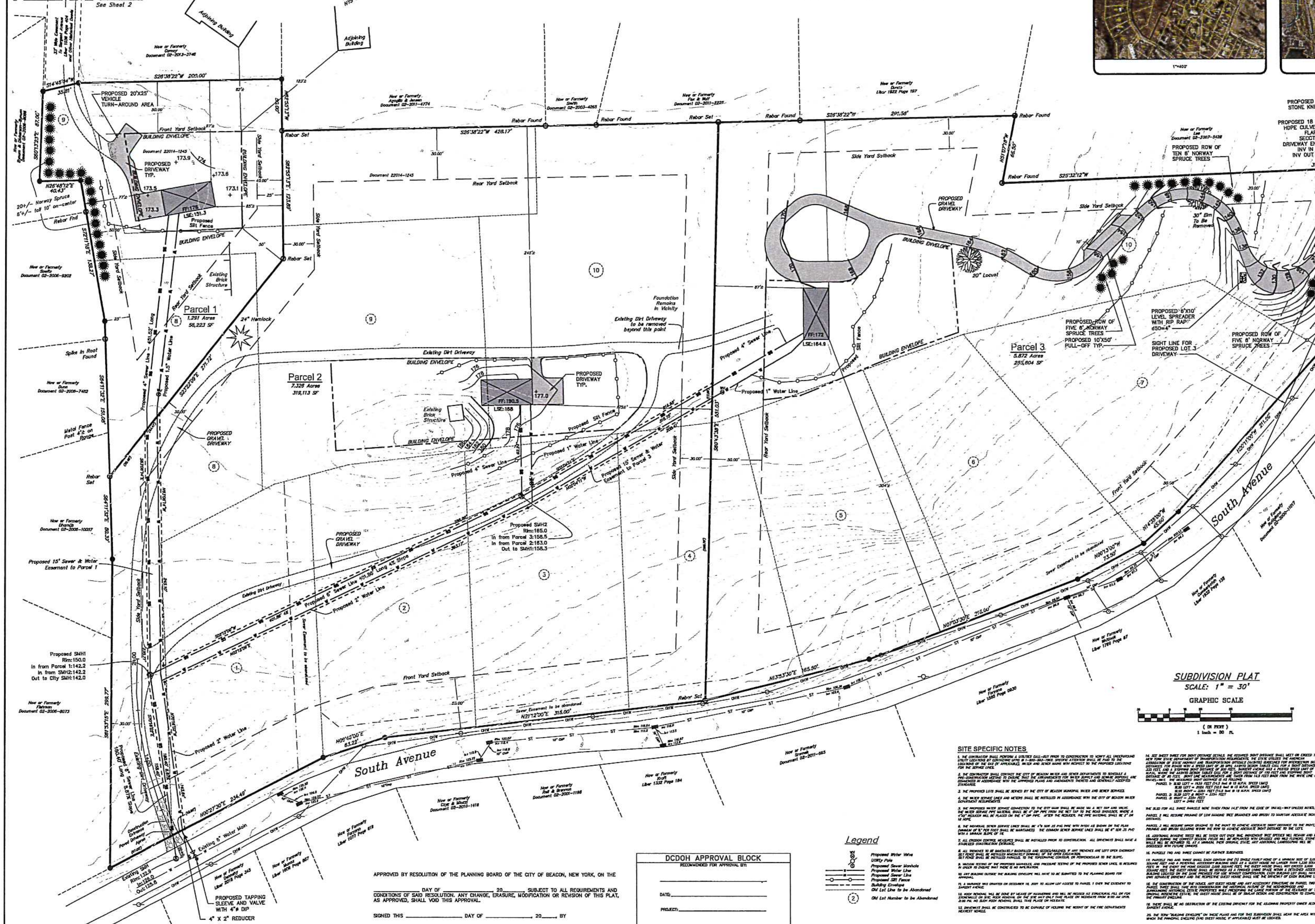
THOMAS E. CERCHIARA, P.L.S.
P.L.S. No. 50732

ROSENETH ESTATES

ASBUILT SURVEY
PREPARED OF
130 SOUTH AVE

CITY OF BEACON, COUNTY OF DUTCHESS, STATE OF NEW YORK

tax id	742549
address	130 SOUTH AVE
date	03/21/2018
drawn	JR
scale	1" = 20'
checked	TEC
project no.	14-009
project name	ROSENETH ESTATES
sheet	1 OF 1



SCHEDULE OF REGULATIONS (R1-40 ZONING DISTRICT) AND LOT CONFORMANCE TABLE:

PARAMETER	REQUIREMENT	PARCEL #1	PARCEL #2	PARCEL #3
LOT WIDTH:	150 FEET MINIMUM	150 FEET	450± FEET	581± FEET
LOT DEPTH:	150 FEET MINIMUM	382± FEET	581± FEET	854± FEET
YARD SETBACKS				
FRONT YARD:	50 FEET MINIMUM	97± FEET	301± FEET	304± FEET
SIDE YARD:	25 FEET MINIMUM(60 TOTAL)	77± FEET	175± FEET	87± FEET
REAR YARD:	50 FEET MINIMUM	84± FEET	244± FEET	183± FEET
MAXIMUM BUILDING HEIGHT:	MAX 35 FEET, 2.5 STORIES	TBD	TBD	TBD
PARCEL AREA:	40,000 Sq.Ft. MINIMUM	52,139 Sq.Ft.	323,202 Sq.Ft.	255,804 Sq.Ft.

TABLE OF EXISTING PARCEL AREAS

F.M. No.	Lot No.	Tax Map No.	Area-Sq. Ft.	Area-Acres
11720	1	736575	42,435	0.974
11720	2	734559	40,454	0.929
11720	3	728545	40,169	0.922
11720	4	722531	38,929	0.894
11720	5	719516	39,571	0.908
11720	6	716501	41,079	0.943
11720	7	716481	43,199	0.992
11720	8	761569	55,871	1.283
11720	9	758550	62,483	1.434
11720	10	746510	179,240	4.115
Liber 22014	Page 1245	785546	47,710	1.095
		Totals	631,140	14.489

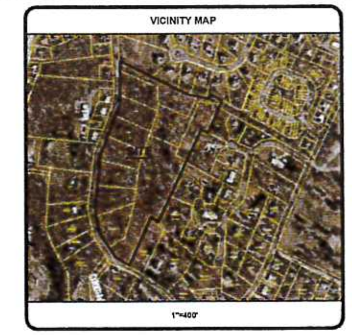
TABLE OF NEW PARCEL AREAS

Parcel No.	Area-Sq. Ft.	Area-Acres
1	56,223	1.291
2	319,113	7.326
3	255,804	5.872
Totals	631,140	14.489

TABLE OF BUILDING ENVELOPE AREAS

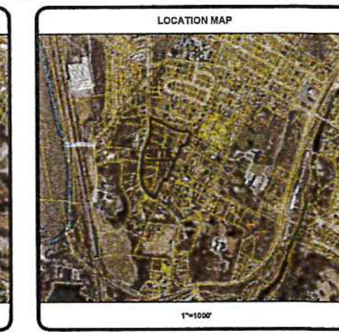
Parcel No.	Area-Sq. Ft.	Area-Acres
1	N/A	N/A
2	23,936	0.550
3	19,554	0.449

VICINITY MAP



1"=400'

LOCATION MAP



1"=1000'

SUBDIVISION PLAT
SCALE: 1" = 30'

GRAPHIC SCALE
(IN FEET)
1 inch = 30 ft.

SURVEY NOTES

1. Copyright TEC Land Surveying. All Rights Reserved. Reproduction or copying of this document may be a violation of copyright law unless permission of the author and / or copyright holder is obtained.

2. Unauthorized alteration or addition to a survey map bearing a licensed land surveyor's seal is a violation of section 7209, sub-division 2, of the New York State Education Law.

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4. Certifications on this boundary survey map signify that the map was prepared in accordance with the current existing Code of Practice for Land Surveys adopted by the New York State Association of Professional Land Surveyors, Inc. The certification is limited to persons for whom the boundary survey map is prepared, to the title company, to the governmental agency, and to the lending institution listed on this boundary survey map.

5. The certifications herein are not transferable.

6. The location of underground improvements or encroachments are not always known and often must be estimated. If any underground improvements or encroachments exist or are shown, the improvements or encroachments are not covered by this certificate.

7. Subject to the findings of a current title search.

8. Subject to covenants, easements, restrictions, conditions and agreements of record.

9. Subject to any right, title or interest the public may have for highway use.

10. Filed Map 11720 includes an easement across South Avenue and over lands N/F Ruttigiano which is intended to be abandoned.

11. Topographic information from FM 11720.

12. Ortho imagery dated 2013.

13. Drainage structure and the horizontal locations are shown as per City Engineer comment.

14. See Sheet 3 for sight distance details.

FILED MAP REFERENCE

Map entitled "Roseneth Estates" prepared by Peter R. Hustis, L.S., P.C. and filed in the Dutchess County Clerks office on September 2, 2004 as Map No. 11720.

Map entitled "Map of Subdivision Wodenethe" prepared by G. P. Hustis, L.S. and filed in the Dutchess County Clerks office on December 8, 1933 as Map No. 2833.

Map entitled "Subdivision of Lands of Judith C. & Howard H. Smith and Jay H. Anderson/Mary Hendricks" prepared by Peter R. Hustis, L.S., P.C. and filed in the Dutchess County Clerks office on March 14, 2003 as Map No. 11518.

Map entitled "Subdivision Plat The River View" and filed in the Dutchess County Clerks office on December 4, 1973 as Map No. 4296.

Map entitled "Cluster Subdivision Misericordia Estates" and filed in the Dutchess County Clerks office on May 24, 2004 as Map No. 11690.

SITE SPECIFIC NOTES

Legend

- Proposed Water Valve
- Utility Pole
- Proposed Sewer Manhole
- Proposed Water Line
- Proposed Sewer Line
- Proposed Silt Fence
- Building Envelope
- Old Lot Line to be Abandoned
- (2) Old Lot Number to be Abandoned

DCDOH APPROVAL BLOCK
RECOMMENDED FOR APPROVAL BY:

DATE:

PROJECT:

SUPERVISING PUBLIC HEALTH ENGINEER

APPROVED BY RESOLUTION OF THE PLANNING BOARD OF THE CITY OF BEACON, NEW YORK, ON THE

________ DAY OF ________, 20____, SUBJECT TO ALL REQUIREMENTS AND CONDITIONS OF SAID RESOLUTION. ANY CHANGE, ERASURE, MODIFICATION OR REVISION OF THIS PLAT, AS APPROVED, SHALL VOID THIS APPROVAL.

SIGNED THIS ________ DAY OF ________, 20____, BY

________________ CHAIRMAN

________________ SECRETARY

IN ABSENCE OF THE CHAIRMAN OR SECRETARY, THE ACTING CHAIRMAN OR ACTING SECRETARY RESPECTIVELY MAY SIGN IN THIS PLACE.

rev.	date	description
6	11/24/14	Parcel 1 Envelope, Sight Distances, Notes
5	10/27/14	Parcel 1 Setbacks, Notes, Planning Board Comments
4	9/29/14	Parcel 1 Lot Lines, Planning Board Comments
3	9/2/14	Added B&O labels
2	8/25/14	Added Profile Sheet, Mapping to Sargent Ave, General Revisions
1	7/29/14	Planning Board Comments, new sewer and water service.

TEC LAND SURVEYING
15a TIORONDA AVE. BEACON, NY 12508
PH: 845.445.6590 FX: 845.445.6591

OWNER'S CONSENT:

THE UNDERSIGNED OWNERS OF THE PROPERTY HEREON STATE THAT THEY ARE FAMILIAR WITH THIS MAP, ITS CONTENTS AND ITS LEGENDS AND HEREBY CONSENT TO ALL SAID TERMS AND CONDITIONS AS STATED HEREON.

RODNEY WEBER DATE

OWNER

Roseneth Estates LLC
PO Box 688
Beacon, NY 12508

ENGINEER

Hudson Land Design
174 Main Street
Beacon, NY 12508

THOMAS E. CERCHIARA, P.L.S.
P.L.S. No. 50732

ROSENETH ESTATES

RE-SUBDIVISION PLAT OF ROSENETH ESTATES SUBDIVISION PLAT

CITY OF BEACON, COUNTY OF DUTCHESS, STATE OF NEW YORK

tax id	MULTIPLE
address	SOUTH AVENUE
date 8/10/14	drawn TEC
scale 1"=30'	checked TEC
project no.	12-009
project name	ROSENETHE ESTATES
sheet	1 OF 3

City of Beacon Workshop Agenda
4/9/2018

Title:

Edgewater special use permit

Subject:

Background:

ATTACHMENTS:

Description	Type
Edgewater submission part 1	Backup Material
Edgewater submission part 2	Backup Material

EDGEWATER DEVELOPMENT

APPENDIX E

TRAFFIC VOLUME DATA

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 1-TOMPKINS_AVE_AT_BANK_ST_COLONIAL_RD_373532_12-14-2016
Site Code :
Start Date : 12/14/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	COLONIAL RD From North					TOMPKINS AVE From East					BANK ST From South					TOMPKINS AVE From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
06:45 AM	0	0	0	0	0	0	2	7	2	11	0	0	0	2	2	0	7	0	0	7	20
Total	0	0	0	0	0	0	4	7	2	13	0	0	0	2	2	0	12	0	0	12	27
07:00 AM	0	0	0	0	0	0	3	5	0	8	0	0	0	1	1	0	9	0	0	9	18
07:15 AM	0	0	0	0	0	0	2	23	0	25	2	0	0	1	3	0	4	0	0	4	32
07:30 AM	0	0	0	0	0	0	5	3	0	8	2	0	0	0	2	2	4	0	0	6	16
07:45 AM	0	0	0	1	1	0	4	9	0	13	1	0	0	1	2	0	4	0	0	4	20
Total	0	0	0	1	1	0	14	40	0	54	5	0	0	3	8	2	21	0	0	23	86
08:00 AM	0	0	0	0	0	0	3	7	0	10	1	0	0	0	1	0	6	0	0	6	17
08:15 AM	0	0	0	1	1	0	4	3	0	7	2	0	0	6	8	1	10	0	1	12	28
08:30 AM	0	0	0	0	0	0	5	2	0	7	1	0	0	4	5	0	9	0	1	10	22
08:45 AM	0	0	0	0	0	0	11	2	0	13	1	0	0	2	3	0	6	0	0	6	22
Total	0	0	0	1	1	0	23	14	0	37	5	0	0	12	17	1	31	0	2	34	89
09:00 AM	0	0	0	0	0	0	8	1	1	10	2	0	0	0	2	0	8	0	0	8	20
09:15 AM	0	0	0	0	0	0	7	0	2	9	2	0	1	1	4	0	8	0	0	8	21
Grand Total	0	0	0	2	2	0	56	62	5	123	14	0	1	18	33	3	80	0	2	85	243
Apprch %	0	0	0	100		0	45.5	50.4	4.1		42.4	0	3	54.5		3.5	94.1	0	2.4		
Total %	0	0	0	0.8	0.8	0	23	25.5	2.1	50.6	5.8	0	0.4	7.4	13.6	1.2	32.9	0	0.8	35	
Lights	0	0	0	0	0	0	51	61	0	112	13	0	1	0	14	3	76	0	0	79	205
% Lights	0	0	0	0	0	0	91.1	98.4	0	91.1	92.9	0	100	0	42.4	100	95	0	0	92.9	84.4
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Buses	0	0	0	0	0	0	1.8	0	0	0.8	0	0	0	0	0	0	1.2	0	0	1.2	0.8
Trucks	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	0	3	0	0	3	9
% Trucks	0	0	0	0	0	0	7.1	1.6	0	4.1	7.1	0	0	0	3	0	3.8	0	0	3.5	3.7
Pedestrians	0	0	0	2	2	0	0	0	5	5	0	0	0	18	18	0	0	0	2	2	27
% Pedestrians	0	0	0	100	100	0	0	0	100	4.1	0	0	0	100	54.5	0	0	0	100	2.4	11.1

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 1-TOMPKINS_AVE_AT_BANK_ST_COLONIAL_RD_373532_12-14-2016
Site Code :
Start Date : 12/14/2016

	COLONIAL RD From North					TOMPKINS AVE From East					BANK ST From South					TOMPKINS AVE From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	0	0	0	1	1	0	4	3	0	7	2	0	0	6	8	1	10	0	1	12	28
08:30 AM	0	0	0	0	0	0	5	2	0	7	1	0	0	4	5	0	9	0	1	10	22
08:45 AM	0	0	0	0	0	0	11	2	0	13	1	0	0	2	3	0	6	0	0	6	22
09:00 AM	0	0	0	0	0	0	8	1	1	10	2	0	0	0	2	0	8	0	0	8	20
Total Volume	0	0	0	1	1	0	28	8	1	37	6	0	0	12	18	1	33	0	2	36	92
% App. Total	0	0	0	100		0	75.7	21.6	2.7		33.3	0	0	66.7		2.8	91.7	0	5.6		
PHF	.000	.000	.000	.250	.250	.000	.636	.667	.250	.712	.750	.000	.000	.500	.563	.250	.825	.000	.500	.750	.821
Lights	0	0	0	0	0	0	25	8	0	33	6	0	0	0	6	1	31	0	0	32	71
% Lights	0	0	0	0	0	0	89.3	100	0	89.2	100	0	0	0	33.3	100	93.9	0	0	88.9	77.2
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Buses	0	0	0	0	0	0	3.6	0	0	2.7	0	0	0	0	0	0	3.0	0	0	2.8	2.2
Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
% Trucks	0	0	0	0	0	0	7.1	0	0	5.4	0	0	0	0	0	0	3.0	0	0	2.8	3.3
Pedestrians	0	0	0	1	1	0	0	0	1	1	0	0	0	12	12	0	0	0	2	2	16
% Pedestrians	0	0	0	100	100	0	0	0	100	2.7	0	0	0	100	66.7	0	0	0	100	5.6	17.4

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11 Bradhurst Avenue
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Customer Loyalty through Client Satisfaction

File Name : 1-TOMPKINS_AVE_AT_BANK_ST_COLONIAL_RD_373532_12-14-2016
Site Code :
Start Date : 12/14/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	COLONIAL RD From North					TOMPKINS AVE From East					BANK ST From South					TOMPKINS AVE From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	0	0	0	3	3	0	10	3	2	15	4	0	0	3	7	0	6	0	0	6	31
03:45 PM	0	0	0	0	0	0	11	2	0	13	0	0	0	2	2	0	12	0	0	12	27
Total	0	0	0	3	3	0	21	5	2	28	4	0	0	5	9	0	18	0	0	18	58
04:00 PM	0	0	0	0	0	0	7	2	1	10	2	0	1	5	8	0	8	0	0	8	26
04:15 PM	0	0	0	0	0	0	8	3	1	12	0	0	0	6	6	1	8	0	0	9	27
04:30 PM	0	0	0	0	0	0	10	5	0	15	1	0	0	1	2	1	8	0	0	9	26
04:45 PM	0	0	0	0	0	0	9	1	0	10	0	0	0	2	2	0	6	0	2	8	20
Total	0	0	0	0	0	0	34	11	2	47	3	0	1	14	18	2	30	0	2	34	99
05:00 PM	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	7	0	0	7	16
05:15 PM	0	0	0	0	0	0	4	3	0	7	1	0	0	1	2	0	11	0	0	11	20
05:30 PM	0	0	0	0	0	0	11	4	1	16	1	0	0	1	2	1	5	0	0	6	24
05:45 PM	0	0	0	0	0	0	12	2	0	14	2	0	1	2	5	1	3	0	0	4	23
Total	0	0	0	0	0	0	35	9	1	45	4	0	2	4	10	2	26	0	0	28	83
06:00 PM	0	0	0	0	0	0	8	4	0	12	0	0	0	1	1	0	7	0	0	7	20
06:15 PM	0	0	0	0	0	0	6	2	0	8	1	0	0	2	3	0	6	0	0	6	17
Grand Total	0	0	0	3	3	0	104	31	5	140	12	0	3	26	41	4	87	0	2	93	277
Apprch %	0	0	0	100		0	74.3	22.1	3.6		29.3	0	7.3	63.4		4.3	93.5	0	2.2		
Total %	0	0	0	1.1	1.1	0	37.5	11.2	1.8	50.5	4.3	0	1.1	9.4	14.8	1.4	31.4	0	0.7	33.6	
Lights	0	0	0	0	0	0	99	30	0	129	12	0	3	0	15	4	86	0	0	90	234
% Lights	0	0	0	0	0	0	95.2	96.8	0	92.1	100	0	100	0	36.6	100	98.9	0	0	96.8	84.5
Buses	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	3.2	0	0.7	0	0	0	0	0	0	0	0	0	0	0.4
Trucks	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
% Trucks	0	0	0	0	0	0	4.8	0	0	3.6	0	0	0	0	0	0	1.1	0	0	1.1	2.2
Pedestrians	0	0	0	3	3	0	0	0	5	5	0	0	0	26	26	0	0	0	2	2	36
% Pedestrians	0	0	0	100	100	0	0	0	100	3.6	0	0	0	100	63.4	0	0	0	100	2.2	13

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 1-TOMPKINS_AVE_AT_BANK_ST_COLONIAL_RD_373532_12-14-2016
Site Code :
Start Date : 12/14/2016

	COLONIAL RD From North					TOMPKINS AVE From East					BANK ST From South					TOMPKINS AVE From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	0	0	3	3	0	10	3	2	15	4	0	0	3	7	0	6	0	0	6	31
03:45 PM	0	0	0	0	0	0	11	2	0	13	0	0	0	2	2	0	12	0	0	12	27
04:00 PM	0	0	0	0	0	0	7	2	1	10	2	0	1	5	8	0	8	0	0	8	26
04:15 PM	0	0	0	0	0	0	8	3	1	12	0	0	0	6	6	1	8	0	0	9	27
Total Volume	0	0	0	3	3	0	36	10	4	50	6	0	1	16	23	1	34	0	0	35	111
% App. Total	0	0	0	100		0	72	20	8		26.1	0	4.3	69.6		2.9	97.1	0	0		
PHF	.000	.000	.000	.250	.250	.000	.818	.833	.500	.833	.375	.000	.250	.667	.719	.250	.708	.000	.000	.729	.895
Lights	0	0	0	0	0	0	35	9	0	44	6	0	1	0	7	1	34	0	0	35	86
% Lights	0	0	0	0	0	0	97.2	90.0	0	88.0	100	0	100	0	30.4	100	100	0	0	100	77.5
Buses	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	10.0	0	2.0	0	0	0	0	0	0	0	0	0	0	0.9
Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	2.8	0	0	2.0	0	0	0	0	0	0	0	0	0	0	0.9
Pedestrians	0	0	0	3	3	0	0	0	4	4	0	0	0	16	16	0	0	0	0	0	23
% Pedestrians	0	0	0	100	100	0	0	0	100	8.0	0	0	0	100	69.6	0	0	0	0	0	20.7

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Customer Loyalty through Client Satisfaction

File Name : 2-NYS_ROUTE_9D_AT_TOMPKINS_AVE_RALPH_ST_373533_12-14-2016
Site Code :
Start Date : 12/14/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS ROUTE 9D From North					RALPH ST From East					NYS ROUTE 9D From South					TOMPKINS AVE From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	2	140	1	0	143	0	0	1	1	2	0	67	0	1	68	1	0	4	0	5	218
06:45 AM	8	174	0	0	182	1	1	0	0	2	0	88	0	1	89	4	0	3	1	8	281
Total	10	314	1	0	325	1	1	1	1	4	0	155	0	2	157	5	0	7	1	13	499
07:00 AM	7	181	0	0	188	0	0	0	0	0	0	88	2	0	90	0	3	7	1	11	289
07:15 AM	23	160	0	0	183	1	2	1	1	5	0	138	0	1	139	2	1	3	1	7	334
07:30 AM	5	139	0	0	144	2	0	0	0	2	0	108	4	0	112	0	2	4	0	6	264
07:45 AM	8	120	0	0	128	3	1	0	0	4	2	121	4	0	127	3	1	3	0	7	266
Total	43	600	0	0	643	6	3	1	1	11	2	455	10	1	468	5	7	17	2	31	1153
08:00 AM	8	131	1	0	140	1	1	1	1	4	2	100	2	2	106	5	0	4	0	9	259
08:15 AM	2	139	0	0	141	2	2	2	4	10	0	96	2	2	100	6	3	5	0	14	265
08:30 AM	3	152	0	0	155	2	1	1	1	5	0	100	3	2	105	3	4	4	1	12	277
08:45 AM	7	141	2	0	150	3	0	1	0	4	1	133	7	0	141	5	1	3	0	9	304
Total	20	563	3	0	586	8	4	5	6	23	3	429	14	6	452	19	8	16	1	44	1105
09:00 AM	6	146	0	0	152	3	0	1	0	4	2	115	3	1	121	2	0	10	1	13	290
09:15 AM	5	89	0	0	94	4	0	0	1	5	0	79	2	3	84	9	0	2	0	11	194
Grand Total	84	1712	4	0	1800	22	8	8	9	47	7	1233	29	13	1282	40	15	52	5	112	3241
Apprch %	4.7	95.1	0.2	0		46.8	17	17	19.1		0.5	96.2	2.3	1		35.7	13.4	46.4	4.5		
Total %	2.6	52.8	0.1	0	55.5	0.7	0.2	0.2	0.3	1.5	0.2	38	0.9	0.4	39.6	1.2	0.5	1.6	0.2	3.5	
Lights	81	1624	2	0	1707	21	7	8	0	36	6	1166	23	0	1195	37	14	51	0	102	3040
% Lights	96.4	94.9	50	0	94.8	95.5	87.5	100	0	76.6	85.7	94.6	79.3	0	93.2	92.5	93.3	98.1	0	91.1	93.8
Buses	3	37	0	0	40	0	0	0	0	0	0	37	1	0	38	0	1	0	0	1	79
% Buses	3.6	2.2	0	0	2.2	0	0	0	0	0	0	3	3.4	0	3	0	6.7	0	0	0.9	2.4
Trucks	0	51	2	0	53	1	1	0	0	2	1	30	5	0	36	3	0	1	0	4	95
% Trucks	0	3	50	0	2.9	4.5	12.5	0	0	4.3	14.3	2.4	17.2	0	2.8	7.5	0	1.9	0	3.6	2.9
Pedestrians	0	0	0	0	0	0	0	0	9	9	0	0	0	13	13	0	0	0	5	5	27
% Pedestrians	0	0	0	0	0	0	0	0	100	19.1	0	0	0	100	1	0	0	0	100	4.5	0.8

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Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 2-NYS_ROUTE_9D_AT_TOMPKINS_AVE_RALPH_ST_373533_12-14-2016
Site Code :
Start Date : 12/14/2016

	NYS ROUTE 9D From North					RALPH ST From East					NYS ROUTE 9D From South					TOMPKINS AVE From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	8	174	0	0	182	1	1	0	0	2	0	88	0	1	89	4	0	3	1	8	281
07:00 AM	7	181	0	0	188	0	0	0	0	0	0	88	2	0	90	0	3	7	1	11	289
07:15 AM	23	160	0	0	183	1	2	1	1	5	0	138	0	1	139	2	1	3	1	7	334
07:30 AM	5	139	0	0	144	2	0	0	0	2	0	108	4	0	112	0	2	4	0	6	264
Total Volume	43	654	0	0	697	4	3	1	1	9	0	422	6	2	430	6	6	17	3	32	1168
% App. Total	6.2	93.8	0	0		44.4	33.3	11.1	11.1		0	98.1	1.4	0.5		18.8	18.8	53.1	9.4		
PHF	.467	.903	.000	.000	.927	.500	.375	.250	.250	.450	.000	.764	.375	.500	.773	.375	.500	.607	.750	.727	.874
Lights	40	621	0	0	661	4	3	1	0	8	0	400	5	0	405	6	6	17	0	29	1103
% Lights	93.0	95.0	0	0	94.8	100	100	100	0	88.9	0	94.8	83.3	0	94.2	100	100	100	0	90.6	94.4
Buses	3	16	0	0	19	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	35
% Buses	7.0	2.4	0	0	2.7	0	0	0	0	0	0	3.8	0	0	3.7	0	0	0	0	0	3.0
Trucks	0	17	0	0	17	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	24
% Trucks	0	2.6	0	0	2.4	0	0	0	0	0	0	1.4	16.7	0	1.6	0	0	0	0	0	2.1
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	3	3	6
% Pedestrians	0	0	0	0	0	0	0	0	100	11.1	0	0	0	100	0.5	0	0	0	100	9.4	0.5

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Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 2-NYS_ROUTE_9D_AT_TOMPKINS_AVE_RALPH_ST_373533_12-14-2016
Site Code :
Start Date : 12/14/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS ROUTE 9D From North					RALPH ST From East					NYS ROUTE 9D From South					TOMPKINS AVE From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	7	109	1	0	117	6	0	0	0	6	1	153	5	10	169	3	1	7	2	13	305
03:45 PM	8	135	2	0	145	1	3	1	3	8	0	120	4	0	124	6	2	6	0	14	291
Total	15	244	3	0	262	7	3	1	3	14	1	273	9	10	293	9	3	13	2	27	596
04:00 PM	12	122	0	0	134	2	1	2	1	6	1	150	2	1	154	7	2	6	0	15	309
04:15 PM	11	121	1	0	133	1	1	2	0	4	1	192	1	3	197	5	0	4	2	11	345
04:30 PM	17	131	0	0	148	6	1	2	0	9	0	167	3	1	171	4	2	3	0	9	337
04:45 PM	11	136	2	0	149	0	0	0	1	1	1	151	4	0	156	9	1	6	1	17	323
Total	51	510	3	0	564	9	3	6	2	20	3	660	10	5	678	25	5	19	3	52	1314
05:00 PM	6	117	1	0	124	1	0	2	0	3	0	154	5	2	161	3	0	9	0	12	300
05:15 PM	9	137	2	0	148	5	0	0	0	5	2	131	2	2	137	5	3	5	0	13	303
05:30 PM	13	162	3	0	178	0	1	0	0	1	0	162	6	0	168	3	0	5	0	8	355
05:45 PM	13	122	0	0	135	0	1	0	0	1	0	95	2	0	97	2	1	3	0	6	239
Total	41	538	6	0	585	6	2	2	0	10	2	542	15	4	563	13	4	22	0	39	1197
06:00 PM	15	132	1	0	148	0	1	0	1	2	0	80	3	1	84	1	3	9	0	13	247
06:15 PM	7	97	1	4	109	2	0	0	0	2	1	220	0	4	225	6	1	0	0	7	343
Grand Total	129	1521	14	4	1668	24	9	9	6	48	7	1775	37	24	1843	54	16	63	5	138	3697
Apprch %	7.7	91.2	0.8	0.2		50	18.8	18.8	12.5		0.4	96.3	2	1.3		39.1	11.6	45.7	3.6		
Total %	3.5	41.1	0.4	0.1	45.1	0.6	0.2	0.2	0.2	1.3	0.2	48	1	0.6	49.9	1.5	0.4	1.7	0.1	3.7	
Lights	126	1489	14	0	1629	22	9	9	0	40	7	1707	33	0	1747	53	16	63	0	132	3548
% Lights	97.7	97.9	100	0	97.7	91.7	100	100	0	83.3	100	96.2	89.2	0	94.8	98.1	100	100	0	95.7	96
Buses	0	18	0	0	18	0	0	0	0	0	0	27	2	0	29	0	0	0	0	0	47
% Buses	0	1.2	0	0	1.1	0	0	0	0	0	0	1.5	5.4	0	1.6	0	0	0	0	0	1.3
Trucks	3	14	0	0	17	2	0	0	0	2	0	41	2	0	43	1	0	0	0	1	63
% Trucks	2.3	0.9	0	0	1	8.3	0	0	0	4.2	0	2.3	5.4	0	2.3	1.9	0	0	0	0.7	1.7
Pedestrians	0	0	0	4	4	0	0	0	6	6	0	0	0	24	24	0	0	0	5	5	39
% Pedestrians	0	0	0	100	0.2	0	0	0	100	12.5	0	0	0	100	1.3	0	0	0	100	3.6	1.1

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 2-NYS_ROUTE_9D_AT_TOMPKINS_AVE_RALPH_ST_373533_12-14-2016
Site Code :
Start Date : 12/14/2016

	NYS ROUTE 9D From North					RALPH ST From East					NYS ROUTE 9D From South					TOMPKINS AVE From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	12	122	0	0	134	2	1	2	1	6	1	150	2	1	154	7	2	6	0	15	309
04:15 PM	11	121	1	0	133	1	1	2	0	4	1	192	1	3	197	5	0	4	2	11	345
04:30 PM	17	131	0	0	148	6	1	2	0	9	0	167	3	1	171	4	2	3	0	9	337
04:45 PM	11	136	2	0	149	0	0	0	1	1	1	151	4	0	156	9	1	6	1	17	323
Total Volume	51	510	3	0	564	9	3	6	2	20	3	660	10	5	678	25	5	19	3	52	1314
% App. Total	9	90.4	0.5	0		45	15	30	10		0.4	97.3	1.5	0.7		48.1	9.6	36.5	5.8		
PHF	.750	.938	.375	.000	.946	.375	.750	.750	.500	.556	.750	.859	.625	.417	.860	.694	.625	.792	.375	.765	.952
Lights	50	500	3	0	553	8	3	6	0	17	3	630	9	0	642	24	5	19	0	48	1260
% Lights	98.0	98.0	100	0	98.0	88.9	100	100	0	85.0	100	95.5	90.0	0	94.7	96.0	100	100	0	92.3	95.9
Buses	0	5	0	0	5	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	17
% Buses	0	1.0	0	0	0.9	0	0	0	0	0	0	1.8	0	0	1.8	0	0	0	0	0	1.3
Trucks	1	5	0	0	6	1	0	0	0	1	0	18	1	0	19	1	0	0	0	1	27
% Trucks	2.0	1.0	0	0	1.1	11.1	0	0	0	5.0	0	2.7	10.0	0	2.8	4.0	0	0	0	1.9	2.1
Pedestrians	0	0	0	0	0	0	0	0	2	2	0	0	0	5	5	0	0	0	3	3	10
% Pedestrians	0	0	0	0	0	0	0	0	100	10.0	0	0	0	100	0.7	0	0	0	100	5.8	0.8

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 3-BEEKMAN_ST_AT_WEST_MAIN_ST_373534_12-14-2016
Site Code :
Start Date : 12/14/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BEEKMAN ST From North					From East					BEEKMAN ST From South					W. MAIN ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	61	32	0	0	93	0	0	0	0	0	0	22	1	0	23	0	0	1	0	1	117
06:45 AM	85	45	0	0	130	0	0	0	0	0	0	29	0	0	29	0	0	2	0	2	161
Total	146	77	0	0	223	0	0	0	0	0	0	51	1	0	52	0	0	3	0	3	278
07:00 AM	76	49	0	0	125	0	0	0	0	0	0	32	2	0	34	0	0	2	1	3	162
07:15 AM	88	39	0	0	127	0	0	0	0	0	0	61	0	0	61	1	0	0	0	1	189
07:30 AM	39	25	0	0	64	0	0	0	0	0	0	13	0	0	13	0	0	3	0	3	80
07:45 AM	27	13	0	1	41	0	0	0	0	0	0	39	0	0	39	0	0	3	0	3	83
Total	230	126	0	1	357	0	0	0	0	0	0	145	2	0	147	1	0	8	1	10	514
08:00 AM	43	22	0	0	65	0	0	0	0	0	0	10	1	0	11	0	0	1	0	1	77
08:15 AM	24	15	0	0	39	0	0	0	0	0	0	29	0	0	29	1	0	2	0	3	71
08:30 AM	21	31	0	2	54	0	0	0	0	0	0	14	0	0	14	1	0	7	0	8	76
08:45 AM	14	11	0	0	25	0	0	0	0	0	0	25	1	0	26	0	0	10	0	10	61
Total	102	79	0	2	183	0	0	0	0	0	0	78	2	0	80	2	0	20	0	22	285
09:00 AM	46	21	0	0	67	0	0	0	0	0	0	35	2	0	37	0	0	2	0	2	106
09:15 AM	15	14	0	0	29	0	0	0	0	0	0	28	1	0	29	0	0	2	0	2	60
Grand Total	539	317	0	3	859	0	0	0	0	0	0	337	8	0	345	3	0	35	1	39	1243
Apprch %	62.7	36.9	0	0.3		0	0	0	0		0	97.7	2.3	0		7.7	0	89.7	2.6		
Total %	43.4	25.5	0	0.2	69.1	0	0	0	0	0	0	27.1	0.6	0	27.8	0.2	0	2.8	0.1	3.1	
Lights	526	304	0	0	830	0	0	0	0	0	0	324	4	0	328	3	0	30	0	33	1191
% Lights	97.6	95.9	0	0	96.6	0	0	0	0	0	0	96.1	50	0	95.1	100	0	85.7	0	84.6	95.8
Buses	7	2	0	0	9	0	0	0	0	0	0	10	3	0	13	0	0	0	0	0	22
% Buses	1.3	0.6	0	0	1	0	0	0	0	0	0	3	37.5	0	3.8	0	0	0	0	0	1.8
Trucks	6	11	0	0	17	0	0	0	0	0	0	3	1	0	4	0	0	5	0	5	26
% Trucks	1.1	3.5	0	0	2	0	0	0	0	0	0	0.9	12.5	0	1.2	0	0	14.3	0	12.8	2.1
Pedestrians	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4
% Pedestrians	0	0	0	100	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	100	2.6	0.3

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Customer Loyalty through Client Satisfaction

File Name : 3-BEEKMAN_ST_AT_WEST_MAIN_ST_373534_12-14-2016
Site Code :
Start Date : 12/14/2016

	BEEKMAN ST From North					From East					BEEKMAN ST From South					W. MAIN ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	61	32	0	0	93	0	0	0	0	0	0	22	1	0	23	0	0	1	0	1	117
06:45 AM	85	45	0	0	130	0	0	0	0	0	0	29	0	0	29	0	0	2	0	2	161
07:00 AM	76	49	0	0	125	0	0	0	0	0	0	32	2	0	34	0	0	2	1	3	162
07:15 AM	88	39	0	0	127	0	0	0	0	0	0	61	0	0	61	1	0	0	0	1	189
Total Volume	310	165	0	0	475	0	0	0	0	0	0	144	3	0	147	1	0	5	1	7	629
% App. Total	65.3	34.7	0	0		0	0	0	0		0	98	2	0		14.3	0	71.4	14.3		
PHF	.881	.842	.000	.000	.913	.000	.000	.000	.000	.000	.000	.590	.375	.000	.602	.250	.000	.625	.250	.583	.832
Lights	306	163	0	0	469	0	0	0	0	0	0	137	1	0	138	1	0	5	0	6	613
% Lights	98.7	98.8	0	0	98.7	0	0	0	0	0	0	95.1	33.3	0	93.9	100	0	100	0	85.7	97.5
Buses	3	1	0	0	4	0	0	0	0	0	0	6	2	0	8	0	0	0	0	0	12
% Buses	1.0	0.6	0	0	0.8	0	0	0	0	0	0	4.2	66.7	0	5.4	0	0	0	0	0	1.9
Trucks	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Trucks	0.3	0.6	0	0	0.4	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0	0	0	0.5
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	14.3	0.2

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Customer Loyalty through Client Satisfaction

File Name : 3-BEEKMAN_ST_AT_WEST_MAIN_ST_373534_12-14-2016
Site Code :
Start Date : 12/14/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BEEKMAN ST From North					From East					BEEKMAN ST From South					W. MAIN ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	7	6	0	0	13	0	0	0	0	0	0	11	0	0	11	0	0	7	0	7	31
03:45 PM	10	26	0	0	36	0	0	0	0	0	0	14	2	0	16	0	0	0	0	0	52
Total	17	32	0	0	49	0	0	0	0	0	0	25	2	0	27	0	0	7	0	7	83
04:00 PM	12	12	0	2	26	0	0	0	0	0	0	21	0	0	21	0	0	6	1	7	54
04:15 PM	6	16	0	0	22	0	0	0	0	0	0	78	0	0	78	0	0	9	0	9	109
04:30 PM	14	17	0	0	31	0	0	0	0	0	0	66	1	0	67	2	0	7	0	9	107
04:45 PM	13	13	0	1	27	0	0	0	0	0	0	38	1	0	39	0	0	5	0	5	71
Total	45	58	0	3	106	0	0	0	0	0	0	203	2	0	205	2	0	27	1	30	341
05:00 PM	13	7	0	1	21	0	0	0	0	0	0	65	1	0	66	0	0	14	0	14	101
05:15 PM	10	10	0	0	20	0	0	0	0	0	0	26	0	0	26	2	0	9	0	11	57
05:30 PM	18	13	0	1	32	0	0	0	0	0	0	85	3	0	88	0	0	11	0	11	131
05:45 PM	11	12	0	0	23	0	0	0	0	0	0	25	1	0	26	1	0	1	0	2	51
Total	52	42	0	2	96	0	0	0	0	0	0	201	5	0	206	3	0	35	0	38	340
06:00 PM	17	22	0	0	39	0	0	0	0	0	0	10	2	0	12	0	0	7	0	7	58
06:15 PM	17	11	0	3	31	0	0	0	0	0	0	174	2	0	176	1	0	8	0	9	216
Grand Total	148	165	0	8	321	0	0	0	0	0	0	613	13	0	626	6	0	84	1	91	1038
Apprch %	46.1	51.4	0	2.5		0	0	0	0		0	97.9	2.1	0		6.6	0	92.3	1.1		
Total %	14.3	15.9	0	0.8	30.9	0	0	0	0	0	0	59.1	1.3	0	60.3	0.6	0	8.1	0.1	8.8	
Lights	136	164	0	0	300	0	0	0	0	0	0	603	8	0	611	6	0	81	0	87	998
% Lights	91.9	99.4	0	0	93.5	0	0	0	0	0	0	98.4	61.5	0	97.6	100	0	96.4	0	95.6	96.1
Buses	8	0	0	0	8	0	0	0	0	0	0	8	5	0	13	0	0	0	0	0	21
% Buses	5.4	0	0	0	2.5	0	0	0	0	0	0	1.3	38.5	0	2.1	0	0	0	0	0	2
Trucks	4	1	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	10
% Trucks	2.7	0.6	0	0	1.6	0	0	0	0	0	0	0.3	0	0	0.3	0	0	3.6	0	3.3	1
Pedestrians	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	9
% Pedestrians	0	0	0	100	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0	100	1.1	0.9

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Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 3-BEEKMAN_ST_AT_WEST_MAIN_ST_373534_12-14-2016
Site Code :
Start Date : 12/14/2016

	BEEKMAN ST From North					From East					BEEKMAN ST From South					W. MAIN ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	18	13	0	1	32	0	0	0	0	0	0	85	3	0	88	0	0	11	0	11	131
05:45 PM	11	12	0	0	23	0	0	0	0	0	0	25	1	0	26	1	0	1	0	2	51
06:00 PM	17	22	0	0	39	0	0	0	0	0	0	10	2	0	12	0	0	7	0	7	58
06:15 PM	17	11	0	3	31	0	0	0	0	0	0	174	2	0	176	1	0	8	0	9	216
Total Volume	63	58	0	4	125	0	0	0	0	0	0	294	8	0	302	2	0	27	0	29	456
% App. Total	50.4	46.4	0	3.2		0	0	0	0		0	97.4	2.6	0		6.9	0	93.1	0		
PHF	.875	.659	.000	.333	.801	.000	.000	.000	.000	.000	.000	.422	.667	.000	.429	.500	.000	.614	.000	.659	.528
Lights	59	57	0	0	116	0	0	0	0	0	0	290	6	0	296	2	0	27	0	29	441
% Lights	93.7	98.3	0	0	92.8	0	0	0	0	0	0	98.6	75.0	0	98.0	100	0	100	0	100	96.7
Buses	4	0	0	0	4	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	9
% Buses	6.3	0	0	0	3.2	0	0	0	0	0	0	1.0	25.0	0	1.7	0	0	0	0	0	2.0
Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Trucks	0	1.7	0	0	0.8	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.4
Pedestrians	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% Pedestrians	0	0	0	100	3.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9

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Customer Loyalty through Client Satisfaction

File Name : 4-WEST_MAIN_ST_AT_BANK_ST_373535_12-14-2016
Site Code :
Start Date : 12/14/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BANK ST From North					W. MAIN ST From East					From South					W. MAIN ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	1	0	1	0	59	0	0	59	0	0	0	0	0	0	0	0	0	0	60
06:45 AM	5	0	1	6	12	0	81	0	0	81	0	0	0	0	0	0	1	0	0	1	94
Total	5	0	2	6	13	0	140	0	0	140	0	0	0	0	0	0	1	0	0	1	154
07:00 AM	6	0	0	9	15	0	85	0	1	86	0	0	0	0	0	0	2	0	0	2	103
07:15 AM	23	0	0	9	32	0	80	0	0	80	0	0	0	0	0	0	2	0	1	3	115
07:30 AM	5	0	0	10	15	0	44	0	0	44	0	0	0	0	0	0	3	2	0	5	64
07:45 AM	9	0	1	4	14	1	18	0	0	19	0	0	0	0	0	0	2	0	0	2	35
Total	43	0	1	32	76	1	227	0	1	229	0	0	0	0	0	0	9	2	1	12	317
08:00 AM	5	0	1	5	11	1	46	0	0	47	0	0	0	0	0	0	0	2	0	2	60
08:15 AM	4	0	1	1	6	0	21	0	0	21	0	0	0	0	0	0	3	2	0	5	32
08:30 AM	2	0	0	5	7	0	16	0	0	16	0	0	0	0	0	0	6	1	0	7	30
08:45 AM	2	0	0	1	3	0	15	0	0	15	0	0	0	0	0	0	7	0	0	7	25
Total	13	0	2	12	27	1	98	0	0	99	0	0	0	0	0	0	16	5	0	21	147
09:00 AM	2	0	0	7	9	3	33	0	0	36	0	0	0	0	0	0	1	0	0	1	46
09:15 AM	1	0	0	1	2	0	9	0	0	9	0	0	0	0	0	0	2	1	0	3	14
Grand Total	64	0	5	58	127	5	507	0	1	513	0	0	0	0	0	0	29	8	1	38	678
Apprch %	50.4	0	3.9	45.7		1	98.8	0	0.2		0	0	0	0		0	76.3	21.1	2.6		
Total %	9.4	0	0.7	8.6	18.7	0.7	74.8	0	0.1	75.7	0	0	0	0	0	0	4.3	1.2	0.1	5.6	
Lights	62	0	4	0	66	4	492	0	0	496	0	0	0	0	0	0	25	8	0	33	595
% Lights	96.9	0	80	0	52	80	97	0	0	96.7	0	0	0	0	0	0	86.2	100	0	86.8	87.8
Buses	1	0	0	0	1	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	11
% Buses	1.6	0	0	0	0.8	0	2	0	0	1.9	0	0	0	0	0	0	0	0	0	0	1.6
Trucks	1	0	1	0	2	1	5	0	0	6	0	0	0	0	0	0	4	0	0	4	12
% Trucks	1.6	0	20	0	1.6	20	1	0	0	1.2	0	0	0	0	0	0	13.8	0	0	10.5	1.8
Pedestrians	0	0	0	58	58	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	60
% Pedestrians	0	0	0	100	45.7	0	0	0	100	0.2	0	0	0	0	0	0	0	0	100	2.6	8.8

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 4-WEST_MAIN_ST_AT_BANK_ST_373535_12-14-2016
Site Code :
Start Date : 12/14/2016

	BANK ST From North					W. MAIN ST From East					From South					W. MAIN ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	5	0	1	6	12	0	81	0	0	81	0	0	0	0	0	0	1	0	0	1	94
07:00 AM	6	0	0	9	15	0	85	0	1	86	0	0	0	0	0	0	2	0	0	2	103
07:15 AM	23	0	0	9	32	0	80	0	0	80	0	0	0	0	0	0	2	0	1	3	115
07:30 AM	5	0	0	10	15	0	44	0	0	44	0	0	0	0	0	0	3	2	0	5	64
Total Volume	39	0	1	34	74	0	290	0	1	291	0	0	0	0	0	0	8	2	1	11	376
% App. Total	52.7	0	1.4	45.9		0	99.7	0	0.3		0	0	0	0		0	72.7	18.2	9.1		
PHF	.424	.000	.250	.850	.578	.000	.853	.000	.250	.846	.000	.000	.000	.000	.000	.000	.667	.250	.250	.550	.817
Lights	38	0	1	0	39	0	286	0	0	286	0	0	0	0	0	0	8	2	0	10	335
% Lights	97.4	0	100	0	52.7	0	98.6	0	0	98.3	0	0	0	0	0	0	100	100	0	90.9	89.1
Buses	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
% Buses	2.6	0	0	0	1.4	0	1.0	0	0	1.0	0	0	0	0	0	0	0	0	0	0	1.1
Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0.3
Pedestrians	0	0	0	34	34	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	36
% Pedestrians	0	0	0	100	45.9	0	0	0	100	0.3	0	0	0	0	0	0	0	0	100	9.1	9.6

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 4-WEST_MAIN_ST_AT_BANK_ST_373535_12-14-2016
Site Code :
Start Date : 12/14/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BANK ST From North					W. MAIN ST From East					From South					W. MAIN ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	1	0	2	0	3	2	7	0	0	9	0	0	0	0	0	0	2	0	0	2	14
03:45 PM	2	0	1	2	5	2	9	0	0	11	0	0	0	0	0	0	0	1	0	1	17
Total	3	0	3	2	8	4	16	0	0	20	0	0	0	0	0	0	2	1	0	3	31
04:00 PM	0	0	1	2	3	1	10	0	0	11	0	0	0	0	0	0	0	1	1	2	16
04:15 PM	4	0	1	6	11	0	4	0	1	5	0	0	0	0	0	0	2	0	0	2	18
04:30 PM	3	0	0	5	8	0	13	0	0	13	0	0	0	0	0	0	6	1	1	8	29
04:45 PM	0	0	0	2	2	1	10	0	2	13	0	0	0	0	0	0	0	0	0	0	15
Total	7	0	2	15	24	2	37	0	3	42	0	0	0	0	0	0	8	2	2	12	78
05:00 PM	0	0	1	6	7	0	10	0	1	11	0	0	0	0	0	0	5	1	0	6	24
05:15 PM	2	0	1	0	3	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	17
05:30 PM	3	0	0	2	5	0	20	0	0	20	0	0	0	0	0	0	10	0	0	10	35
05:45 PM	2	0	0	0	2	2	14	0	0	16	0	0	0	0	0	0	1	0	0	1	19
Total	7	0	2	8	17	2	54	0	1	57	0	0	0	0	0	0	20	1	0	21	95
06:00 PM	3	0	1	1	5	1	14	0	0	15	0	0	0	0	0	0	3	1	0	4	24
06:15 PM	0	0	0	12	12	1	14	0	0	15	0	0	0	0	0	0	6	1	0	7	34
Grand Total	20	0	8	38	66	10	135	0	4	149	0	0	0	0	0	0	39	6	2	47	262
Apprch %	30.3	0	12.1	57.6		6.7	90.6	0	2.7		0	0	0	0		0	83	12.8	4.3		
Total %	7.6	0	3.1	14.5	25.2	3.8	51.5	0	1.5	56.9	0	0	0	0	0	0	14.9	2.3	0.8	17.9	
Lights	19	0	8	0	27	10	121	0	0	131	0	0	0	0	0	0	39	6	0	45	203
% Lights	95	0	100	0	40.9	100	89.6	0	0	87.9	0	0	0	0	0	0	100	100	0	95.7	77.5
Buses	1	0	0	0	1	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	13
% Buses	5	0	0	0	1.5	0	8.9	0	0	8.1	0	0	0	0	0	0	0	0	0	0	5
Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Trucks	0	0	0	0	0	0	1.5	0	0	1.3	0	0	0	0	0	0	0	0	0	0	0.8
Pedestrians	0	0	0	38	38	0	0	0	4	4	0	0	0	0	0	0	0	0	2	2	44
% Pedestrians	0	0	0	100	57.6	0	0	0	100	2.7	0	0	0	0	0	0	0	0	100	4.3	16.8

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 4-WEST_MAIN_ST_AT_BANK_ST_373535_12-14-2016
Site Code :
Start Date : 12/14/2016

	BANK ST From North					W. MAIN ST From East					From South					W. MAIN ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	3	0	0	2	5	0	20	0	0	20	0	0	0	0	0	0	10	0	0	10	35
05:45 PM	2	0	0	0	2	2	14	0	0	16	0	0	0	0	0	0	1	0	0	1	19
06:00 PM	3	0	1	1	5	1	14	0	0	15	0	0	0	0	0	0	3	1	0	4	24
06:15 PM	0	0	0	12	12	1	14	0	0	15	0	0	0	0	0	0	6	1	0	7	34
Total Volume	8	0	1	15	24	4	62	0	0	66	0	0	0	0	0	0	20	2	0	22	112
% App. Total	33.3	0	4.2	62.5		6.1	93.9	0	0		0	0	0	0		0	90.9	9.1	0		
PHF	.667	.000	.250	.313	.500	.500	.775	.000	.000	.825	.000	.000	.000	.000	.000	.000	.500	.500	.000	.550	.800
Lights	8	0	1	0	9	4	56	0	0	60	0	0	0	0	0	0	20	2	0	22	91
% Lights	100	0	100	0	37.5	100	90.3	0	0	90.9	0	0	0	0	0	0	100	100	0	100	81.3
Buses	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
% Buses	0	0	0	0	0	0	8.1	0	0	7.6	0	0	0	0	0	0	0	0	0	0	4.5
Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	1.6	0	0	1.5	0	0	0	0	0	0	0	0	0	0	0.9
Pedestrians	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
% Pedestrians	0	0	0	100	62.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4

EDGEWATER DEVELOPMENT

APPENDIX F

ACCIDENT DATA

TABLE A

ACCIDENT SUMMARY - NEW YORK STATE DEPARTMENT OF TRANSPORTATION ACCIDENT DATA
CITY OF BEACON, DUTCHESS COUNTY, NEW YORK

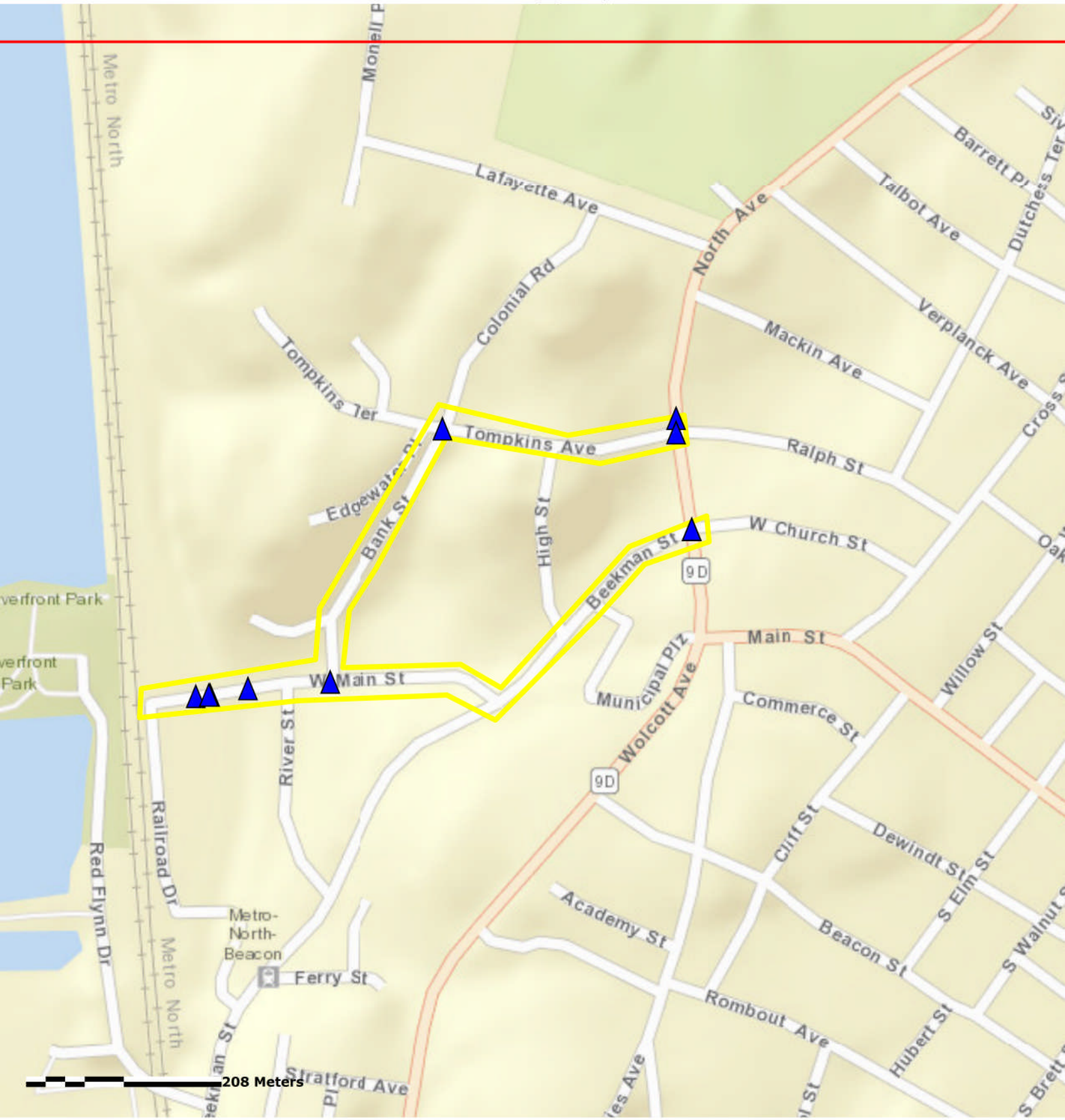
NODE/LINK	LOCATION	DATE	TIME	TRAFFIC CONTROL	ACCIDENT CLASS[3]	# OF VEHICLES - INJURIES	LIGHT CONDITION	ROAD CONDITION	WEATHER	MANNER OF COLLISION	APPARENT CONTRIBUTING FACTORS
RAILROAD DRIVE & BEACON STATION											
Railroad Drive	Railroad Drive 3 feet S of W. Main St./Beekman St.	01/23/14	7:50 PM	None	Unknown	2-0	Dark-Road Lighted	Wet	Cloudy	Rear End	Driver Inattention
Railroad Drive	33 Railroad Drive 50 feet W of West Main Street	02/05/14	8:55 PM	None	PDO	2-0	Dark-Road Lighted	Snow/Ice	Snow	FALSE	Unknown
Beacon Station North Permit Lot	Beacon Station N. Permit Lot 100 feet N of Railroad Dr.	03/05/14	7:45 AM	None	PDO	2-0	Daylight	Dry	Clear	Left Turn	Driver Inattention
BEEKMAN STREET											
Beekman Street	Beekman Street Intersection with NYS Route 9D	03/11/14	3:20 PM	Traffic Signal	PDO	2-0	Daylight	Dry	Clear	Rear End	Driver Inattention
NYS ROUTE 9D/NORTH AVENUE											
NYS Route 9D	NYS Route 9D Intersection with Beekman Street	03/06/14	3:51 PM	Traffic Signal	I	2-1	Daylight	Dry	Clear	Rear End	Following too Closely
North Avenue	North Avenue Intersection with Beekman Street	03/11/14	7:00 PM	Traffic Signal	Unknown	2-0	Dark-Road Unlighted	Dry	Clear	Rear End	Driver Inattention
NYS Route 9D	NYS Route 9D Intersection with W. Church Street	05/20/14	4:45 PM	Traffic Signal	Unknown	2-0	Daylight	Dry	Clear	Rear End	Driver Inattention
North Avenue	North Avenue Intersection with Beekman Street	06/26/14	5:38 PM	Traffic Signal	Unknown	2-0	Daylight	Dry	Clear	ɜswipe(same direct	Unsafe Passing
North Avenue	North Avenue Intersection with Beekman Street	11/13/14	6:49 AM	Traffic Signal	Unknown	2-0	Daylight	Dry	Clear	Head On	Driver Inattention (Struck Pedestrian)
NYS Route 9D	NYS Route 9D Intersection with Ralph Street	02/14/15	3:56 PM	Stop Sign	PDO	2-0	Daylight	Snow/Ice	Snow	Right Angle	Unsafe Speed
NYS Route 9D	NYS Route 9D Intersection with West Church Street	03/27/15	5:20 PM	No Passing Zone	PDO & I	2-1	Dusk	Dry	Cloudy	Rear End	Driver Inattention
North Avenue	North Avenue Intersection with Ralph Street	07/21/15	9:32 PM	None	PDO & I	2-2	Dark-Road Lighted	Dry	Clear	wipe(opposite dire	Driver Inattention
North Avenue	North Avenue 50 feet N of Ralph Street	10/18/15	5:01 PM	No Passing Zone	Unknown	3-0	Daylight	Dry	Clear	Rear End	Following too Closely
North Avenue	North Avenue Intersection with West Church Street	10/20/15	12:20 PM	Traffic Signal	I	2-1	Daylight	Dry	Clear	Rear End	Foot Stuck On Gas Pedal
NYS Route 9D	NYS Route 9D Intersection with Beekman Street	12/31/15	5:30 PM	Traffic Signal	PDO	3-0	Dusk	Dry	Clear	Rear End	Following too Closely
North Avenue	North Avenue Intersection with Ralph Street	02/05/16	10:05 PM	No Passing Zone	PDO	2-0	Dark-Road Lighted	Dry	Clear	ɜswipe(same direct	Driver Switched Back From Turn Lane To Thru Lane
NYS Route 9D	NYS Route 9D Intersection with Tompkins Avenue	04/04/16	3:54 PM	Stop Sign	Unknown	2-0	Daylight	Wet	'Hail/Freezing	Left Turn	Unsafe Left Turn Movement
WEST MAIN STREET											
West Main Street	West Main Street 200 feet E of Railroad Drive	10/21/14	8:15 AM	Other	PDO	2-0	Daylight	Wet	Rain	Rear End	Driving Wrong Way On One Way Street
BANK STREET											
Bank Street	Bank Street Intersection with West Main Street	12/11/14	10:31 PM	Other	I	2-1	Dark-Road Lighted	Dry	Cloudy	Head On	Driver Inattention (Struck Pedestrian)
Bank Street	Bank Street Intersection with West Main Street	02/08/16	6:50 PM	Other	I	2-1	Dark-Road Lighted	Wet	Snow	Head On	Driver Making Left Turn When Not Permitted (Struck Pedestrian)
TOMPKINS AVENUE											
Tompkins Avenue	Tompkins Avenue Intersection with Bank Street	12/26/14	11:00 AM	Stop Sign	PDO	2-0	Daylight	Dry	Clear	Left Turn	Unsafe Left Turn Movement
RALPH STREET											
Ralph Street	Ralph Street Intersection with North Avenue	01/31/16	9:20 AM	Stop Sign	PDO	1-0	Daylight	Dry	Clear	Head On	Driver Fell Asleep

NOTES:

ACCIDENT OBTAINED FROM THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION FOR THE TIME PERIOD BETWEEN JANUARY 23, 2014 THROUGH APRIL 4, 2016.

ACCIDENT CLASS: PDO = PROPERTY DAMAGE ONLY, I = INJURY, F = FATALITY, UNKOWN = NON-REPORTABLE

13422_map



Legend

Railroad

Page of Pages

Local Codes
Q2WS032TDK07
B13-2002

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (7/01)

DMV COPY

DOT Case: 35174358

Accident Date Month Day Year	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene ☒ / Accident Reconstructed ☐	Left Scene	Police Photos
03 / 11 / 2014	Tue	19:00	2	0	0	☒ / ☐	☒	☐ Yes ☒ No

VEHICLE 1	☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN
VEHICLE 1 - Driver License ID Number [redacted] State of Lic. NY	VEHICLE 2 - Driver License ID Number State of Lic. NY
Driver Name--exactly as printed on license [redacted]	Driver Name--exactly as printed on license LSA.
Address (Include Number & Street) [redacted] Apt. No.	Address (Include Number & Street) Apt. No.
City or Town [redacted] State NY Zip Code [redacted]	City or Town State NY Zip Code
Date of Birth [redacted] Sex 2 Unlicensed ☐ No. of Occupants 1 Public Property Damaged ☐	Date of Birth Sex U Unlicensed ☐ No. of Occupants 1 Public Property Damaged ☐
Name--exactly as printed on registration [redacted] Sex F Date of Birth [redacted]	Name--exactly as printed on registration LSA Sex Date of Birth
Address (Include Number & Street) [redacted] Apt. No. Haz. Mat. Code - Released ☐	Address (Include Number & Street) Apt. No. Haz. Mat. Code - Released ☐
City or Town [redacted] State NY Zip Code [redacted]	City or Town State NY Zip Code
Plate Number [redacted] State of Reg. NY Vehicle Year & Make STRN 2008 Vehicle Type 4DSD Ins. Code 273	Plate Number UNKNOWN State of Reg. NY Vehicle Year & Make Vehicle Type - Ins. Code
Ticket/Arrest Number(s)	Ticket/Arrest Number(s)
Violation Section(s)	Violation Section(s)

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact		1	2
Box 2 - Most Damage		8	8
Enter up to three more Damage Codes	3	4	5
	9	7	

Vehicle Towed: By / To

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

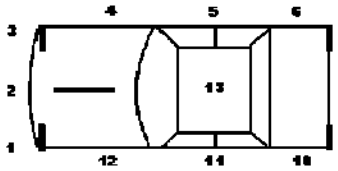
Box 1 - Point of Impact		1	2
Box 2 - Most Damage	2	2	
Enter up to three more Damage Codes	3	4	5
1	3		

Vehicle Towed: By / To

VEHICLE DAMAGE CODING:

1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.

Rear End 1.	Left Turn 3.	Right Angle	Right Turn 5.	Head On 7.
Overtaking 2.	Right Turn 0.		Right Turn 6.	Sideswipe 8.

ACCIDENT DIAGRAM

1 Rear End

9.

Cost of repairs to any one vehicle will be more than $1000.
☒ Unknown/Unable to Determine ☐ Yes ☐ No

Reference Marker	Coordinates (if available)
	Latitude/Northing:
	Longitude/Easting:

Place Where Accident Occurred:

County DUTC ☒ City ☐ Village ☐ Town of BEACON, CITY OF

Road on which accident occurred NORTH AVE (Route Number or Street Name)

at 1) intersecting street BEEKMAN ST (Route Number or Street Name)

or 2) ____ Feet ____ Miles ☐N ☐E ☐S ☐W of ____ (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V1 was stopped at a red light in a S/B direction on North Ave. and was struck in rear end by V2. which was also traveling in a S/B direction. V2 then left the scene

USE COVER SHEET: N

ALL INVOLVED	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	55	2	-	-	-			[redacted]	N/A
B	02	1	-	X	X	U	-	-	-			LSA.	N/A
C													
D													
E													
F													
G													

Officer's Rank, Name and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
OFFICER J CONTI	28	01301			GREENOUGH, R	03 / 12 / 2014 15.16

Page of Pages

Local Codes: 6GM6882SPW6C / 14-4307

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (7/01)

DMV COPY

DOT Case: 35189491

Accident Date (Month Day Year)	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene	Accident Reconstructed	Left Scene	Police Photos
03 / 05 / 2014	Wed	07:45	2	0	0	☒	☐	☐	☒ Yes ☐ No

VEHICLE 1

VEHICLE 1 - Driver License ID Number: [redacted] State of Lic.: NY

Driver Name--exactly as printed on license: [redacted]

Address (Include Number & Street): [redacted] Apt. No.:

City or Town: [redacted] State: NY Zip Code: [redacted]

Date of Birth: [redacted] Sex: 2 Unlicensed: ☐ No. of Occupants: 1 Public Property Damaged: ☐

Name--exactly as printed on registration: [redacted] Sex: F Date of Birth: [redacted]

Address (Include Number & Street): [redacted] Apt. No.: Haz. Mat. Code: - Released: ☐

City or Town: [redacted] State: NY Zip Code: [redacted]

Plate Number: [redacted] State of Reg.: NY Vehicle Year & Make: SUBA 2007 Vehicle Type: 4DSD Ins. Code: 328

Ticket/Arrest Number(s):

Violation Section(s):

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 2 - Driver License ID Number: [redacted] State of Lic.: NY

Driver Name--exactly as printed on license: [redacted]

Address (Include Number & Street): [redacted] Apt. No.:

City or Town: [redacted] State: NY Zip Code: [redacted]

Date of Birth: [redacted] Sex: 1 Unlicensed: ☐ No. of Occupants: 1 Public Property Damaged: ☐

Name--exactly as printed on registration: [redacted] Sex: M Date of Birth: [redacted]

Address (Include Number & Street): [redacted] Apt. No.: Haz. Mat. Code: - Released: ☐

City or Town: [redacted] State: NY Zip Code: [redacted]

Plate Number: [redacted] State of Reg.: NY Vehicle Year & Make: SUBA 2003 Vehicle Type: SUBN Ins. Code: 011

Ticket/Arrest Number(s):

Violation Section(s):

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

		1	2
Box 1 - Point of Impact		1	1
Box 2 - Most Damage			
Enter up to three more Damage Codes	3: 12	4	5

Vehicle Towed: By: To:

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

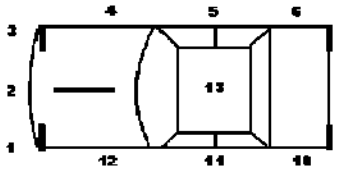
		1	2
Box 1 - Point of Impact		3	
Box 2 - Most Damage		3	
Enter up to three more Damage Codes	4:	3	4	5

Vehicle Towed: By: To:

VEHICLE DAMAGE CODING:

1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.

Rear End 1.	Left Turn 3.	Right Angle	Right Turn 5.	Head On 7.
Overtaking 2.	Right Turn 0.	4.	Right Turn 6.	Sideswipe 8.

ACCIDENT DIAGRAM

3 Left Turn

9.

Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

Coordinates (if available)

Latitude/Northing: 584802

Longitude/Easting: 4595628

Place Where Accident Occurred:

County: DUTC ☒ City ☐ Village ☐ Town of: BEACON, CITY OF

Road on which accident occurred: BEACON STATION NORTH PERMIT LO (Route Number or Street Name)

at 1) intersecting street: (Route Number or Street Name)

or 2) 100 Feet ____ Miles ☒N ☐E ☐S ☐W of: Railroad drive (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle 2 was traveling Northbound in the parking lot. when vehicle 1 pulled out from an adjacent parking lot in a Westbound direction. Vehicle 1 and 2 then made contact .

USE COVER SHEET: N

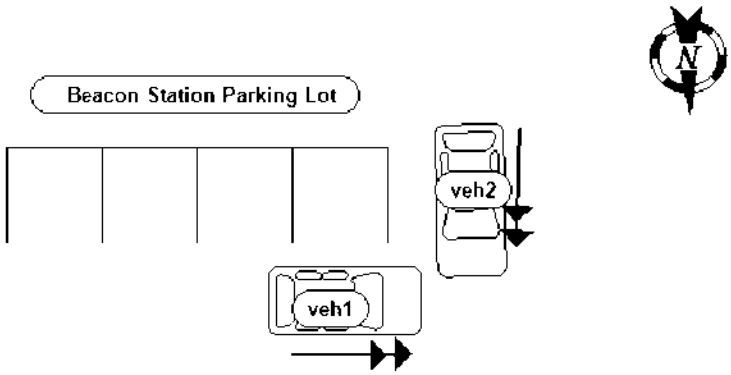
	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	32	2	-	-	-			[redacted]	N/A
B	02	1	4	1	50	1	-	-	-			[redacted]	N/A
C													
D													
E													
F													
G													

ALL INVOLVED

Officer's Rank, Name and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
P.O. T ZEHR	2476	03083	73	D	SMYTH. J	03 / 23 / 2014 10.37

Local Code: 6GM6882SPW6C Accident Date: 03 / 05 / 2014 DOT Case: 35189491

Accident Type: 3



Case Number: 35213275 Case Year: 2014 Image Sequence: 1

MV-104 (5/11) PAGE 1 of 2

FOLD → ← HERE

Use only for accidents that happen in New York State

New York State Department of Motor Vehicles

REPORT OF MOTOR VEHICLE ACCIDENT

www.dmv.ny.gov

BEFORE COMPLETING THIS FORM, READ THE INSTRUCTIONS IN SECTION A ON PAGE 2

DO NOT FORGET ACCIDENT DATE

Page ____ of ____ ☐ RUSH - DRIVER OF VEHICLE 1 - LICENSE SUSPENDED FOR FAILURE TO REPORT

Accident Date Month	Day	Year	Day of Week	Time	Number of Vehicles	Number Injured	Number Killed	Did police investigate accident at scene?	If "Yes", Name of Police Agency or Precinct & Accident Number
3	11	14	TUE	320 ☐ AM ☑ PM	2	0	0	☑ Yes ☐ No	BEACON POLICE 1992-14

DRIVER

DRIVER OF VEHICLE 1	VEHICLE 2 ☐ PEDESTRIAN ☐ BICYCLIST ☐ OTHER PEDESTRIAN
Driver License ID Number [redacted] State of License NY	Driver License ID Number State of License
Driver Name–exactly as printed on license (Last, First, M.I.) [redacted]	Name–exactly as printed on license (Last, First, M.I.) [redacted]
Address (Include Number & Street) [redacted] Apt. Number	Address (Include Number & Street) [redacted] Apt. Number
City or [redacted] State NY Zip Code	City or Town [redacted] State NY Zip Code
Date of Birth [redacted] Sex M Number of People in Vehicle 1 Public Property Damaged ☐	Date of Birth [redacted] Sex M Number of People in Vehicle 1 Public Property Damaged ☐

REGISTRANT

Name–exactly as printed on registration	Date of Birth	Sex
[redacted]		

Address (Include Number & Street)	Apt. Number
[redacted]	

City or Town	State	Zip Code
[redacted]	NY	

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
[redacted]	NY	2006	CUV	

Name–exactly as printed on registration	Date of Birth Month	Day	Year	Sex
[redacted]				

Address (Include Number & Street)	Apt. Number
[redacted]	

City or Town	State	Zip Code
[redacted]		

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
[redacted]	NY	FORD	SUV	743

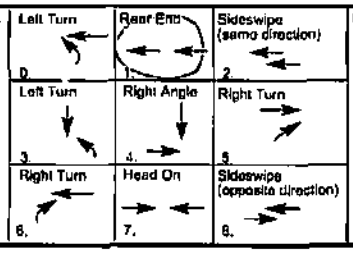
VEHICLE DAMAGE

Estimated Cost of Property Damage - Vehicle 1: ☑ $1,001-$1,500 ☐ $1,501-$2,500 ☐ Over $2,500

Estimated Cost of Property Damage - Vehicle 2: ☐ $1,001-$1,500 ☐ $1,501-$2,500 ☐ Over $2,500

Describe damage to vehicle 1: DAMAGE TO REAR BUMPER

ACCIDENT DIAGRAM: Circle one of the 9 diagrams (numbered 0-8) if it describes the accident, or draw your own diagram below in space #9. Number the vehicles. Your vehicle is # 1



9.

Describe damage to vehicle 2

ACCIDENT LOCATION

Place Where Accident Occurred in New York State:

County DUTCHESS ☐ City ☐ Village ☐ Town of BEACON Permanent Landmark ____

Road on which accident occurred BEEKMAN ST (Route Number or Street Name)

at ☑ 1) intersecting street 9D (Route Number or Street Name)

or 2) ____ Feet ____ Miles ☐ N ☐ S ☐ E ☐ W of ____ (Milepost, Nearest Intersecting Route Number or Street Name)

How did the accident happen?

ALL INVOLVED

Names of All Persons Involved	8. Which Veh. Occupied	9. Position in/on Vehicle	10. Safety Equip. Used	12. Age	13. Sex	16. Injury A	B	C	Describe Injuries	If Deceased, Enter Date of Death
[redacted]	1	DRIVER	✓	65	M				NONE	
	2	DRIVER	✓	?	M				NONE	

INSURANCE

Identify Damaged Property Other Than Vehicle(s): NONE

VIN 5J6YH1772GL010972

Name of Insurance Company That Issued Policy For Vehicle 1: [redacted]

Policy Number: [redacted]

Name and Address of Policy Holder

Policy Period From: [redacted]

If Vehicle was Operated Under Permit (ICC, USDOT or NYSDOT), give No. ____ Name and Address of Permit Holder ____

If Self-Insured, give Certificate No. ____ and State ____

Date 3/24

Print Name of Driver (or Representative*) of Vehicle 1: [redacted]

Signature of Driver (or Representative*) of Vehicle 1: [redacted]

* A representative may sign for the driver if the driver is unable to sign because of injury or death. If you are signing as the driver's representative, check the box that describes why the driver cannot sign. ☐ Injury ☐ Death

An accident report is not considered complete and filed unless it is signed, and if not signed may result in the suspension of your driver's license.

Page of Pages

Local Codes
Q2WS0332VB9R

BP-004208-14

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (7/01)

DMV COPY

DOT Case: 35266715

Accident Date Month Day Year	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene ☐ / Accident Reconstructed ☐	Left Scene	Police Photos
05 / 20 / 2014	Tue	16:45	2	0	0		☐	☐ Yes ☒ No

VEHICLE 1

VEHICLE 1 - Driver License ID Number: [redacted] State of Lic.: NY

Driver Name--exactly as printed on license: [redacted]

Address (Include Number & Street): [redacted] Apt. No.:

City or Town: [redacted] State: NY Zip: [redacted]

Date of Birth: [redacted] Sex: 1 Unlicensed: ☐ No. of Occupants: 2 Public Property Damaged: ☐

Name--exactly as printed on registration: [redacted] Sex: M Date of Birth: [redacted]

Address (Include Number & Street): [redacted] Apt. No.: Haz. Mat. Code: - Released: ☐

City or Town: [redacted] State: NY Zip Code:

Plate Number: [redacted] State of Reg.: NY Vehicle Year & Make: FORD 2013 Vehicle Type: PICK Ins. Code: 100

Ticket/Arrest Number(s):

Violation Section(s):

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact: 1
Box 2 - Most Damage: 15
Enter up to three more Damage Codes: 2 15 3 4 5

Vehicle Towed: By: To:

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 2 - Driver License ID Number: [redacted] State of Lic.: NY

Driver Name--exactly as printed on license: [redacted]

Address (Include Number & Street): [redacted] Apt. No.:

City or Town: [redacted] State: NY Zip Code:

Date of Birth: [redacted] Sex: 1 Unlicensed: ☐ No. of Occupants: 1 Public Property Damaged: ☐

Name--exactly as printed on registration: [redacted] Sex: M Date of Birth: [redacted]

Address (Include Number & Street): [redacted] Apt. No.: Haz. Mat. Code: - Released: ☐

City or Town: [redacted] State: NY Zip Code:

Plate Number: [redacted] State of Reg.: NY Vehicle Year & Make: GMC 2000 Vehicle Type: PICK Ins. Code: 011

Ticket/Arrest Number(s):

Violation Section(s):

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact: 2
Box 2 - Most Damage: 2
Enter up to three more Damage Codes: 1 3 3 4 5

Vehicle Towed: By: To:

Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.

Rear End 1. | Left Turn 3. | Right Angle 4. | Right Turn 5. | Head On 7.
Overtaking 2. | Right Turn 0. | Right Turn 6. | Sideswipe 8.

ACCIDENT DIAGRAM

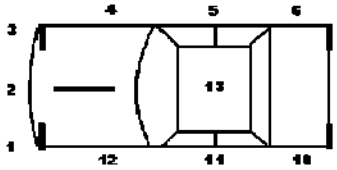
1 Rear End

9.

VEHICLE DAMAGE CODING:

1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Cost of repairs to any one vehicle will be more than $1000.
☒ Unknown/Unable to Determine ☐ Yes ☐ No

Reference Marker	Coordinates (if available)
	Latitude/Northing:
	Longitude/Easting:

Place Where Accident Occurred:

County DUTC ☒ City ☐ Village ☐ Town of BEACON, CITY OF

Road on which accident occurred SR-9D (Route Number or Street Name)

at 1) intersecting street W CHURCH ST (Route Number or Street Name)

or 2) ____ Feet ____ Miles ☐N ☐E ☐S ☐W of ____ (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V1 WAS STOPPED IN TRAFFIC ALLOWING AN ONCOMING VEHICLE TO MAKE A LEFT TURN FROM SR-9D ONTO W CHURCH ST. V2 WAS BEHIND V1 AND FAILED TO NOTICE V1 STOP. V2 STRUCK A LOG SPLITTER WHICH WAS BEING TOWED BY V1. THE COLLISION CAUSED THE TOW FRAME OF THE LOG SPLITTER TO BEND IN TWO PLACES SO THAT IT COULD NO LONGER BE TOWED BEHIND A VEHICLE AND REQUIRED A FLAT BED WRECKER TO REMOVE FROM THE ROADWAY.

USE COVER SHEET: N

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	45	1	-	-	-			[redacted]	N/A
B	01	3	4	1	63	1	-	-	-			[redacted]	N/A
C	02	1	4	1	50	1	-	-	-			[redacted]	N/A
D													
E													
F													
G													

ALL INVOLVED

Officer's Rank, Name and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
OFFICER T FIGLIA	35	01301			GREENOUGH, R	05 / 22 / 2014 08:34

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Local Codes
Q2WS0836SV5G
BP-005382-14

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (7/01)

DMV COPY

DOT Case: 35306444

19 13

Accident Date Month Day Year	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene ☐ / Accident Reconstructed ☐	Left Scene	Police Photos
06 / 26 / 2014	Thu	17:38	2	0	0		☐	☐ Yes ☒ No

20

VEHICLE 1

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

	VEHICLE 1	VEHICLE 2
Driver License ID Number / State of Lic.	[redacted] NY	[redacted] NY
Driver Name--exactly as printed on license	[redacted]	[redacted]
Address (Include Number & Street) / Apt. No.	[redacted]	[redacted]
City or Town / State / Zip Code	[redacted] NY	[redacted] NY [redacted]
Date of Birth / Sex / Unlicensed / No. of Occupants / Public Property Damaged	[redacted] / 2 / ☐ / 2 / ☐	[redacted] / 1 / ☐ / 1 / ☐
Name--exactly as printed on registration / Sex / Date of Birth	[redacted] / M / [redacted]	[redacted] / M / [redacted]
Address (Include Number & Street) / Apt. No. / Haz. Mat. Code / Released	[redacted] / / - / ☐	[redacted] / / - / ☐
City or Town / State / Zip Code	[redacted] NY [redacted]	[redacted] NY [redacted]
Plate Number / State of Reg. / Vehicle Year & Make / Vehicle Type / Ins. Code	[redacted] / NY / JEEP 2002 / SUBN / 328	[redacted] / NY / JEEP 2013 / SUBN / 743
Ticket/Arrest Number(s)		
Violation Section(s)		

21 22 23 24

25 26 27 28 29 30

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact		1	2
Box 2 - Most Damage		4	4
Enter up to three more Damage Codes	3	4	5
	3		

Vehicle Towed: By / To

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

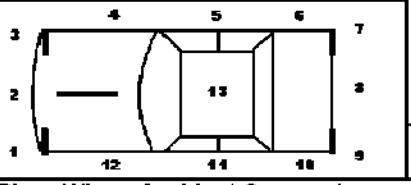
Box 1 - Point of Impact		1	2
Box 2 - Most Damage	9	9	
Enter up to three more Damage Codes	3	4	5
	9		

Vehicle Towed: By / To

VEHICLE DAMAGE CODING:

1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.

Rear End 1.	Left Turn 3.	Right Angle	Right Turn 5.	Head On 7.
Overtaking 2.	Right Turn 0.	4.	Right Turn 6.	Sideswipe 8.

ACCIDENT DIAGRAM

2 Overtaking

9.

Cost of repairs to any one vehicle will be more than $1000.
☒ Unknown/Unable to Determine ☐ Yes ☐ No

Reference Marker	Coordinates (if available)
	Latitude/Northing:
	Longitude/Easting:

Place Where Accident Occurred:

County DUTC ☒ City ☐ Village ☐ Town of BEACON, CITY OF

Road on which accident occurred NORTH AVE (Route Number or Street Name)

at 1) intersecting street BEEKMAN ST (Route Number or Street Name)

or 2) ____ Feet ____ Miles ☐N ☐E ☐S ☐W of ____ (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle 2 slowing down at intersection due to traffic signal. Vehicle 1 attempting to go around vehicle 2 into left hand turn only lane side swiped vehicle 1. No injuries reported at scene.

USE COVER SHEET

N

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	34	2	-	-	-			[redacted]	N/A
B	01	3	4	1	63	2	-	-	-			[redacted]	N/A
C	02	1	4	1	44	1	-	-	-			[redacted]	N/A
D													
E													
F													
G													

ALL INVOLVED

Officer's Rank, Name and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
OFFICER M OCONNOR	42	01301			GREENOUGH, R	06 / 27 / 2014 22.31

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Local Codes
6GD7023M8PQX
14-15891

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (7/01)

DMV COPY

DOT Case: 35457667

Accident Date (Month Day Year)	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene ☐ / Accident Reconstructed ☐	Left Scene	Police Photos
10 / 21 / 2014	Tue	08:15	2	0	0		☐	☒ Yes ☐ No

VEHICLE 1

VEHICLE 1 - Driver License ID Number: [redacted] State of Lic.: NY

Driver Name--exactly as printed on license: [redacted]

Address (Include Number & Street): [redacted] Apt. No.:

City or Town: [redacted] State: NY Zip Code: [redacted]

Date of Birth: [redacted] Sex: 2 Unlicensed: ☐ No. of Occupants: 1 Public Property Damaged: ☐

Name--exactly as printed on registration: [redacted] Sex: F Date of Birth: [redacted]

Address (Include Number & Street): [redacted] Apt. No.: Haz. Mat. Code: - Released: ☐

City or Town: [redacted] State: NY Zip Code: [redacted]

Plate Number: [redacted] State of Reg.: NY Vehicle Year & Make: TOYT 2013 Vehicle Type: 4DSD Ins. Code: 639

Ticket/Arrest Number(s): BD5479795

Violation Section(s): 1211A

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact		1	2
Box 2 - Most Damage		8	9
Enter up to three more Damage Codes	3	4	5
	9	8	7

Vehicle Towed: By / To

VEHICLE 2

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 2 - Driver License ID Number: [redacted] State of Lic.: NY

Driver Name--exactly as printed on license: [redacted]

Address (Include Number & Street): [redacted] Apt. No.:

City or Town: [redacted] State: NY Zip Code: [redacted]

Date of Birth: [redacted] Sex: 1 Unlicensed: ☐ No. of Occupants: 2 Public Property Damaged: ☐

Name--exactly as printed on registration: [redacted] Sex: F Date of Birth: [redacted]

Address (Include Number & Street): [redacted] Apt. No.: Haz. Mat. Code: - Released: ☐

City or Town: [redacted] State: NY Zip Code: [redacted]

Plate Number: [redacted] State of Reg.: NY Vehicle Year & Make: VOLK 2011 Vehicle Type: SUBN Ins. Code: 639

Ticket/Arrest Number(s):

Violation Section(s):

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact		1	2
Box 2 - Most Damage	2	1	
Enter up to three more Damage Codes	3	4	5
	2	3	

Vehicle Towed: By / To

Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.

Rear End 1.	Left Turn 3.	Right Angle	Right Turn 5.	Head On 7.
Overtaking 2.	Right Turn 0.	4.	Right Turn 6.	Sideswipe 8.

ACCIDENT DIAGRAM

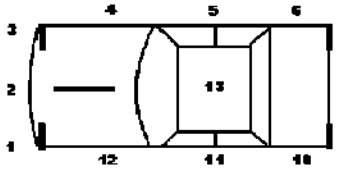
1 Rear End

9.

VEHICLE DAMAGE CODING:

1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates (if available)
	Latitude/Northing: 584844
	Longitude/Easting: 4595635

Place Where Accident Occurred:

County DUTC ☒ City ☐ Village ☐ Town of BEACON. CITY OF

Road on which accident occurred W MAIN ST (Route Number or Street Name)

at 1) intersecting street _____ (Route Number or Street Name)

or 2) 200 Feet ____ Miles ☐N ☒E ☐S ☐W of Railroad DR (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle Operator #1 [redacted] states she was operating NY [redacted] a 2013 Toyota Prius when passed the entrance to the Metro North commuter parking lot and stopped. She then proceeded to back up the wrong way on a posted one way St. at which time she struck the front of Vehicle #2 a 2011 Volks wagon bearing NY Reg. [redacted] No injuries were reported at the scene of the accident. [redacted] did state " its my fault I saw an open space after I passed the entrance and I had like 3 minutes to catch my train".

USE COVER SHEET: N

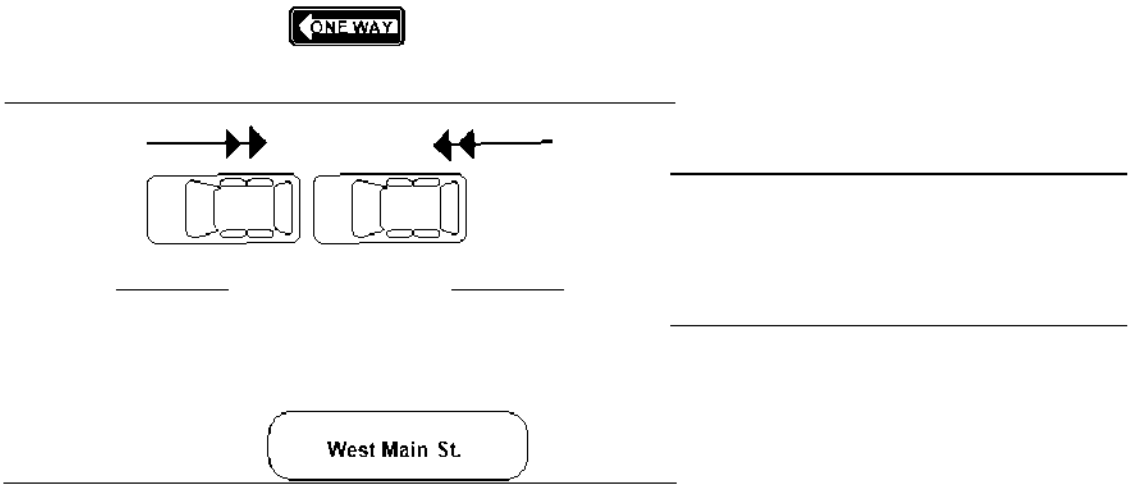
	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	35	2	-	-	-			[redacted]	N/A
B	02	6	5	1	4	2	-	-	-			[redacted]	N/A
C	02	1	4	1	40	1	-	-	-			[redacted]	N/A
D													
E													
F													
G													

ALL INVOLVED

Officer's Rank, Name and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
P.O. T FINNERAN	2322	03083	77	7D	SKOPIN. R	11 / 05 / 2014 16.33

Local Code: 6GD7023M8PQX Accident Date: 10 / 21 / 2014 DOT Case: 35457667

Accident Type: 1



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Local Codes: Q2WS033PRMKN / BP009738-14

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (7/01)

DMV COPY

DOT Case: 35472024

Accident Date (Month Day Year)	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene / Accident Reconstructed	Left Scene	Police Photos
11 / 13 / 2014	Thu	06:49	2	0	0	☐ / ☐	☐	☐ Yes ☒ No

☐ VEHICLE 2 ☐ BICYCLIST ☒ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 1	VEHICLE 2
VEHICLE 1 - Driver License ID Number: [redacted] State of Lic.: NY	VEHICLE 2 - Driver License ID Number: State of Lic.:
Driver Name--exactly as printed on license: [redacted]	Driver Name--exactly as printed on license:
Address (Include Number & Street): [redacted] Apt. No.:	Address (Include Number & Street): Apt. No.:
City or Town: [redacted] State: NY Zip Code: [redacted]	City or Town: State: Zip Code:
Date of Birth: [redacted] Sex: 2 Unlicensed: ☐ No. of Occupants: 1 Public Property Damaged: ☐	Date of Birth: Sex: Unlicensed: ☐ No. of Occupants: 1 Public Property Damaged: ☐
Name--exactly as printed on registration: [redacted] Sex: M Date of Birth: [redacted]	Name--exactly as printed on registration: Sex: Date of Birth:
Address (Include Number & Street): [redacted] Apt. No.: Haz. Mat. Code: - Released: ☐	Address (Include Number & Street): Apt. No.: Haz. Mat. Code: - Released: ☐
City or Town: [redacted] State: NY Zip Code: [redacted]	City or Town: State: Zip Code:
Plate Number: [redacted] State of Reg.: NY Vehicle Year & Make: CHRY 2007 Vehicle Type: CONV Ins. Code: 069	Plate Number: State of Reg.: NY Vehicle Year & Make: Vehicle Type: PED Ins. Code:
Ticket/Arrest Number(s):	Ticket/Arrest Number(s):
Violation Section(s):	Violation Section(s):

VEHICLE 1

Check if involved vehicle is:
- ☐ more than 95 inches wide;
- ☐ more than 34 feet long;
- ☐ operated with an overweight permit;
- ☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact		1	2
Box 2 - Most Damage		2	18
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

VEHICLE 2

Check if involved vehicle is:
- ☐ more than 95 inches wide;
- ☐ more than 34 feet long;
- ☐ operated with an overweight permit;
- ☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

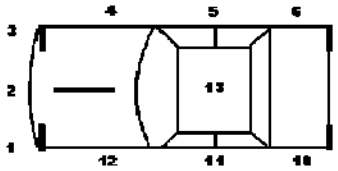
Box 1 - Point of Impact		1	2
Box 2 - Most Damage			
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

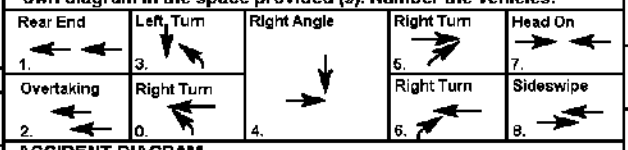
VEHICLE DAMAGE CODING:

1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.



ACCIDENT DIAGRAM

9 Accident Diagram - See Attached.

9.

Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☐ Yes ☒ No

Reference Marker	Coordinates (if available)
	Latitude/Northing:
	Longitude/Easting:

Place Where Accident Occurred:

County DUTC ☒ City ☐ Village ☐ Town of BEACON, CITY OF

Road on which accident occurred NORTH AVE (Route Number or Street Name)

at 1) intersecting street BEEKMAN ST (Route Number or Street Name)

or 2) ____ Feet ____ Miles ☐N ☐E ☐S ☐W of ____ (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Driver 1 states after her signal turned green. she proceeded to make a left turn and when completed. she struck pedestrian who she states came out of nowhere. Pedestrian states she was walking in accordance with the signal when she was struck by vehicle 1 which she states was traveling at a high rate of speed. Pedestrian declined medical assistance.

USE COVER SHEET: N

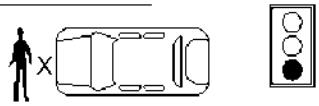
	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	57	2	-	-	-			[redacted]	N/A
B	P02	-	-	-	31	2	-	-	-			[redacted]	N/A
C													
D													
E													
F													
G													

ALL INVOLVED

Officer's Rank, Name and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
OFFICER S INGRAM	31	01301	K9		FREDERICKS, G	11 / 17 / 2014 00:08

Local Code: Q2WS033PRMKN Accident Date: 11 / 13 / 2014 DOT Case: 35472024

Accident Type: 9



NORTH AVE

BEEKMAN ST

Page of Pages

Local Codes: Q2WS033SRCG1 / BP-010576-14

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (7/01)

DMV COPY

DOT Case: 35530941

Accident Date (Month Day Year)	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene / Accident Reconstructed	Left Scene	Police Photos
12 / 11 / 2014	Thu	22:31	2	1	0	☐ / ☐	☐	☐ Yes ☒ No

☐ VEHICLE 2 ☐ BICYCLIST ☒ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 1

VEHICLE 1 - Driver License ID Number: [redacted] State of Lic.: NY

Driver Name--exactly as printed on license: [redacted]

Address (Include Number & Street): [redacted] Apt. No.:

City or Town: [redacted] State: NY Zip Code: [redacted]

Date of Birth: [redacted] Sex: 1 Unlicensed: ☐ No. of Occupants: 1 Public Property Damaged: ☐

Name--exactly as printed on registration: [redacted] Sex: M Date of Birth: [redacted]

Address (Include Number & Street): [redacted] Apt. No.: Haz. Mat. Code: - Released: ☐

City or Town: [redacted] State: NY Zip Code: [redacted]

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
[redacted]	NY	HOND 2013	4DSD	148

Ticket/Arrest Number(s):

Violation Section(s):

VEHICLE 2

VEHICLE 2 - Driver License ID Number: State of Lic.:

Driver Name--exactly as printed on license:

Address (Include Number & Street): Apt. No.:

City or Town: State: Zip Code:

Date of Birth: Sex: Unlicensed: ☐ No. of Occupants: 1 Public Property Damaged: ☐

Name--exactly as printed on registration: Sex: Date of Birth:

Address (Include Number & Street): Apt. No.: Haz. Mat. Code: - Released: ☐

City or Town: State: Zip Code:

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
	NY		PED	

Ticket/Arrest Number(s):

Violation Section(s):

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact / Box 2 - Most Damage		1 / 2	2 / 18
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

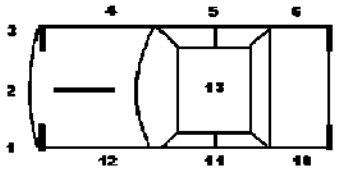
Box 1 - Point of Impact / Box 2 - Most Damage		1	2
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

VEHICLE DAMAGE CODING:

1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE **17. DEMOLISHED**
15. TRAILER **18. NO DAMAGE**
16. OVERTURNED **19. OTHER**



Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.

Rear End 1.	Left Turn 3.	Right Angle 4.	Right Turn 5.	Head On 7.
Overtaking 2.	Right Turn 0.		Right Turn 6.	Sideswipe 8.

ACCIDENT DIAGRAM

9 Accident Diagram - See Attached.

Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☐ Yes ☒ No

Reference Marker	Coordinates (if available)
	Latitude/Northing:
	Longitude/Easting:

Place Where Accident Occurred:

County DUTC ☒ City ☐ Village ☐ Town of BEACON, CITY OF

Road on which accident occurred BANK ST (Route Number or Street Name)

at 1) intersecting street WEST MAIN ST (Route Number or Street Name)

or 2) ____ Feet ____ Miles ☐N ☐E ☐S ☐W of ____ (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V1 traveling east on West Main St and turning left/north on Bank St against a no left turn sign preceding the turn. Pedestrian walking east on West Main St and crossing intersection with Bank St is struck by V1. - WITNESS 1 [redacted]

USE COVER SHEET: N

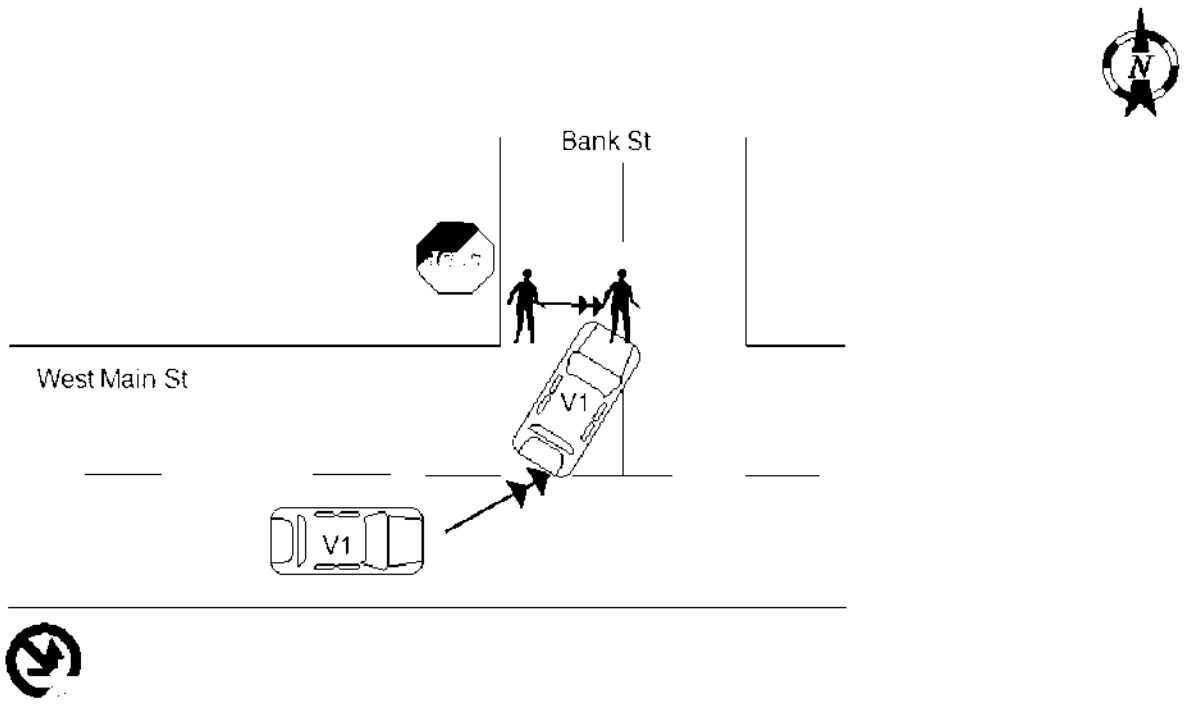
ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	44	1	-	-	-			[redacted]	N/A
B	P02	-	-	-	52	2	10	10	6	9995	3509	[redacted]	N/A
C													
D													
E													
F													
G													

Officer's Rank, Name and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
OFFICER J BURNS	36	01301			JUNJULAS, K	12 / 29 / 2014 13:21

Local Code: Q2WS033SRCG1 Accident Date: 12 / 11 / 2014 DOT Case: 35530941

Accident Type: 9



Case Number: 35537232 Case Year: 2014 Image Sequence: 1

MV-104 (5/11) PAGE 1 of 2

FOLD → ← HERE

Use only for accidents that happen in New York State

New York State Department of Motor Vehicles

REPORT OF MOTOR VEHICLE ACCIDENT

www.dmv.ny.gov

BEFORE COMPLETING THIS FORM, READ THE INSTRUCTIONS IN SECTION A ON PAGE 2

DO NOT FORGET ACCIDENT DATE

Page 1 of 1 ☐ RUSH - DRIVER OF VEHICLE 1 - LICENSE SUSPENDED FOR FAILURE TO REPORT

Accident Date Month	Day	Year	Day of Week	Time	Number of Vehicles	Number Injured	Number Killed	Did police investigate accident at scene?	If "Yes", Name of Police Agency or Precinct & Accident Number
12	26	14	FRIDAY	☒ AM 11 ☐ PM	2	N/A	N/A	☒ Yes ☐ No	BEACON POLICE DEPT - 14-10954

DRIVER

DRIVER OF VEHICLE 1 ☐ VEHICLE 2 ☐ PEDESTRIAN ☐ BICYCLIST ☐ OTHER PEDESTRIAN

Driver License ID Number	State of License	Driver License ID Number	State of License
[redacted]	NY		

Driver Name–exactly as printed on license (Last, First, M.I.)	Name–exactly as printed on license (Last, First, M.I.)
[redacted]	[redacted]

Address (Include Number & Street)	Apt. Number	Address (Include Number & Street)	Apt. Number
[redacted]		[redacted]	

City or Town	State	Zip Code	City or Town	State	Zip Code
[redacted]	NY	[redacted]	[redacted]	NY	[redacted]

Date of Birth	Sex	Number of People in Vehicle	Public Property Damaged	Date of Birth	Sex	Number of People in Vehicle	Public Property Damaged
[redacted]	M	1	☐	[redacted]	F	1	☐

REGISTRANT

Name–exactly as printed on registration	Date of Birth Month	Day	Year	Sex	Name–exactly as printed on registration	Date of Birth Month	Day	Year	Sex
[redacted]	[redacted]				[redacted]				M

Address (Include Number & Street)	Apt. Number	Address (Include Number & Street)	Apt. Number
[redacted]		[redacted]	

City or Town	State	Zip Code	City or Town	State	Zip Code
[redacted]	NY	[redacted]	[redacted]	NY	[redacted]

Plate Number	State of Reg	Vehicle Year & Make	Vehicle Type	Ins. Code	Plate Number	State of Reg	Vehicle Year & Make	Vehicle Type	Ins. Code
[redacted]	NY	2005 TOYOT	SUBN	036	[redacted]	NY	HYDAI	PAS	142

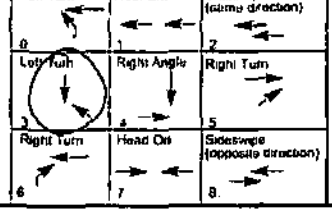
VEHICLE DAMAGE

Estimated Cost of Property Damage - Vehicle 1: ☒ $1,001-$1,500 ☐ $1,501-$2,500 ☐ Over $2,500

Estimated Cost of Property Damage - Vehicle 2: ☐ $1,001-$1,500 ☐ $1,501-$2,500 ☐ Over $2,500

Describe damage to vehicle 1: DRIVER SIDE DOOR

ACCIDENT DIAGRAM: Circle one of the 9 diagrams (numbered 0-8) if it describes the accident, or draw your own diagram below in space #9. Number the vehicles. Your vehicle is # 1



9.

Describe damage to vehicle 2: MINOR DAMAGE TO DRIVER SIDE FENDER

ACCIDENT LOCATION

Place Where Accident Occurred in New York State:

County DUCTHESS ☐ City ☐ Village ☐ Town of BEACON Permanent Landmark

Road on which accident occurred TOMPKINS AVENUE (Route Number or Street Name)

at ☐ 1) intersecting street BANK STREET (Route Number or Street Name)

or 2) ____ Feet ____ Miles ☐N ☐S ☐E ☐W of (Measure, Nearest Intersecting Route Number or Street Name)

How did the accident happen?

I WAS TRAVELING ON TOMPKINS AVENUE WHEN I ATTEMPTED TO TURN LEFT WHEN VECH # 2 WHILE ON HER CELL PHONE DID NOT STOP AND STRUCK MY VECH IN THE DRIVER SIDE DOOR.

ALL INVOLVED

Names of All Persons Involved	8. Which Veh. Occupied	9. Position in/on Vehicle	10. Safety Equip. Used	12. Age	13. Sex	16. Injury A	B	C	Describe Injuries	If Deceased, Enter Date of Death
[redacted]	1	1	Y	47	M				NONE	
[redacted]	1	1	Y						NONE	

INSURANCE

Identify Damaged Property Other Than Vehicle(s): NONE

VIN: 5TDBA23C65S051904

Name of Insurance Company That Issued Policy For Vehicle 1: AMERICAN TRANSIT INSURANCE COMPANY

Policy Number: [redacted]

Name and Address of Policy Holder: [redacted]

Policy Period From: [redacted]

If Vehicle was Operated Under Permit (ICC, USDOT or NYSDOT), give No.

Name and Address of Permit Holder

If Self-Insured, give Certificate No and State

Date: 12/27/2014

Print Name of Driver (or Representative*) of Vehicle 1: [redacted]

Signature of Driver (or Representative*) of Vehicle 1: [redacted]

* A representative may sign for the driver if the driver is unable to sign because of injury or death. If you are signing as the driver's representative, check the box that describes why the driver cannot sign. ☐ Injury ☐ Death

An accident report is not considered complete and filed unless it is signed, and if not signed may result in the suspension of your driver's license.

Page of Pages

Local Codes
Q2WS033V9X8N
14-10954

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (7/01)

DMV COPY

DOT Case: 35537232

Accident Date Month Day Year	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene ☐ / Accident Reconstructed ☐	Left Scene	Police Photos
12 / 26 / 2014	Fri	11:12	2	0	0		☐	☐ Yes ☒ No

VEHICLE 1	☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN
VEHICLE 1 - Driver License ID Number [redacted] State of Lic. NY	VEHICLE 2 - Driver License ID Number [redacted] State of Lic. NY
Driver Name--exactly as printed on license [redacted]	Driver Name--exactly as printed on lice[redacted]
Address (Include Number & Street) [redacted] Apt. No.	Address (Include Number & Street) [redacted] Apt. No.
City or Town [redacted] State NY Zip Code [redacted]	City or Town [redacted] State NY Zip Code [redacted]
Date of Birth [redacted] Sex 2 Unlicensed ☐ No. of Occupants 1 Public Property Damaged ☐	Date of Birth [redacted] Sex 1 Unlicensed ☐ No. of Occupants 1 Public Property Damaged ☐
Name--exactly as printed on registration [redacted] Sex M Date of Birth [redacted]	Name--exactly as printed on registration [redacted] Sex M Date of Birth [redacted]
Address (Include Number & Street) [redacted] Apt. No. Haz. Mat. Code - Released ☐	Address (Include Number & Street) [redacted] Apt. No. Haz. Mat. Code - Released ☐
City or Town [redacted] State NY Zip Code [redacted]	City or Town [redacted] State NY Zip Code [redacted]
Plate [redacted] State of Reg. NY Vehicle Year & Make HYUN 2013 Vehicle Type SUBN Ins. Code 142	Plate Number [redacted] State of Reg. NY Vehicle Year & Make TOYT 2005 Vehicle Type SUBN Ins. Code 036
Ticket/Arrest Number(s)	Ticket/Arrest Number(s)
Violation Section(s)	Violation Section(s)

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact		1	2
Box 2 - Most Damage		1	1
Enter up to three more Damage Codes	3	4	5
	1	12	

Vehicle Towed: By / To

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

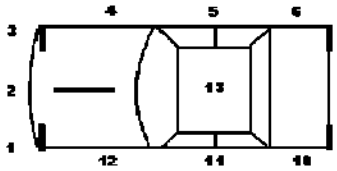
Box 1 - Point of Impact		1	2
Box 2 - Most Damage	11	11	
Enter up to three more Damage Codes	3	4	5
	11	12	

Vehicle Towed: By / To

VEHICLE DAMAGE CODING:

1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.

Rear End 1.	Left Turn 3.	Right Angle	Right Turn 5.	Head On 7.
Overtaking 2.	Right Turn 0.		Right Turn 6.	Sideswipe 8.

ACCIDENT DIAGRAM

3 Left Turn

9.

Cost of repairs to any one vehicle will be more than $1000.
☒ Unknown/Unable to Determine ☐ Yes ☐ No

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
	Latitude/Northing:	County DUTC ☒ City ☐ Village ☐ Town of BEACON, CITY OF
		Road on which accident occurred BANK ST (Route Number or Street Name)
	Longitude/Easting:	at 1) intersecting street TOMPKINS AVE (Route Number or Street Name)
		or 2) ____ Feet ____ Miles ☐N ☐E ☐S ☐W of (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V1 was facing north at the intersection of Bank St & Tompkins Ave waiting to make a right turn onto Tompkins Ave. V2 was traveling w/b on Tompkins Ave and was attempting to make a left turn onto Bank St when it struck V1. - WITNESS 1 [redacted]

USE COVER SHEET

N

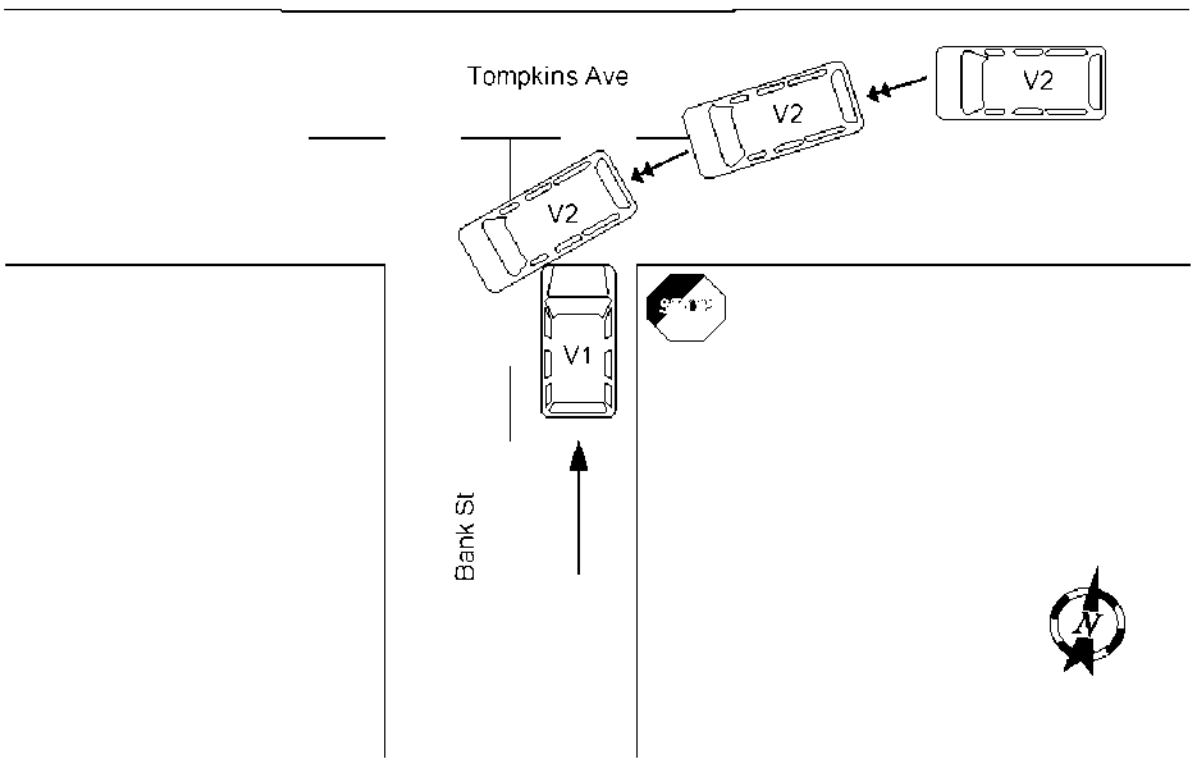
	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	60	2	-	-	-			[redacted]	N/A
B	02	1	4	1	47	1	-	-	-			[redacted]	N/A
C													
D													
E													
F													
G													

ALL INVOLVED

Officer's Rank, Name and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
OFFICER A VARGAS	79	01301			GREENOUGH, R	01 / 04 / 2015 13.49

Local Code: Q2WS033V9X8N Accident Date: 12 / 26 / 2014 DOT Case: 35537232

Accident Type: 3



Page of Pages

Local Codes
Q2WS0341N5VZ
BP-001320-15

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (7/01)

DMV COPY

DOT Case: 35603986

Accident Date (Month Day Year)	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene / Accident Reconstructed	Left Scene	Police Photos
02 / 14 / 2015	Sat	15:56	2	0	0	☐ / ☐	☐	☐ Yes ☒ No

VEHICLE 1

VEHICLE 1 - Driver License ID Number	State of Lic.
[redacted]	NY

Driver Name--exactly as printed on license: [redacted]

Address (Include Number & Street): [redacted] Apt. No.:

City or Town: [redacted] State: NY Zip Code: [redacted]

Date of Birth	Sex	Unlicensed	No. of Occupants	Public Property Damaged
[redacted]	1	☐	1	☐

Name--exactly as printed on registration: [redacted] Sex: M Date of Birth: [redacted]

Address (Include Number & Street): [redacted] Apt. No.: Haz. Mat. Code: - Released: ☐

City or Town: [redacted] State: NY

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
[redacted]	NY	2011 HOND	SUBN	356

Ticket/Arrest Number(s): BC0741N3QJ

Violation Section(s): 1180A

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 2 - Driver License ID Number	State of Lic.
[redacted]	NY

Driver Name--exactly as printed on license: [redacted]

Address (Include Number & Street): [redacted] Apt. No.:

City or Town: [redacted] State: NY Zip Code: [redacted]

Date of Birth	Sex	Unlicensed	No. of Occupants	Public Property Damaged
[redacted]	1	☐	1	☐

Name--exactly as printed on registration: beacon:city:of Sex: C Date of Birth:

Address (Include Number & Street): 1 MUNICIPAL PLAZA Apt. No.: Haz. Mat. Code: - Released: ☐

City or Town: BEACON State: NY Zip Code: 12508

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
AE8620	NY	INTL 2007	DUMP	994

Ticket/Arrest Number(s):

Violation Section(s):

VEHICLE 1 DAMAGE CODES

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

Box 1 - Point of Impact		1	2
Box 2 - Most Damage		2	2
Enter up to three more Damage Codes	3: 1	4: 2	5: 3

Vehicle Towed: By: To:

VEHICLE 2 DAMAGE CODES

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

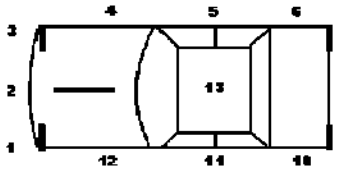
Box 1 - Point of Impact		1	2
Box 2 - Most Damage	5	18	
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By: To:

VEHICLE DAMAGE CODING:

1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.

Rear End 1. | Left Turn 3. | Right Angle 4. | Right Turn 5. | Head On 7.
Overtaking 2. | Right Turn 0. | | Right Turn 6. | Sideswipe 8.

ACCIDENT DIAGRAM

4 Right Angle

9.

Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates (if available)
	Latitude/Northing:
	Longitude/Easting:

Place Where Accident Occurred:

County: DUTC ☒ City ☐ Village ☐ Town of: BEACON, CITY OF

Road on which accident occurred: ROUTE 9D (Route Number or Street Name)

at 1) intersecting street: RALPH ST (Route Number or Street Name)

or 2) ____ Feet ____ Miles ☐N ☐E ☐S ☐W of ____ (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes

v1 traveling west on ralph st. approaching intersection with route 9d at a speed unsafe for snowy conditions. v2 traveling north on route 9d. passing ralph st. v1 unable to stop at intersection. strikes right side of v2 with front of v1. v1 sustained significant front end damage. v2 sustained no visible damage. operator of v1 issued utt for speed not reasonable and prudent.

USE COVER SHEET: N

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	36	1	-	-	-			[redacted]	N/A
B	02	1	4	1	57	1	-	-	-			[redacted]	N/A
C													
D													
E													
F													
G													

Officer's Rank, Name and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
OFFICER J BURNS	36	01301			JUNJULAS. K	02 / 15 / 2015 09.47

Page of Pages

Local Codes: Q2BC07461J3T / BP-002514-15

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (7/01)

DMV COPY

DOT Case: 35673463

Accident Date (Month Day Year)	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene / Accident Reconstructed	Left Scene	Police Photos
03 / 27 / 2015	Fri	17:20	2	1	0	☐ / ☐	☐	☐ Yes ☒ No

VEHICLE 1	☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN
VEHICLE 1 - Driver License ID Number [redacted] State of Lic. NY	VEHICLE 2 - Driver License ID Number [redacted] State of Lic. NY
Driver Name--exactly as printed on license [redacted]	Driver Name--exactly as printed on license [redacted]
Address (Include Number & Street) [redacted] Apt. No.	Address (Include Number & Street) [redacted] Apt. No.
City or Town [redacted] State NY Zip Code [redacted]	City or Town [redacted] State NY Zip Code [redacted]
Date of Birth [redacted] Sex 2 Unlicensed ☐ No. of Occupants 1 Public Property Damaged ☐	Date of Birth [redacted] Sex 1 Unlicensed ☐ No. of Occupants 1 Public Property Damaged ☐
Name--exactly as printed on registration [redacted] Sex F Date of Birth [redacted]	Name--exactly as printed on registration [redacted] Sex M Date of Birth [redacted]
Address (Include Number & Street) [redacted] Apt. No. Haz. Mat. Code - Released ☐	Address (Include Number & Street) [redacted] Apt. No. Haz. Mat. Code - Released ☐
City or Town [redacted] State NY [redacted]	City or Town [redacted] State NY [redacted]
Plate Number [redacted] State of Reg. NY Vehicle Year & Make MITS 2001 Vehicle Type SUBN Ins. Code 328	Plate Number [redacted] State of Reg. NY Vehicle Year & Make FORD 2009 Vehicle Type SUBN Ins. Code 327
Ticket/Arrest Number(s)	Ticket/Arrest Number(s) BCO7461JJF
Violation Section(s)	Violation Section(s) 1129A

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

		1	2
Box 1 - Point of Impact Box 2 - Most Damage		1 8	2 8
Enter up to three more Damage Codes	3 9	4 8	5 7

Vehicle Towed: By / To

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

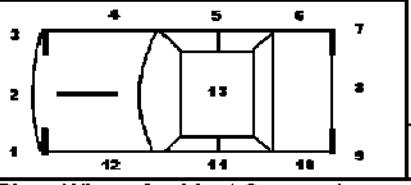
		1	2
Box 1 - Point of Impact Box 2 - Most Damage	2	1 2	2
Enter up to three more Damage Codes	1 3	3 2	4 3	5

Vehicle Towed: By CPRVONI S / To CPRVONI S

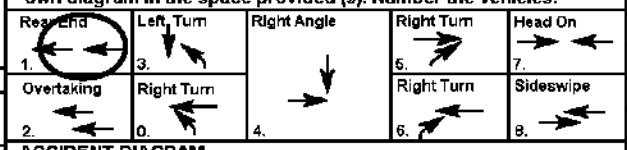
VEHICLE DAMAGE CODING:

1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED
15. TRAILER 18. NO DAMAGE
16. OVERTURNED 19. OTHER



Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.



ACCIDENT DIAGRAM

1 Rear End

9.

Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates (if available)
	Latitude/Northing:
	Longitude/Easting:

Place Where Accident Occurred:

County DUTC ☒ City ☐ Village ☐ Town of BEACON, CITY OF

Road on which accident occurred ROUTE 9D (Route Number or Street Name)

at 1) intersecting street WEST CHURCH ST (Route Number or Street Name)

or 2) ____ Feet ____ Miles ☐N ☐E ☐S ☐W of ____ (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes

BOTH VEHICLES WERE TRAVELING NORTHBOUND ON ROUTE 9D. VEHICLE 2 OPERATOR STATED THAT HE BECAME UNATTENTIVE TO THE VEHICLE IN FRONT OF HIM FOR A SHORT PERIOD OF TIME. VEHICLE 2 OPERATOR FURTHER STATED THAT HE THEN STRUCK VEHICLE 1 IN THE REAR. SUBSEQUENTLY CAUSING DAMAGE TO BOTH VEHICLES.

USE COVER SHEET: N

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	26	2	7	12	6	9993	3509	[redacted]	N/A
B	02	1	4	1	46	1	-	-	-			[redacted]	N/A
C													
D													
E													
F													
G													

ALL INVOLVED

Officer's Rank, Name and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
OFFICER J DELENO	26	01301			JUNJULAS. K	04 / 03 / 2015 22.55

Local Code: Q2BC07461J3T | Accident Date: 03 / 27 / 2015 | DOT Case: 35673463

Accident Type: 1

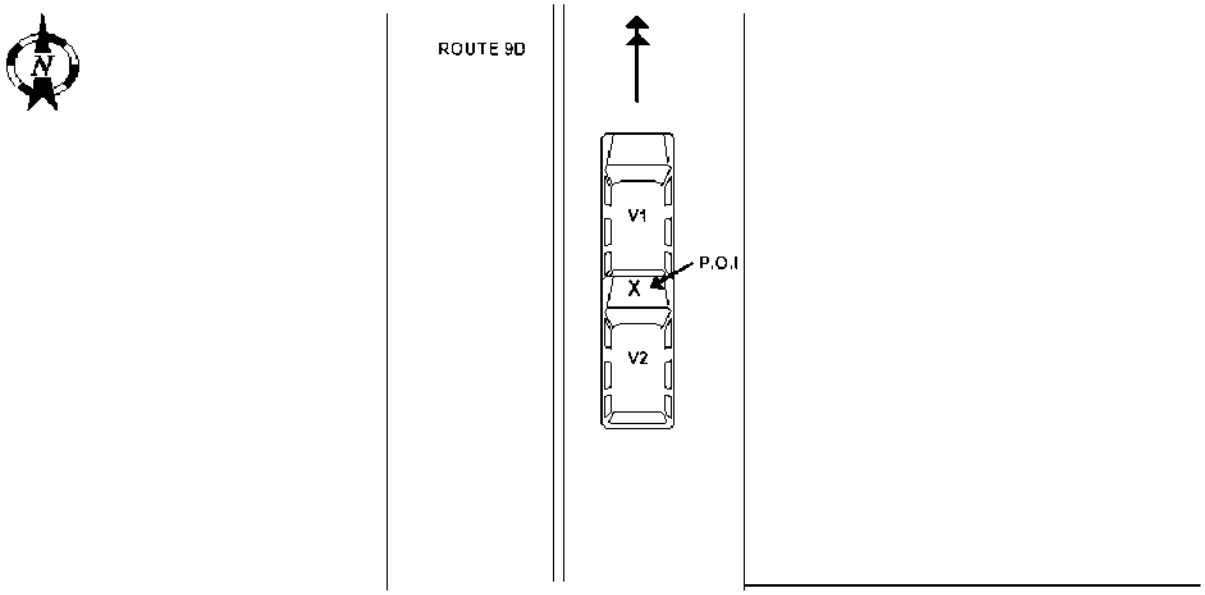


DIAGRAM NOT TO SCALE

Page of Pages

Local Codes: Q2WS084NG6NB / BP6527-15

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (7/01)

Y Amended Report — DMV COPY

DOT Case: 35821179

Accident Date (Month Day Year)	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene / Accident Reconstructed	Left Scene	Police Photos
07 / 21 / 2015	Tue	21:32	2	2	0	☐ / ☐	☐	☐ Yes ☒ No

VEHICLE 1

VEHICLE 1 - Driver License ID Number: [redacted] State of Lic.: NY

Driver Name--exactly as printed on license: [redacted]

Address (Include Number & Street): [redacted] Apt. No.:

City or Town: [redacted] State: NY Zip Code: [redacted]

Date of Birth: [redacted] Sex: 2 Unlicensed: ☐ No. of Occupants: 1 Public Property Damaged: ☐

Name--exactly as printed on registration: [redacted] Sex: M Date of Birth: [redacted]

Address (Include Number & Street): [redacted] Apt. No.: Haz. Mat. Code: - Released: ☐

City or Town: [redacted] State: NY Zip Code: [redacted]

Plate Number: [redacted] State of Reg.: NY Vehicle Year & Make: VOLK 2006 Vehicle Type: SUBN Ins. Code: 743

Ticket/Arrest Number(s):

Violation Section(s):

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 2 - Driver License ID Number: [redacted] State of Lic.: NY

Driver Name--exactly as printed on license: [redacted]

Address (Include Number & Street): [redacted] Apt. No.:

City or Town: [redacted] State: NY Zip Code: [redacted]

Date of Birth: [redacted] Sex: 1 Unlicensed: ☐ No. of Occupants: 2 Public Property Damaged: ☐

Name--exactly as printed on registration: [redacted] Sex: M Date of Birth: [redacted]

Address (Include Number & Street): [redacted] Apt. No.: Haz. Mat. Code: - Released: ☐

City or Town: [redacted] State: NY Zip Code: [redacted]

Plate Number: [redacted] State of Reg.: NY Vehicle Year & Make: PONT 2003 Vehicle Type: 4DSD Ins. Code: 639

Ticket/Arrest Number(s):

Violation Section(s):

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact		1	2
Box 2 - Most Damage		1	1
Enter up to three more Damage Codes	3	4	5
	2	12	

Vehicle Towed: By / To

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

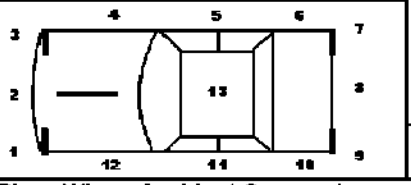
Box 1 - Point of Impact		1	2
Box 2 - Most Damage	1	1	
Enter up to three more Damage Codes	3	4	5
	12	11	10

Vehicle Towed: By: CITRVONI S / To: CITRVONI S

VEHICLE DAMAGE CODING:

1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.

Rear End 1. | Left Turn 3. | Right Angle 4. | Right Turn 5. | Head On 7.
Overtaking 2. | Right Turn 0. | | Right Turn 6. | Sideswipe 8.

ACCIDENT DIAGRAM

8 Sideswipe

9.

Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker

Coordinates (if available)
Latitude/Northing:
Longitude/Easting:

Place Where Accident Occurred:

County DUTC ☒ City ☐ Village ☐ Town of BEACON. CITY OF

Road on which accident occurred NORTH AVE (Route Number or Street Name)

at 1) intersecting street RALPH ST (Route Number or Street Name)

or 2) ____ Feet ____ Miles ☐N ☐E ☐S ☐W of ____ (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V2 IS STOPPED IN TRAFFIC FACING NORTHBOUND ON NORTH AVE IN THE TURNING LANE TO MAKE A LEFT HAND TURN INTO TOMPKINS TER. V1 IS TRAVELLING SOUTHBOUND WHEN IT FAILED TO KEEP RIGHT AND ENTERED THE TURNING LANE STRIKING V2. V2 ATTEMPTED VEER AWAY PRIOR TO BEING STRUCK AVOIDING A HEAD ON ACCIDENT. ON 8/4/15 PASSENGER [redacted] REPORTS THAT HE WAS INJURED IN THE ACCIDENT AND HAS BACK AND NECK PAIN AND HAS SINCE RECIEVED MEDICAL ATTENTION.

USE COVER SHEET: N

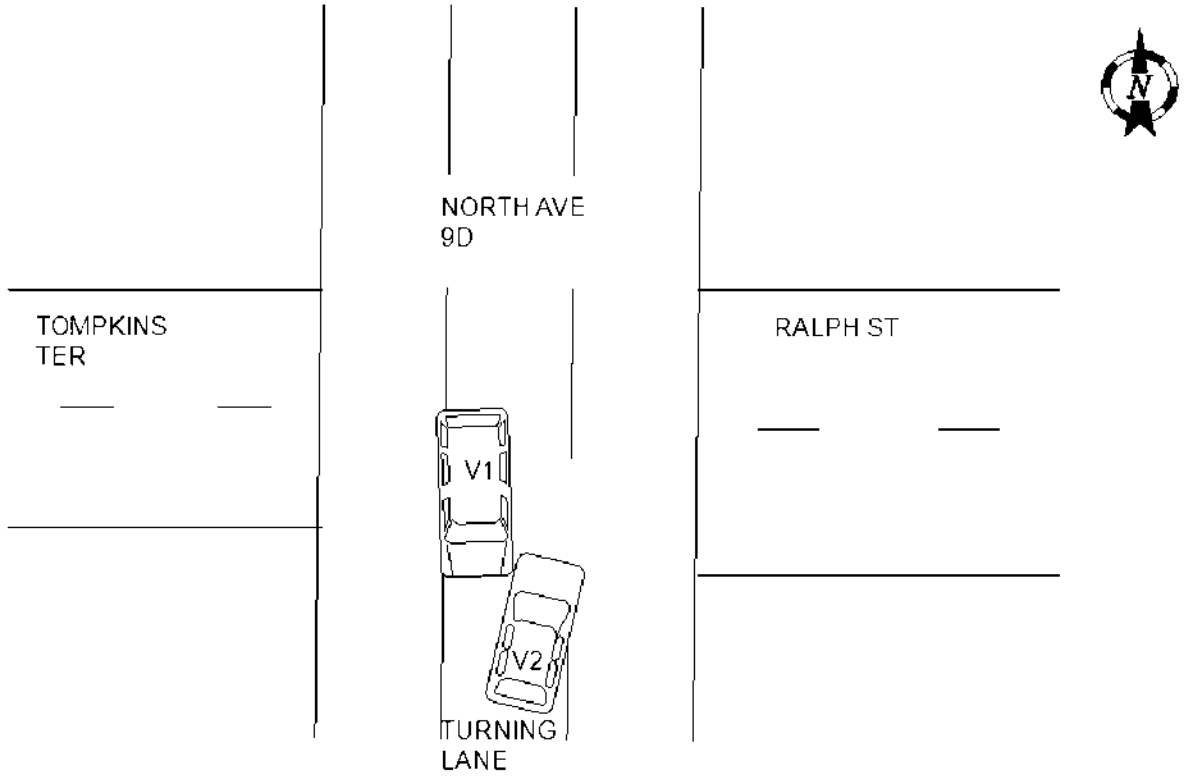
ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	49	2	-	-	-			[redacted]	N/A
B	02	3	4	1	19	1	4	12	6			[redacted]	N/A
C	02	1	4	1	57	1	11	12	6			[redacted]	N/A
D													
E													
F													
G													

Officer's Rank, Name and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
OFFICER JAMES SIRRINE	83	01301			SEWING. B	09 / 12 / 2016 13.51

Local Code: Q2WS084NG6NB Accident Date: 07 / 21 / 2015 DOT Case: 35821179

Accident Type: 8



Page of Pages

Local Codes
6GD7032NX50N
MTA 14-1518

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (7/01)

DMV COPY

DOT Case: 35118473

Accident Date Month Day Year	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene ☐ / Accident Reconstructed ☐	Left Scene	Police Photos
01 / 23 / 2014	Thu	19:50	2	0	0		☐	☒ Yes ☐ No

VEHICLE 1

VEHICLE 1 - Driver License ID Number [redacted] State of Lic. NY

Driver Name--exactly as printed on license [redacted]

Address (Include Number & Street) [redacted] Apt. No.

City or Town [redacted] State NY Zip Code [redacted]

Date of Birth [redacted] Sex 1 Unlicensed ☐ No. of Occupants 1 Public Property Damaged ☐

Name--exactly as printed on registration: dut cty of mass transit Sex C Date of Birth

Address (Include Number & Street): 27 HIGH STREET Apt. No. Haz. Mat. - Released ☐

City or Town: POUGHKEEPSIE State NY Zip Code 12601

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
L87979	NY	FORD 2004	BUS	994

Ticket/Arrest Number(s)

Violation Section(s)

Check if involved vehicle is:
☒ more than 95 inches wide;
☒ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact: 1
Box 2 - Most Damage: 8
Enter up to three more Damage Codes: 2: 18; 3; 4; 5

Vehicle Towed: By / To

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 2 - Driver License ID Number [redacted] State of Lic. NY

Driver Name--exactly as printed on license [redacted]

Address (Include Number & Street) [redacted] Apt. No.

City or Town [redacted] State NY Zip Code [redacted]

Date of Birth [redacted] Sex 1 Unlicensed ☐ No. of Occupants 1 Public Property Damaged ☐

Name--exactly as printed on registration: best bus charter corp Sex C Date of Birth

Address (Include Number & Street): 35 RIDGE ROAD Apt. No. Haz. Mat. - Released ☐

City or Town: HOPEWELL JCT State NY Zip Code 12533

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
20205PC	NY	FORD 2002	BUS	095

Ticket/Arrest Number(s)

Violation Section(s)

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact: 2
Box 2 - Most Damage: 1 / 18
Enter up to three more Damage Codes: 2; 3; 4; 5

Vehicle Towed: By / To

Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.

Rear End 1.	Left Turn 3.	Right Angle 4.	Right Turn 5.	Head On 7.
Overtaking 2.	Right Turn 0.		Right Turn 6.	Sideswipe 8.

ACCIDENT DIAGRAM

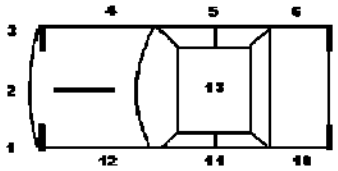
1 Rear End

9.

VEHICLE DAMAGE CODING:

1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED
15. TRAILER 18. NO DAMAGE
16. OVERTURNED 19. OTHER



Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☐ Yes ☒ No

Reference Marker

Coordinates (if available)
Latitude/Northing:
Longitude/Easting:

Place Where Accident Occurred:

County DUTC ☒ City ☐ Village ☐ Town of BEACON, CITY OF

Road on which accident occurred RAILROAD DRIVE (Route Number or Street Name)

at 1) intersecting street (Route Number or Street Name)

or 2) 3 FT (Feet) (Miles) ☐N ☐E ☒S ☐W of West main street/Beekman street (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle #1 Dutchess county loop bus(305) was parked in the bus lane at the Metro North Beacon train station When Vehicle #2 TLC bus(5) attempted to park behind Vehicle #1. Vehicle #2 struck the rear bumper of Vehicle #1 with Vehicle #2 front bumper. causing minimal to no damage. There were no injuries to either driver. - WITNESS 1 [redacted]

USE COVER SHEET: N

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	X	1	46	1	-	-	-			[redacted]	N/A
B	02	1	X	1	47	1	-	-	-			[redacted]	N/A
C													
D													
E													
F													
G													

ALL INVOLVED

Officer's Rank, Name and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
P.O. F SANCHEZ	2284	03083	7	7C	KITZEN, A	02 / 04 / 2014 08.00

Page of Pages

Local Codes: 6GD7022PS108 / I#14-2430

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (7/01)

DMV COPY

DOT Case: 35124555

Accident Date (Month Day Year)	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene / Accident Reconstructed	Left Scene	Police Photos
02 / 05 / 2014	Wed	20:55	2	0	0	☐ / ☐	☒	☐ Yes ☒ No

VEHICLE 1

VEHICLE 1 - Driver License ID Number	State of Lic.
	NY

Driver Name--exactly as printed on license: LSA.

Address (Include Number & Street): | Apt. No.:

City or Town: | State: NY | Zip Code:

Date of Birth: | Sex: U | Unlicensed: ☐ | No. of Occupants: 0 | Public Property Damaged: ☐

Name--exactly as printed on registration: LSA | Sex: | Date of Birth:

Address (Include Number & Street): | Apt. No.: | Haz. Mat. Code: - | Released: ☐

City or Town: | State: NY | Zip Code:

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
UNKNOWN	ZS	UNK	UN/V	

Ticket/Arrest Number(s):

Violation Section(s):

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact: 1
Box 2 - Most Damage: 2
Enter up to three more Damage Codes: 3 4 5

Vehicle Towed: By / To

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 2 - Driver License ID Number	State of Lic.
	NY

Driver Name--exactly as printed on license: .

Address (Include Number & Street): | Apt. No.:

City or Town: | State: NY | Zip Code:

Date of Birth: | Sex: U | Unlicensed: ☐ | No. of Occupants: 0 | Public Property Damaged: ☐

Name--exactly as printed on registration: Patterson. Tamiko q | Sex: F | Date of Birth: 08 / 08 / 1979

Address (Include Number & Street): 13 DONNER DRIVE | Apt. No.: | Haz. Mat. Code: - | Released: ☐

City or Town: WAIDEN | State: NY | Zip Code: 12586

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
UNKNOWN	ZS	UNK	UN/V	011

Ticket/Arrest Number(s):

Violation Section(s):

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact: 1
Box 2 - Most Damage: 2 3
Enter up to three more Damage Codes: 2 3 4 5

Vehicle Towed: By / To

Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.

Rear End 1.	Left Turn 3.	Right Angle 4.	Right Turn 5.	Head On 7.
Overtaking 2.	Right Turn 0.		Right Turn 6.	Sideswipe 8.

ACCIDENT DIAGRAM

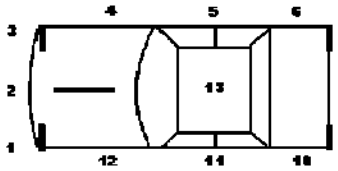
X Not Entered

9.

VEHICLE DAMAGE CODING:

1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates (if available)
	Latitude/Northing:
	Longitude/Easting:

Place Where Accident Occurred:

County DUTC ☒ City ☐ Village ☐ Town of BEACON. CITY OF

Road on which accident occurred 33 RAILROAD DRIVE (Route Number or Street Name)

at 1) intersecting street (Route Number or Street Name)

or 2) 50 FT (Feet) ____ (Miles) ☐N ☐E ☐S ☒W of West Main Street. Beacon NY (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle #2 was parked at the MTA Metro-North Beacon train station in space #625. Vehicle #1 unknown did strike vehicle #2 causing damage to the passenger side Front Fender.Hood.Headlight assembly and front bumber.

USE COVER SHEET: N

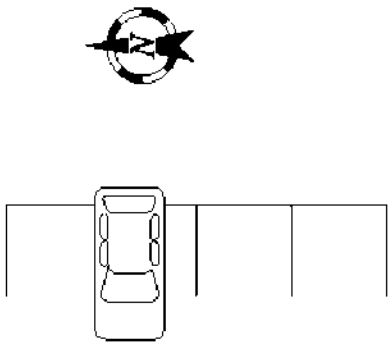
	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	-	-	X	U	-	-	-			LSA.	N/A
B	02	1	-	-	X	U	-	-	-			.	N/A
C													
D													
E													
F													
G													

ALL INVOLVED

Officer's Rank, Name and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
P.O. R ESPERTI	2081	03083	D7	7D	NAHMAN. C	02 / 06 / 2014 22.13

Local Code: 6GD7022PS108 Accident Date: 02 / 05 / 2014 DOT Case: 35124555

Accident Type: X



Page of Pages

Local Codes: Q2WS082SV831 / BP-001849-14

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (7/01)

DMV COPY

DOT Case: 35845218

Accident Date (Month Day Year)	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene / Accident Reconstructed	Left Scene	Police Photos
03 / 06 / 2014	Thu	15:51	2	1	0	☐ / ☐	☐	☐ Yes ☒ No

VEHICLE 1	☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN
VEHICLE 1 - Driver License ID Number [redacted] State of Lic. NY	VEHICLE 2 - Driver License ID Number [redacted] State of Lic. NY
Driver Name--exactly as printed on license [redacted]	Driver Name--exactly as printed on license [redacted]
Address (Include Number & Street) [redacted] Apt. No.	Address (Include Number & Street) [redacted] Apt. No.
City or Town [redacted] State NY Zip Code [redacted]	City or Town [redacted] State NY Zip Code [redacted]
Date of Birth [redacted] Sex 1 Unlicensed ☐ No. of Occupants 2 Public Property Damaged ☐	Date of Birth [redacted] Sex 2 Unlicensed ☐ No. of Occupants 2 Public Property Damaged ☐
Name--exactly as printed on registration [redacted] Sex M Date of Birth [redacted]	Name--exactly as printed on registration [redacted] Sex F Date of Birth [redacted]
Address (Include Number & Street) [redacted] Apt. No. Haz. Mat. Code - Released ☐	Address (Include Number & Street) [redacted] Apt. No. Haz. Mat. Code - Released ☐
City or Town [redacted] State NY Zip Code [redacted]	City or Town [redacted] State NY Zip Code [redacted]
Plate Number [redacted] State of Reg. NY Vehicle Year & Make CHEV 2001 Vehicle Type SUBN Ins. Code 413	Plate Number [redacted] State of Reg. NY Vehicle Year & Make PONT 2000 Vehicle Type 4DSD Ins. Code 182
Ticket/Arrest Number(s)	Ticket/Arrest Number(s)
Violation Section(s)	Violation Section(s)

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact		1	2
Box 2 - Most Damage		2	18
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

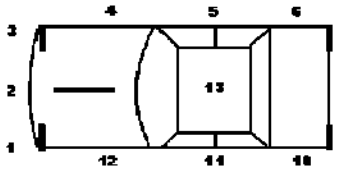
Box 1 - Point of Impact		1	2
Box 2 - Most Damage	8	18	
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

VEHICLE DAMAGE CODING:

1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.

Rear End 1.	Left Turn 3.	Right Angle	Right Turn 5.	Head On 7.
Overtaking 2.	Right Turn 0.		Right Turn 6.	Sideswipe 8.

ACCIDENT DIAGRAM

1 Rear End

9.

Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☐ Yes ☒ No

Reference Marker	Coordinates (if available)
	Latitude/Northing:
	Longitude/Easting:

Place Where Accident Occurred:

County DUTC ☒ City ☐ Village ☐ Town of BEACON, CITY OF

Road on which accident occurred ROUTE 9D (Route Number or Street Name)

at 1) intersecting street BEEKMAN ST (Route Number or Street Name)

or 2) ____ Feet ____ Miles ☐N ☐E ☐S ☐W of ____ (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes

V1 and V2 both traveling S/B on Rt. 9D and both vehicles stopped at the traffic light intersecting Beekman St. The operator of V1 stated that V2 proceeded forward as the light became green then V2 suddenly stopped resulting in V1 striking the rear of V2. Operator of V2 stated that as she was proceeding through the intersection when her V2 was suddenly struck by V1.

USE COVER SHEET: N

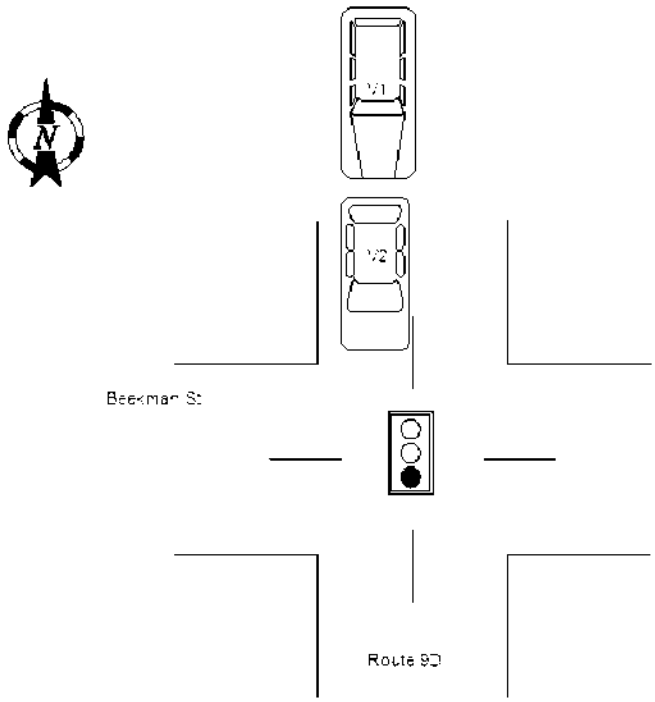
ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	3	4	1	28	1	-	-	-			[redacted]	N/A
B	01	1	4	1	78	1	-	-	-			[redacted]	N/A
C	02	3	4	1	64	1	6	12	6			[redacted]	N/A
D	02	1	4	1	52	2	-	-	-			[redacted]	N/A
E													
F													
G													

Officer's Rank, Name and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
OFFICER K PHILLIPS	32	01301			FREDERICKS, G	08 / 17 / 2015 09.31

Local Code: Q2WS082SV831 Accident Date: 03 / 06 / 2014 DOT Case: 35845218

Accident Type: 1



Case Number: 35928973 Case Year: 2015 Image Sequence: 1

Claim # 0388428047

MV-104 (7/05) PAGE 1 of 2 FOLD ← → HERE

Use only for accidents that happen in New York State

New York State Department of Motor Vehicles

REPORT OF MOTOR VEHICLE ACCIDENT

www.nysdmv.com

BEFORE COMPLETING THIS FORM, READ THE INSTRUCTIONS IN SECTION A ON PAGE 2

DO NOT FORGET ACCIDENT DATE | Page of | RUSH | DRIVER OF VEHICLE 1 | LICENSE SUSPENDED FOR FAILURE TO REPORT

Accident Date Month	Day	Year	Day of Week	Time	AM/PM	Number of Vehicles	Number Injured	Number Killed	Did police investigate accident at scene?	If Yes: Name of Police Agency or Precinct & Accident Number
10	20	2015	Tues	7:20	PM	2	1	0	Yes	City of Beacon

DRIVER OF VEHICLE 1 | VEHICLE 2 | PEDESTRIAN | BICYCLIST | OTHER PEDESTRIAN

DRIVER

	Vehicle 1	Vehicle 2
Driver License ID Number	P625 101 51 16340	699031682
State of License	FL	NY
Driver Name–exactly as printed on license (Last, First, M.I.)	Personick, Cheryl A	Anzovino, Alyssa
Address (Include Number & Street)	28210 L. Burton Fletcher Ct.	15 James St
Apt. Number		
City or Town	Bonita Springs	Beacon
State	Florida	NY
Zip Code	34135	12508
Date of Birth Month / Day / Year	4 / 4 / 1951	8 / 16 / 1988
Sex	F	F
Number of People in Vehicle	01	01
Public Property Damaged	☐	☐

REGISTRANT

	Vehicle 1	Vehicle 2
Name–exactly as printed on registration	Personick, Cheryl A	Anzovino, Alyssa
Date of Birth Month / Day / Year	4 / 4 / 1951	8 / 16 / 1988
Sex	F	F
Address (Include Number & Street)	28210 L. Burton Fletcher Ct	15 James St
Apt. Number		
City or Town	Bonita Springs	Beacon
State	FL	NY
Zip Code	34135-2502	12508
Plate Number	463 NEG	GSE8814
State of Reg.	FL	NY
Vehicle Year & Make	2011 Buick	2002 Audi
Vehicle Type	4DSD	4DSD
Ins. Code	011	639

VEHICLE DAMAGE

Estimated Cost of Property Damage – Vehicle 1: ☐ $1,001–$1,500 ☐ $1,501–$2,500 ☐ Over $2,500

Estimated Cost of Property Damage – Vehicle 2: ☐ $1,001–$1,500 ☐ $1,501–$2,500 ☐ Over $2,500

Describe damage to vehicle 1: rear bumper impacted dented

ACCIDENT DIAGRAM: Circle one of the 8 diagrams (numbered 0–8) that best describes the accident, or draw your own diagram below in space #9. Number the vehicles. Your vehicle is # 1.

Left Turn | Rear End | Sideswipe (same direction) | Left Turn | Right Angle | Right Turn | Right Turn | Head On | Sideswipe (opposite direction)

Describe damage to vehicle 2:

ACCIDENT LOCATION

Place Where Accident Occurred In New York State: County Dutchess ☐ City ☐ Village ☐ Town of Beacon

Road on which accident occurred: North Ave (Permanent Landmark)

at ☐ 1) Intersecting street: W. Church (Route Number or Street Name)

or ☐ 2) ☐ N ☐ S ☐ E ☐ W of (Route Number or Street Name)

Feet / Miles (Milepost, Nearest Intersecting Route Number or Street Name)

How did the accident happen? vehicle #1 was stopped at red light on North Ave/W Church st vehicle #2 also stopped at red light directly behind vehicle #1. Vehicle #2 then moved forward + struck veh #1 rear. Driver of veh #2 stated her foot stuck on gas pedal.

ALL INVOLVED

Names of All Persons Involved	8. Which Veh. Occupied	9. Position in/on Vehicle	10. Safety Equip. Used	12. Age	13. Sex	14. Injury A / B / C	Describe Injuries	If Deceased: Enter Date of Death
Cheryl Personick	#1	Driver	Seatbelt	64	F		herniated disc, whiplash	
Alyssa Anzovino	#2	Driver			F		none	

INSURANCE

Identify Damaged Property Other Than Vehicle(s)	none
Name of Insurance Company That Issued Policy For Vehicle 1	Allstate
Name and Address of Policy Holder	Cheryl Personick
VIN	1G4HJ5EM2BU128574
Policy Number	000927183874 6
Policy Period From	07/06/15
To	01/06/16
If Vehicle was Operated Under Permit (ICC-USDOT or NYSDOT), give No.	
Name and Address of Permit Holder	
If Self-Insured, give Certificate No.	
Issuing State	

Date: 11/12/16 | Print Name of Driver (or Representative) of Vehicle 1: Cheryl A Personick | Signature of Driver (or Representative) of Vehicle 1: Cheryl A Personick

A representative may sign for the driver if the driver is unable to sign because of injury or death. If you are signing as the driver's representative, check the box that describes why the driver cannot sign: ☐ Injury ☐ Death

An accident report is not considered complete and filed unless it is signed and if not signed may result in the suspension of your driver's license.

Page of Pages

Local Codes: Q2WS084X38Q0 / B15-10048

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (7/01)

DMV COPY

DOT Case: 35928973

Accident Date (Month Day Year)	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene / Accident Reconstructed	Left Scene	Police Photos
10 / 20 / 2015	Tue	12:20	2	1	0	☐ / ☐	☐	☐ Yes ☒ No

VEHICLE 1

VEHICLE 1 - Driver License ID Number: [redacted] State of Lic.: FL

Driver Name--exactly as printed on license: [redacted]

Address (Include Number & Street): [redacted] Apt. No.:

City or Town: [redacted] State: FL Zip Code: [redacted]

Date of Birth: [redacted] Sex: 2 Unlicensed: ☐ No. of Occupants: 1 Public Property Damaged: ☐

Name--exactly as printed on registration: [redacted] Sex: F Date of Birth: [redacted]

Address (Include Number & Street): [redacted] Apt. No.: Haz. Mat. Code: - Released: ☐

City or Town: [redacted] State: FL Zip Code: [redacted]

Plate Number: [redacted] State of Reg.: FL Vehicle Year & Make: BUIC 2011 Vehicle Type: 4DSD Ins. Code: 011

Ticket/Arrest Number(s):

Violation Section(s):

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact		1	2
Box 2 - Most Damage		8	8
Enter up to three more Damage Codes	3	4	5
	9	7	

Vehicle Towed: By / To

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 2 - Driver License ID Number: [redacted] State of Lic.: NY

Driver Name--exactly as printed on license: [redacted]

Address (Include Number & Street): [redacted] Apt. No.:

City or Town: [redacted] State: NY Zip Code: [redacted]

Date of Birth: [redacted] Sex: 2 Unlicensed: ☐ No. of Occupants: 1 Public Property Damaged: ☐

Name--exactly as printed on registration: [redacted] Sex: F

Address (Include Number & Street): [redacted] Apt. No.: Haz. Mat. Code: - Released: ☐

City or Town: [redacted] State: NY Zip Code: [redacted]

Plate Number: [redacted] State of Reg.: NY Vehicle Year & Make: AUDI 2002 Vehicle Type: 4DSD Ins. Code: 639

Ticket/Arrest Number(s):

Violation Section(s):

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact		1	2
Box 2 - Most Damage	2	2	
Enter up to three more Damage Codes	3	4	5
1	3		

Vehicle Towed: By / To

Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.

Rear End 1.	Left Turn 3.	Right Angle	Right Turn 5.	Head On 7.
Overtaking 2.	Right Turn 0.	4.	Right Turn 6.	Sideswipe 8.

ACCIDENT DIAGRAM

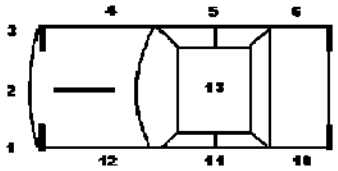
1 Rear End

9.

VEHICLE DAMAGE CODING:

1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE 17. DEMOLISHED
15. TRAILER 18. NO DAMAGE
16. OVERTURNED 19. OTHER



Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☐ Yes ☒ No

Reference Marker

Coordinates (if available)
Latitude/Northing:
Longitude/Easting:

Place Where Accident Occurred:

County DUTC ☒ City ☐ Village ☐ Town of BEACON, CITY OF

Road on which accident occurred NORTH AVE (Route Number or Street Name)

at 1) intersecting street W CHURCH (Route Number or Street Name)

or 2) ____ Feet ____ Miles ☐N ☐E ☐S ☐W of ____ (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle #1 was stopped in a N/B at a red light on North Ave/ W Church St. Vehicle #2 who was also stopped at the red light directly in the back of vehicle #1. Vehicle #2 then moved forward and struck vehicle #1 in rear. * Driver of vehicle #2 stated her foot got stuck in the gas pedal of her vehicle and was unable to stop.

USE COVER SHEET: N

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	64	2	4	12	6			[redacted]	N/A
B	02	1	4	1	20	2	-	-	-			[redacted]	N/A
C													
D													
E													
F													
G													

ALL INVOLVED

Officer's Rank, Name and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
OFFICER J CONTI	28	01301			GREENOUGH, R	10 / 20 / 2015 16.03

Page of Pages

Local Codes: Q2WS084WWXBW; 9981-15

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (7/01)

DMV COPY

DOT Case: 36036999

Accident Date (Month Day Year)	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene ☐ / Accident Reconstructed ☐	Left Scene ☐	Police Photos ☐ Yes ☒ No
10 / 18 / 2015	Sun	17:01	3	0	0		☐	

VEHICLE 1	☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN
VEHICLE 1 - Driver License ID Number [redacted] State of Lic. NY	VEHICLE 2 - Driver License ID Number [redacted] State of Lic. NY
Driver Name--exactly as printed on license [redacted]	Driver Name--exactly as printed on license [redacted]
Address (Include Number & Street) [redacted] Apt. No.	Address (Include Number & Street) [redacted] Apt. No.
City or Town [redacted] State NY Zip Code [redacted]	City or Town [redacted] State NY Zip Code [redacted]
Date of Birth [redacted] Sex 2 Unlicensed ☐ No. of Occupants 4 Public Property Damaged ☐	Date of Birth [redacted] Sex 2 Unlicensed ☐ No. of Occupants 1 Public Property Damaged ☐
Name--exactly as printed on registration [redacted] Sex M Date of Birth [redacted]	Name--exactly as printed on registration [redacted] Sex M Date of Birth [redacted]
Address (Include Number & Street) [redacted] Apt. No. Haz. Mat. Code - Released ☐	Address (Include Number & Street) [redacted] Apt. No. Haz. Mat. Code - Released ☐
City or Town [redacted] State NY Zip Code [redacted]	City or Town [redacted] State NY Zip Code [redacted]
Plate Number [redacted] State of Reg. NY Vehicle Year & Make HOND 2014 Vehicle Type SUBN Ins. Code 327	Plate Number [redacted] State of Reg. NY Vehicle Year & Make ACUR 2009 Vehicle Type 4DSD Ins. Code 646
Ticket/Arrest Number(s) BE9130590	Ticket/Arrest Number(s)
Violation Section(s) 1126A	Violation Section(s)

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact		1	2
Box 2 - Most Damage		2	2
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

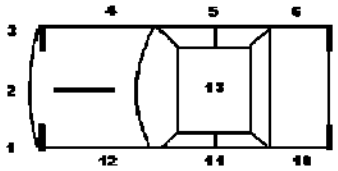
Box 1 - Point of Impact		1	2
Box 2 - Most Damage	8	8	
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

VEHICLE DAMAGE CODING:

1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.

Rear End 1.	Left Turn 3.	Right Angle	Right Turn 5.	Head On 7.
Overtaking 2.	Right Turn 0.		Right Turn 6.	Sideswipe 8.

ACCIDENT DIAGRAM

9 Accident Diagram - See Attached.

9.

Cost of repairs to any one vehicle will be more than $1000.
☒ Unknown/Unable to Determine ☐ Yes ☐ No

Reference Marker	Coordinates (if available)
	Latitude/Northing:
	Longitude/Easting:

Place Where Accident Occurred:

County DUTC ☒ City ☐ Village ☐ Town of BEACON, CITY OF

Road on which accident occurred NORTH AVE (Route Number or Street Name)

at 1) intersecting street _____ (Route Number or Street Name)

or 2) 50 Feet _____ Miles ☒ N ☐ E ☐ S ☐ W of ralph st (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle 1 traveling north bound on North ave struck vehicle 2 in the rear. while stopped in traffic. Subsequently the impact caused vehicle 2 to strike vehicle 3 in the rear. which was also stopped in traffic.

USE COVER SHEET: N

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	28	2	-	-	-			[redacted]	N/A
B	01	4	5	1	5	1	-	-	-			[redacted]	N/A
C	01	6	4	1	9	2	-	-	-			[redacted]	N/A
D	01	5	4	1	7	1	-	-	-			[redacted]	N/A
E	02	1	4	1	29	2	-	-	-			[redacted]	N/A
F	03	1	4	1	62	2	-	-	-			[redacted]	N/A
G													

Officer's Rank, Name and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
OFFICER S INGRAM	31	01301	K9		SELLICK, R	01 / 05 / 2016 16.34

Page of Pages

Local Codes: Q2WS084WWXBW / 9981-15

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (7/01)

DMV COPY

DOT Case: 36036999

Accident Date (Month Day Year)	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene ☐ / Accident Reconstructed ☐	Left Scene ☐	Police Photos ☐ Yes ☒ No
10 / 18 / 2015	Sun	17:01	3	0	0			

VEHICLE 1

VEHICLE 1 - Driver License ID Number: [redacted] State of Lic.: UT

Driver Name--exactly as printed on license: [redacted]

Address (Include Number & Street): [redacted] Apt. No.:

City or Town: [redacted] State: NY Zip Code: [redacted]

Date of Birth: [redacted] Sex: 2 Unlicensed ☐ No. of Occupants: 1 Public Property Damaged ☐

Name--exactly as printed on registration: [redacted] Sex: F Date of Birth: [redacted]

Address (Include Number & Street): [redacted] Apt. No.: Haz. Mat. Code: - Released ☐

City or Town: [redacted] State: NY Zip Code: [redacted]

Plate: [redacted] State of Reg.: NY Vehicle Year & Make: TOYT 2001 Vehicle Type: 4DSD Ins. Code: 328

Ticket/Arrest Number(s):

Violation Section(s):

VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 2 - Driver License ID Number: State of Lic.:

Driver Name--exactly as printed on license:

Address (Include Number & Street): Apt. No.:

City or Town: State: Zip Code:

Date of Birth: Sex: Unlicensed ☐ No. of Occupants: Public Property Damaged ☐

Name--exactly as printed on registration: Sex: Date of Birth:

Address (Include Number & Street): Apt. No.: Haz. Mat. Code: Released ☐

City or Town: State: Zip Code:

Plate Number: State of Reg.: Vehicle Year & Make: Vehicle Type: Ins. Code:

Ticket/Arrest Number(s):

Violation Section(s):

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact: 1
Box 2 - Most Damage: 8
Enter up to three more Damage Codes: 2: 8; 3; 4; 5

Vehicle Towed: By / To

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact: 1
Box 2 - Most Damage: 2
Enter up to three more Damage Codes: 3; 4; 5

Vehicle Towed: By / To

Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.

Rear End	Left Turn	Right Angle	Right Turn	Head On
1.	3.		5.	7.
Overtaking	Right Turn		Right Turn	Sideswipe
2.	0.	4.	6.	8.

ACCIDENT DIAGRAM

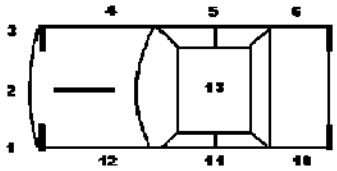
9 Accident Diagram - See Attached.

9.

VEHICLE DAMAGE CODING:

1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☐ Yes ☐ No

Reference Marker

Coordinates (if available)
Latitude/Northing:
Longitude/Easting:

Place Where Accident Occurred:
County DUTC ☒ City ☐ Village ☐ Town of BEACON, CITY OF
Road on which accident occurred NORTH AVE (Route Number or Street Name)
at 1) intersecting street (Route Number or Street Name)
or 2) 50 Feet Miles ☒ N ☐ E ☐ S ☐ W of ralph st (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes

USE COVER SHEET: N

ALL INVOLVED

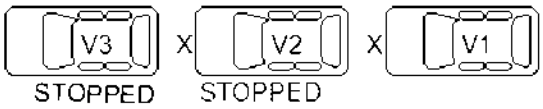
	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A													
B													
C													
D													
E													
F													
G													

Officer's Rank, Name and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
OFFICER S INGRAM	31	01301	K9		SELLICK, R	01 / 05 / 2016 16:34

Local Code: Q2WS084WWXBW Accident Date: 10 / 18 / 2015 DOT Case: 36036999

Accident Type: 9

North Ave



Case Number: 36045901 Case Year: 2015 Image Sequence: 1

MV-104 (5/11) PAGE 1 of 2

(Use only for accidents that happen in New York State)

FOLD ← → HERE

New York State Department of Motor Vehicles

REPORT OF MOTOR VEHICLE ACCIDENT

www.dmv.ny.gov

CLAIM/FILE # 263 AD HZB1503 K

PAGE - 1

BEFORE COMPLETING THIS FORM, READ THE INSTRUCTIONS IN SECTION A ON PAGE 2

DO NOT FORGET ACCIDENT DATE | Page ____ of ____ | ☐ BUSH - DRIVER OF VEHICLE 1 - LICENSE SUSPENDED FOR FAILURE TO REPORT

Accident Date Month	Day	Year	Day of Week	Time	Number of Vehicles	Number Injured	Number Killed	Did police investigate accident at scene?	If "Yes", Name of Police Agency or Precinct & Accident Number
12	31	15		5:30 ☐ AM ☒ PM	3	0	0	☒ Yes ☐ No	BEACON, N.Y. POLICE DEPT

DRIVER

DRIVER OF VEHICLE 1	VEHICLE 2 ☐ PEDESTRIAN ☐ BICYCLIST ☐ OTHER PEDESTRIAN
Driver License ID Number [redacted] State of License NY	Driver License ID Number [redacted] State of License NY
Driver Name–exactly as printed on license (Last, First, M.I.) [redacted]	Name–exactly as printed on license (Last, First, M.I.) [redacted]
Address (Include Number & Street) [redacted] Apt. Number	Address (Include Number & Street) [redacted] Apt. Number
City or Town [redacted] State NY Zip Code 12550	City or Town [redacted], NY State NY Zip Code [redacted]
Date of Birth [redacted] Sex M Number of People in Vehicle 2 Public Property Damaged ☐	Date of Birth Month Day Year Sex F Number of People in Vehicle 4 Public Property Damaged ☐

REGISTRANT

Name–exactly as printed on registration	Date of Birth	Sex
[redacted]	[redacted]	[redacted]
Address (Include Number & Street) [redacted] Apt. Number		
City or Town [redacted] State NY Zip Code		

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
[redacted]	NY	2007 HONDA CIVIC	4-DR	

Name–exactly as printed on registration	Date of Birth Month Day Year	Sex
[redacted]		F
Address (Include Number & Street) [redacted] Apt. Number		
City or Town [redacted], NY State NY Zip Code [redacted]		

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
[redacted]	NY	2008 FORD SUV		

VEHICLE DAMAGE

Estimated Cost of Property Damage - Vehicle 1: ☐ $1,001-$1,500 ☐ $1,501-$2,500 ☒ Over $2,500

Estimated Cost of Property Damage - Vehicle 2: ☐ $1,001-$1,500 ☐ $1,501-$2,500 ☐ Over $2,500

Describe damage to vehicle 1:
- REAR BODY & FLOOR
- TRUNK LID
- REAR LAMPS
- REAR BUMPER

ACCIDENT DIAGRAM: Circle one of the 9 diagrams (numbered 0-8) if it describes the accident, or draw your own diagram below in space #9. Number the vehicles. Your vehicle is # 1

SEE ATTACHED DIAGRAM THAT I DRAW.

9.

0. Left Turn | 1. Rear End | 2. Sideswipe (same direction)
3. Left Turn | 4. Right Angle | 5. Right Turn
6. Right Turn | 7. Head On | 8. Sideswipe (opposite direction)

Describe damage to vehicle 2:
- DAMAGE TO FRONT & REAR OF VEH. #2

ACCIDENT LOCATION

Place Where Accident Occurred In New York State:

County DUTCHESS ☒ City ☐ Village ☐ Town of BEACON Permanent Landmark ____

Road on which accident occurred ROUTE 9D NORTH AVE (Route Number or Street Name)

at ☒ 1) Intersecting street BEEKMAN STREET (Route Number or Street Name)

or 2) ____ Feet ____ Miles ☐N ☐S ☐E ☐W of ____ (Milepost, Nearest Intersecting Route Number or Street Name)

How did the accident happen? I ROBERT BUSCH, WAS PROCEEDING ON ROUTE 9D NORTH AVE WHEN I WAS HIT IN THE REAR OF MY 2007 HONDA CIVIC. I WAS HIT BY VEHICLE #2, VEHICLE #3, HIT VEHICLE #2 – VEHICLE #2 THEN HIT ME FOR SECOND TIME!

ALL INVOLVED

Names of All Persons Involved	6. Which Veh. Occupied	8. Position In/on Vehicle	10. Safety Equip. Used	12. Age	13. Sex	16. Injury A	B	C	Describe Injuries	If Deceased, Enter Date of Death
[redacted]	1	DRIVER	SEAT BELT	73	M				NECK PAIN, HEAD ACHE	
[redacted]	1	PASS.	" "	69	F				—	
[redacted]	(1)	DRIV/PAS	Veh						-0-	
[redacted]	(4)	Veh							-0-	

INSURANCE

Identify Damaged Property Other Than Vehicle(s): -NONE-

VIN 2HGFA165 67H303632

Name of Insurance Company That Issued Policy For Vehicle 1: TRAVELER'S INSURANCE.

Policy Number 993797459 2031

Name and Address of Policy Holder [redacted]

Policy Period From 9-19-15 To 3-19-16

If Vehicle was Operated Under Permit (ICC, USDOT or NYSDOT), give No. ____ Name and Address of Permit Holder ____

If Self-Insured, give Certificate No. ____ and State ____

Date 1-12-16 | Print Name of Driver (or Representative*) of Vehicle 1 [redacted] | Signature of Driver (or Representative*) Vehicle 1 [redacted]

* A representative may sign for the driver if the driver is unable to sign because of injury or death. If you are signing as the driver's representative, check the box that describes why the driver cannot sign. ☐ Injury ☐ Death

An accident report is not considered complete and filed unless it is signed, and if not signed may result in the suspension of your driver's license.

MV104F 4/13 F3162C1516005002543 00002 N

2.

MV-104 (5/11) PAGE 1 of 2

PAGE 2.

CLAIM/FILE # 263 AD HZB1503 K

FOLD → ← HERE

New York State Department of Motor Vehicles

REPORT OF MOTOR VEHICLE ACCIDENT

www.dmv.ny.gov

BEFORE COMPLETING THIS FORM READ THE INSTRUCTIONS IN SECTION 4 ON PAGE 2

Page ____ of ____ ☐ RUSH - DRIVER OF VEHICLE 1 - LICENSE SUSPENDED FOR FAILURE TO REPORT

Accident Date Month	Day	Year	Day of Week	Time	AM/PM	Number of Vehicles	Number Injured	Number Killed	Did police investigate accident at scene?	If "Yes", Name of Police Agency or Report & Accident Number
12	31	15		5:30	PM	3	0	0	Yes	BEACON, N.Y. POLICE DEPT

VEHICLE #3 DRIVER

DRIVER OF VEHICLE 1 | ☐ VEHICLE 2 ☐ PEDESTRIAN ☐ BICYCLIST ☐ OTHER PEDESTRIAN

Driver [redacted]	State of License	Driver License ID Number	State of License
Driver Name–exactly as printed on license (Last, First, M.I.) [redacted]		Name–exactly as printed on license (Last, First, M.I.)	
Address (Include Number & Street) [redacted]	Apt. Number	Address (Include Number & Street)	Apt. Number
City or Town [redacted]	State NY	City or Town	State / Zip Code
Date of Birth [redacted]	Sex M	Number of People in Vehicle 2	Public Property Damaged ☐
Date of Birth Month / Day / Year	Sex	Number of People in Vehicle	Public Property Damaged ☐

REGISTRANT

Name–exactly as printed on registration [redacted]	Date of Birth	Sex
Address (Include Number & Street) [redacted]	Apt. Number	
City or Town [redacted]	State NY	Zip Code [redacted]

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
[redacted]	NY	2002 BMW	639	

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code

Estimated Cost of Property Damage - Vehicle 1: ☐ $1,001-$1,500 ☐ $1,501-$2,500 ☐ Over $2,500

Estimated Cost of Property Damage - Vehicle 2: ☐ $1,001-$1,500 ☐ $1,501-$2,500 ☐ Over $2,500

VEHICLE DAMAGE

Describe damage to vehicle 3: FRONT END, BUMPER, HOOD

ACCIDENT DIAGRAM: Circle one of the 8 diagrams (numbered 0-8) that describes the accident, or draw your own diagram below in space 9. Number the vehicles. Your vehicle is # 1

SEE ATTACHED DIAGRAM THAT I DREW

0. Left Turn | 1. Rear End | 2. Sideswipe (same direction)

3. Left Turn | 4. Right Angle | 5. Right Turn

6. Right Turn | 7. Head On | 8. Sideswipe (opposite direction)

9.

Describe damage to vehicle 2: SEE PAGE 1.

ACCIDENT LOCATION

Place Where Accident Occurred in New York State:

County DUTCHESS ☐ City ☐ Village ☐ Town of BEACON Permanent Landmark ____

Road on which accident occurred ROUTE 9D NORTH AVE (Route Number or Street Name)

at 1) ☒ intersecting street BEEKMAN STREET (Route Number or Street Name)

or 2) ____ Feet ____ Miles ☐N ☐S ☐E ☐W of ____ (Milepost, Nearest Intersecting Route Number or Street Name)

How did the accident happen? I ROBERT BUSCH WAS PROCEEDING ON ROUTE 9D NORTH/NB WHEN I WAS HIT IN THE REAR OF MY 2007 HONDA CIVIC. I WAS HIT BY VEHICLE #2, VEHICLE #3 THEN HIT VEHICLE #2 - VEHICLE #2 THEN HIT ME, VEHICLE #1 A SECOND TIME!

ALL INVOLVED

Names of All Persons Involved	8. Which Veh. Occupied	9. Position Injured Vehicle	10. Safety Equip. Used	12. Age	13. Sex	14. Injury A	B	C	Describe Injuries	If Deceased, Enter Date of Death
[redacted]	1	DRIVER	Seat Belt	72	M				NECK PAIN + HEAD ACHE.	
[redacted]	1	PASS	BELTS	69	F				—	
[redacted]	2	PASS							0	
[redacted]	2	PASS							0	

INSURANCE

Identify Damaged Property Other Than Vehicle(s): - NONE -

VIN 2HGEA165 67H303632

Name of Insurance Company That Issued Policy For Vehicle 1: TRAVELERS INSURANCE

Policy Number [redacted]

Name and Address of Policy Holder [redacted]

Policy Period From 9-19-15 To 3-19-16

If Vehicle was Operated Under Permit (ICC, USDOT or NYSDOT), give No.

Name and Address of Permit Holder

If Self-Insured, give Certificate No. and State

Date 1-12-16

Print Name of Driver (or Representative*) of Vehicle 1 [redacted]

Signature of Driver (or Representative*) of Vehicle 1 [redacted]

* A representative may sign for the driver if the driver is unable to sign because of injury or death. If you are signing as the driver's representative, check the box that describes why the driver cannot sign. ☐ Injury ☐ Death

[redacted]

Page of Pages

Local Codes
Q2SRV155SCWH
BP-012766-15

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (7/01)

DMV COPY

DOT Case: 36045901

19 9

1 - Accident Date (Month Day Year)	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene ☐ / Accident Reconstructed ☐	Left Scene ☐	Police Photos ☐ Yes ☒ No
12 / 31 / 2015	Thu	17:33	3	1	0			

20 -

VEHICLE 1

☐ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

2 -	VEHICLE 1	VEHICLE 2
Driver License ID Number / State of Lic.	[redacted] NY	[redacted] NY
Driver Name--exactly as printed on license	[redacted]	[redacted]
Address (Include Number & Street) / Apt. No.	[redacted]	[redacted]
City or Town / State / Zip Code	[redacted] NY [redacted]	[redacted] NY [redacted]

21 - 22 -

3 2	VEHICLE 1	VEHICLE 2
Date of Birth	[redacted]	[redacted]
Sex	1	2
Unlicensed	☐	☐
No. of Occupants	2	4
Public Property Damaged	☐	☐
Name--exactly as printed on registration	[redacted]	[redacted]
Sex	M	M
Date of Birth	[redacted]	[redacted]
Address (Include Number & Street) / Apt. No.	[redacted]	[redacted]
Haz. Mat. Code / Released	- ☐	- ☐
City or Town / State / Zip Code	[redacted] NY [redacted]	[redacted] NY [redacted]

23 5

4 3	VEHICLE 1	VEHICLE 2
Plate Number	[redacted]	[redacted]
State of Reg.	NY	NY
Vehicle Year & Make	BMW 2002	FORD 2008
Vehicle Type	SUBN	SUBN
Ins. Code	639	011
Ticket/Arrest Number(s)		
5 2 Violation Section(s)		

24 5

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact		1	2
Box 2 - Most Damage		3	2
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

6 1 — 7 1

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

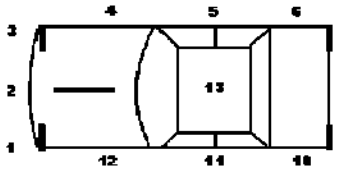
Box 1 - Point of Impact	9	1	8	2
Box 2 - Most Damage				
Enter up to three more Damage Codes	8	3	4	5

Vehicle Towed: By / To

VEHICLE DAMAGE CODING:

1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.

25 1

Rear End 1.	Left Turn 3.	Right Angle 4.	Right Turn 5.	Head On 7.
Overtaking 2.	Right Turn 0.		Right Turn 6.	Sideswipe 8.

26 6

ACCIDENT DIAGRAM

9 Accident Diagram - See Attached.

9.

27 1

Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☒ Yes ☐ No

28 10

Reference Marker	Coordinates (if available)
	Latitude/Northing:
	Longitude/Easting:

Place Where Accident Occurred:

County DUTC ☒ City ☐ Village ☐ Town of BEACON, CITY OF

Road on which accident occurred NORTH AVENUE (Route Number or Street Name)

at 1) intersecting street BEEKMAN STREET (Route Number or Street Name)

or 2) ____ Feet ____ Miles ☐N ☐E ☐S ☐W of ____ (Milepost, Nearest Intersecting Route Number or Street Name)

29 -

Accident Description/Officer's Notes

30 1

V3 Stopped at traffic light and beginning to make a right hand turn onto Beekman St.. v2 stopped at traffic light and beginning to make a right hand turn onto Beekman St.. V1 traveling in a S/B direction. V1 struck V2 who was then pushed forward into V3. V1 operator states that V2 stopped quickly and caused him to strike V2.

USE COVER SHEET

N

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	25	1	-	-	-			[redacted]	N/A
B	01	3	4	1	19	2	-	-	-			[redacted]	N/A
C	02	4	4	1	18	2	-	-	-			[redacted]	N/A
D	02	3	4	1	18	2	-	-	-			[redacted]	N/A
E	02	6	4	1	18	2	-	-	-			[redacted]	N/A
F	02	1	4	1	49	2	-	-	-			[redacted]	N/A
G													

Officer's Rank, Name and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
OFFICER B LAWRENCE #29	29	01301			SEWING, B	01 / 11 / 2016 13.07

Page of Pages

Local Codes
Q2SRV155SCWH
BP-012766-15

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (7/01)

DMV COPY

DOT Case: 36045901

Accident Date Month Day Year	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene ☐ / Accident Reconstructed ☐	Left Scene	Police Photos
12 / 31 / 2015	Thu	17:33	3	1	0		☐	☐ Yes ☒ No

X VEHICLE 1	☐ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN
VEHICLE 1 - Driver License ID Number [redacted] State of Lic. NY	VEHICLE 2 - Driver License ID Number State of Lic.
Driver Name--exactly as printed on license [redacted]	Driver Name--exactly as printed on license
Address (Include Number & Street) [redacted] Apt. No.	Address (Include Number & Street) Apt. No.
City or Town [redacted] State NY Zip Code [redacted]	City or Town State Zip Code
Date of Birth [redacted] Sex 1 Unlicensed ☐ No. of Occupants 2 Public Property Damaged ☐	Date of Birth Sex Unlicensed ☐ No. of Occupants Public Property Damaged ☐
Name--exactly as printed on registration [redacted] Sex F Date of Birth [redacted]	Name--exactly as printed on registration Sex Date of Birth
Address (Include Number & Street) [redacted] Apt. No. Haz. Mat. Code - Released ☐	Address (Include Number & Street) Apt. No. Haz. Mat. Code Released ☐
City or Town [redacted] State NY Zip Code [redacted]	City or Town State Zip Code
Plate Number [redacted] State of Reg. NY Vehicle Year & Make HOND 2007 Vehicle Type 4DSD Ins. Code 769	Plate Number State of Reg. Vehicle Year & Make Vehicle Type Ins. Code
Ticket/Arrest Number(s)	Ticket/Arrest Number(s)
Violation Section(s)	Violation Section(s)

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact Box 2 - Most Damage		1 8	2 8
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

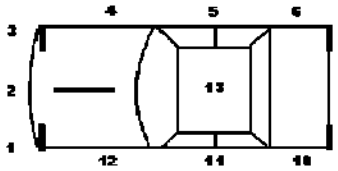
Box 1 - Point of Impact Box 2 - Most Damage		1	2
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

VEHICLE DAMAGE CODING:

1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.

Rear End 1.	Left Turn 3.	Right Angle 4.	Right Turn 5.	Head On 7.
Overtaking 2.	Right Turn 0.		Right Turn 6.	Sideswipe 8.

ACCIDENT DIAGRAM

9 Accident Diagram - See Attached.

9.

Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates (if available)
	Latitude/Northing:
	Longitude/Easting:

Place Where Accident Occurred:

County DUTC ☒ City ☐ Village ☐ Town of BEACON, CITY OF

Road on which accident occurred NORTH AVENUE (Route Number or Street Name)

at 1) intersecting street BEEKMAN STREET (Route Number or Street Name)

or 2) ____ Feet ____ Miles ☐N ☐E ☐S ☐W of ____ (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes

USE COVER SHEET **N**

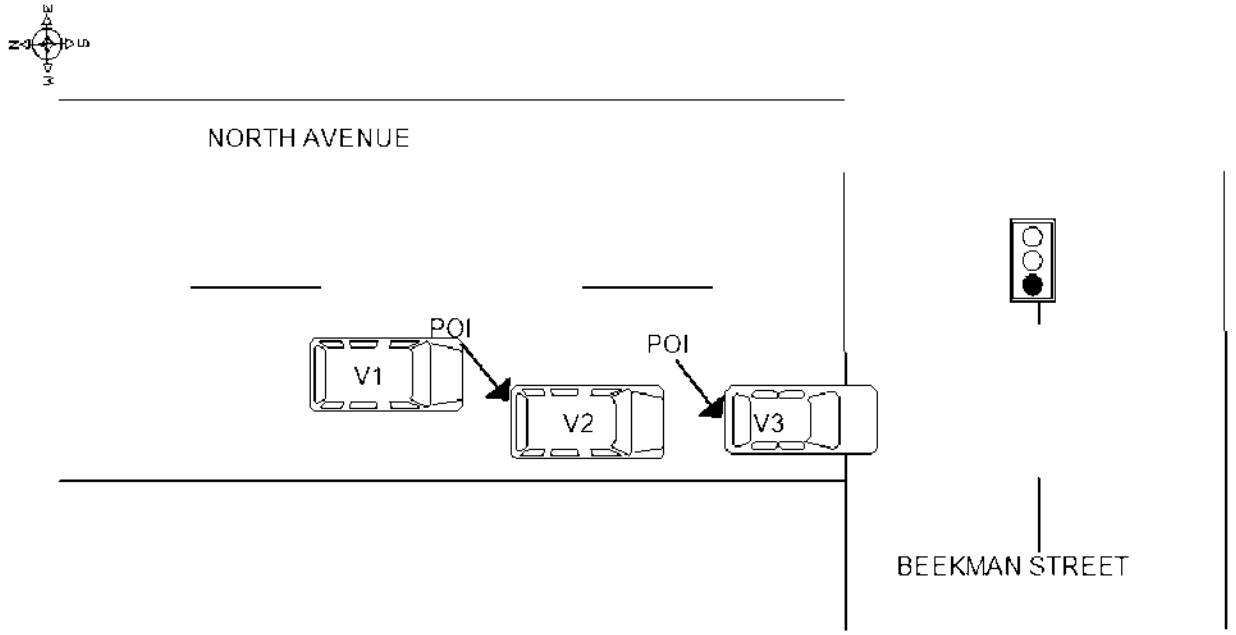
ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	03	1	4	1	73	1	1	12	6			[redacted]	N/A
B	03	3	4	1	69	2	-	-	-			[redacted]	N/A
C													
D													
E													
F													
G													

Officer's Rank, Name and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
OFFICER B LAWRENCE #29	29	01301			SEWING, B	01 / 11 / 2016 13.07

Local Code: Q2SRV155SCWH Accident Date: 12 / 31 / 2015 DOT Case: 36045901

Accident Type: 9



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Local Codes
Q2WS08592LL7
BP-001102-16

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (7/01)

DMV COPY

DOT Case: 36074507

19 8

Accident Date Month Day Year	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene ☐ / Accident Reconstructed ☐	Left Scene	Police Photos
01 / 31 / 2016	Sun	09:20	1	0	0		☒	☐ Yes ☒ No

20 27

VEHICLE 1

☐ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 1 - Driver License ID Number [redacted]	State of Lic. NY	VEHICLE 2 - Driver License ID Number	State of Lic.
Driver Name--exactly as printed on license [redacted]		Driver Name--exactly as printed on license	
Address (Include Number & Street) [redacted]	Apt. No.	Address (Include Number & Street)	Apt. No.
City or Town [redacted]	State NY / Zip Code [redacted]	City or Town	State / Zip Code

2 - 21 22

Date of Birth [redacted]	Sex 1	Unlicensed ☒	No. of Occupants 1	Public Property Damaged ☐	Date of Birth	Sex	Unlicensed ☐	No. of Occupants	Public Property Damaged ☐
Name--exactly as printed on registration [redacted]	Sex M / Date of Birth [redacted]				Name--exactly as printed on registration	Sex	Date of Birth		
Address (Include Number & Street) [redacted]	Apt. No.	Haz. Mat. Code -	Released ☐		Address (Include Number & Street)	Apt. No.	Haz. Mat. Code	Released ☐	
City or Town [redacted]	State NY / Zip Code [redacted]				City or Town	State / Zip Code			

3 3 23 7

4 1

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
[redacted]	NY	CADI 2001	2DSD	100

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code

24

Ticket/Arrest Number(s)	WS08592J38. WS08592JBZ. WS08592JD1
Violation Section(s)	6001A. 5091. 5111A

5 1

Ticket/Arrest Number(s)	
Violation Section(s)	

6 1 7 1

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact / Box 2 - Most Damage	1 / 2	2 / 2	
Enter up to three more Damage Codes	3 / 3	4 / 1	5 / 12

Vehicle Towed: By CIRVONIS To CIRVONIS

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

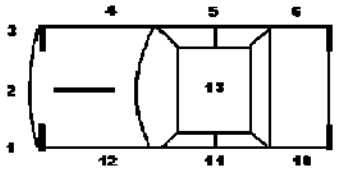
Box 1 - Point of Impact / Box 2 - Most Damage	1	2	
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By To

VEHICLE DAMAGE CODING:

1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.

25 1

Rear End 1.	Left Turn 3.	Right Angle 4.	Right Turn 5.	Head On 7.
Overtaking 2.	Right Turn 0.		Right Turn 6.	Sideswipe 8.

26

ACCIDENT DIAGRAM

9 Accident Diagram - See Attached.

9.

27 2

Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☒ Yes ☐ No

28 11

Reference Marker	Coordinates (if available)
	Latitude/Northing:
	Longitude/Easting:

Place Where Accident Occurred:

County DUTC ☒ City ☐ Village ☐ Town of BEACON. CITY OF

Road on which accident occurred RALPH ST (Route Number or Street Name)

at 1) intersecting street NORTH AVE (Route Number or Street Name)

or 2) ____ Feet ____ Miles ☐N ☐E ☐S ☐W of ____ (Milepost, Nearest Intersecting Route Number or Street Name)

29 -

Accident Description/Officer's Notes

Vehicle one (V1) traveling straight ahead Westbound on Ralph Street. Vehicle one then swerved causing the vehicle to go onto the sidewalk and strike utility pole #134391. Vehicle one then left scene and was located by this officer. Operator of vehicle one stated he temporary fell asleep while driving causing him to strike pole. No injuries reported at scene.

30

USE COVER SHEET

N

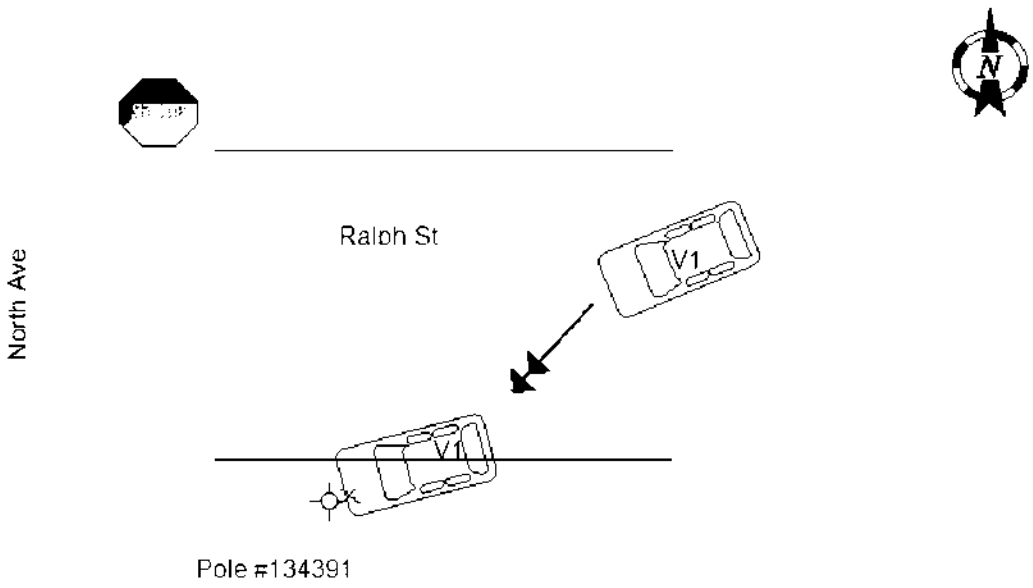
ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	49	1	-	-	-			[redacted]	N/A
B													
C													
D													
E													
F													
G													

Officer's Rank, Name and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
OFFICER M OCONNOR	42	01301			FIGLIA. T	01 / 31 / 2016 14.23

Local Code: Q2WS08592LL7 Accident Date: 01 / 31 / 2016 DOT Case: 36074507

Accident Type: 9



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Local Codes
Q2WS0759N6VS
1318-16

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (7/01)

DMV COPY

DOT Case: 36084919

Accident Date Month Day Year	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene ☐ / Accident Reconstructed ☐	Left Scene	Police Photos
02 / 05 / 2016	Fri	22:05	2	0	0		☐	☐ Yes ☒ No

VEHICLE 1

VEHICLE 1 - Driver License ID Number: [redacted] State of Lic.: NY

Driver Name--exactly as printed on license: [redacted]

Address (Include Number & Street): [redacted] Apt. No.:

City or Town: [redacted] State: NY Zip Code: [redacted]

Date of Birth: [redacted] Sex: 1 Unlicensed: ☐ No. of Occupants: 2 Public Property Damaged: ☐

Name--exactly as printed on registration: [redacted] Sex: M Date of Birth: [redacted]

Address (Include Number & Street): [redacted] Apt. No.: Haz. Mat. Code: - Released: ☐

City or Town: [redacted] State: NY Zip Code: [redacted]

Plate Number: [redacted] State of Reg.: NY Vehicle Year & Make: NISS 2011 Vehicle Type: 4DSD Ins. Code: 743

Ticket/Arrest Number(s): BE9131636

Violation Section(s): 1163A

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact: 1: 4
Box 2 - Most Damage: 2: 4
Enter up to three more Damage Codes: 3: 5; 4: 6; 5:

Vehicle Towed: By: To:

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 2 - Driver License ID Number: [redacted] State of Lic.: NY

Driver Name--exactly as printed on license: [redacted]

Address (Include Number & Street): [redacted] Apt. No.:

City or Town: [redacted] State: NY Zip Code: [redacted]

Date of Birth: [redacted] Sex: 2 Unlicensed: ☐ No. of Occupants: 1 Public Property Damaged: ☐

Name--exactly as printed on registration: [redacted] Sex: F Date of Birth: [redacted]

Address (Include Number & Street): [redacted] Apt. No.: Haz. Mat. Code: - Released: ☐

City or Town: [redacted] State: NY Zip Code: [redacted]

Plate Number: [redacted] State of Reg.: NY Vehicle Year & Make: HOND 2011 Vehicle Type: SUBN Ins. Code: 328

Ticket/Arrest Number(s):

Violation Section(s):

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

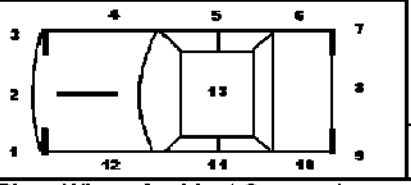
Box 1 - Point of Impact: 1: 12
Box 2 - Most Damage: 2: 11
Enter up to three more Damage Codes: 3: 10; 4:; 5:

Vehicle Towed: By: To:

VEHICLE DAMAGE CODING:

1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.

Rear End 1. | Left Turn 3. | Right Angle 4. | Right Turn 5. | Head On 7.
Overtaking 2. | Right Turn 0. | | Right Turn 6. | Sideswipe 8.

ACCIDENT DIAGRAM

2 Overtaking

9.

Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☒ Yes ☐ No

Reference Marker	Coordinates (if available)
	Latitude/Northing:
	Longitude/Easting:

Place Where Accident Occurred:

County: DUTC ☒ City ☐ Village ☐ Town of: BEACON, CITY OF

Road on which accident occurred: NORTH AVE (Route Number or Street Name)

at 1) intersecting street: RALPH ST (Route Number or Street Name)

or 2) ____ Feet ____ Miles ☐N ☐E ☐S ☐W of (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Driver 1 states he was traveling north bound on North ave. Driver 1 states he started to make a left turn onto Tompkins ave from North ave when his passenger advised him not to. Driver 1 states he then got confused and abruptly turned back into his original lane of travel when his car collided with vehicle 2. Driver 2 states she was traveling north bound on North ave when she observed the car in front of her (vehicle 1). making a left turn. Driver 2 states as she was passing vehicle 1 which was already in the turn. vehicle 1 came back in her direction and collided with her vehicle.

USE COVER SHEET: N

ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	17	1	-	-	-			[redacted]	N/A
B	01	3	4	1	17	2	-	-	-			[redacted]	N/A
C	02	1	4	1	46	2	-	-	-			[redacted]	N/A
D													
E													
F													
G													

Officer's Rank, Name and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
OFFICER S INGRAM	31	01301		NORTH	SELLICK. R	02 / 07 / 2016 22.27

Page of Pages

Local Codes
Q2WS0859ZGL5
BP16-1481

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (7/01)

DMV COPY

DOT Case: 36093276

Accident Date Month Day Year	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene ☐ / Accident Reconstructed ☐	Left Scene	Police Photos
02 / 08 / 2016	Mon	18:50	2	1	0		☐	☐ Yes ☒ No

VEHICLE 1	☐ VEHICLE 2	☐ BICYCLIST	☒ PEDESTRIAN	☐ OTHER PEDESTRIAN
VEHICLE 1 - Driver License ID Number [redacted] State of Lic. NY	VEHICLE 2 - Driver License ID Number			State of Lic.
Driver Name--exactly as printed on license [redacted]	Driver Name--exactly as printed on license			
Address (Include Number & Street) [redacted] Apt. No.	Address (Include Number & Street)			Apt. No.
City or Town [redacted] State NY Zip Code	City or Town		State	Zip Code
Date of Birth [redacted] Sex 1 Unlicensed ☐ No. of Occupants 1 Public Property Damaged ☐	Date of Birth	Sex	Unlicensed ☐	No. of Occupants 1 Public Property Damaged ☐
Name--exactly as printed on registration [redacted] Sex M Date of Birth [redacted]	Name--exactly as printed on registration	Sex	Date of Birth	
Address (Include Number & Street) [redacted] Apt. No. Haz. Mat. Code - Released ☐	Address (Include Number & Street)	Apt. No.	Haz. Mat. Code -	Released ☐
City or Town [redacted] State NY Zip Code [redacted]	City or Town		State	Zip Code
Plate Number [redacted] State of Reg. NY Vehicle Year & Make HOND 2001 Vehicle Type 4DSD Ins. Code 413	Plate Number	State of Reg. NY	Vehicle Year & Make	Vehicle Type PED Ins. Code
Ticket/Arrest Number(s) WS0859ZFSQ. WS0859ZGCB	Ticket/Arrest Number(s)			
Violation Section(s) 1160B. 1151A	Violation Section(s)			

VEHICLE 1

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact Box 2 - Most Damage		1 2	2 18
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

VEHICLE 2

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

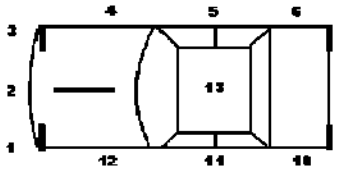
Box 1 - Point of Impact Box 2 - Most Damage		1	2
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

VEHICLE DAMAGE CODING:

1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.

Rear End 1.	Left Turn 3.	Right Angle 4.	Right Turn 5.	Head On 7.
Overtaking 2.	Right Turn 0.		Right Turn 6.	Sideswipe 8.

ACCIDENT DIAGRAM

9 Accident Diagram - See Attached.

9.

Cost of repairs to any one vehicle will be more than $1000.
☒ Unknown/Unable to Determine ☐ Yes ☐ No

Reference Marker	Coordinates (if available)	Place Where Accident Occurred:
	Latitude/Northing:	County DUTC ☒ City ☐ Village ☐ Town of BEACON. CITY OF
		Road on which accident occurred BANK ST (Route Number or Street Name)
	Longitude/Easting:	at 1) intersecting street W MAIN ST (Route Number or Street Name)
		or 2) ____ Feet ____ Miles ☐N ☐E ☐S ☐W of ____ (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Vehicle 1 was making a left hand turn onto Bank St N/B from W Main ST E/B against a no left turn traffic control device and struck a pedestrian crossing Bank St while walking E/B on W Main St. - WITNESS 1 [redacted]

USE COVER SHEET

N

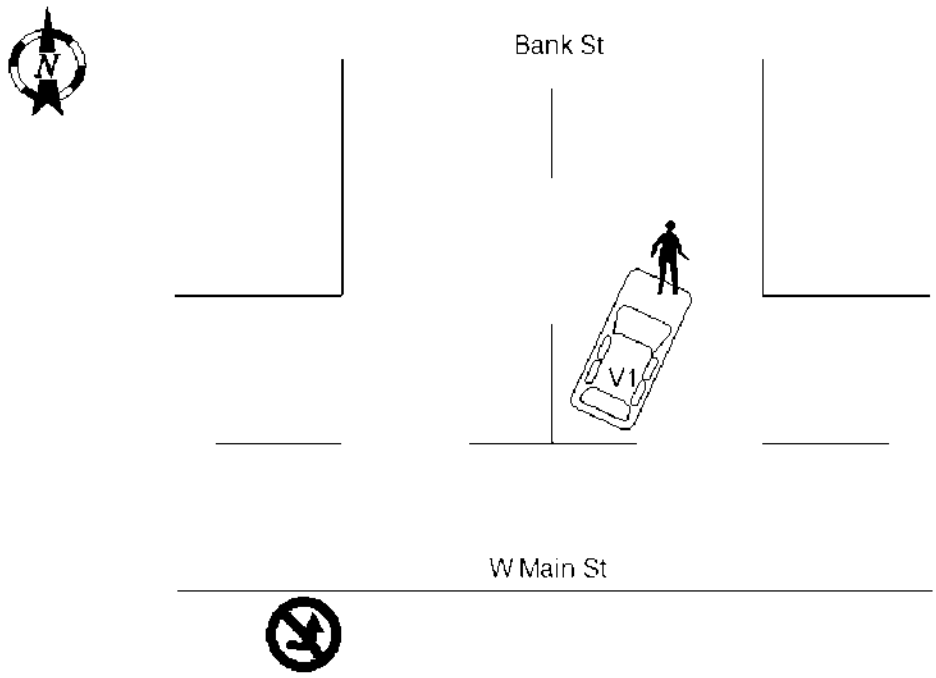
ALL INVOLVED

	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	25	1	-	-	-			WILLIAMS. DARRELL A	N/A
B	P02	-	-	-	25	2	11	12	6			[redacted]	N/A
C													
D													
E													
F													
G													

Officer's Rank, Name and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
OFFICER A PICCIANO	82	01301			SELLICK. R	02 / 13 / 2016 06.33

Local Code: Q2WS0859ZGL5 Accident Date: 02 / 08 / 2016 DOT Case: 36093276

Accident Type: 9



Case Number: 36163082 Case Year: 2016 Image Sequence: 1

New York State Department of Motor Vehicles

ACCIDENT REPORT FOR SCHOOL VEHICLES TRANSPORTING PUPILS/TEACHERS/SUPERVISORS

READ SECTION A AND SECTION C ON THE BACK BEFORE COMPLETING FORM Page 1 of 1

Accident Date Month	Day	Year	Day of Week	Time	Number of Vehicles	Left Scene	Did police investigate accident at scene?	If Yes, Name of Police Agency
04	04	16	Mon	3:49 ☐ AM ☒ PM	2	NO ☐	☒ Yes ☐ No	Beacon City Police Dept

DRIVER OF VEHICLE 1 ☐ VEHICLE 2 ☐ PEDESTRIAN ☐ BICYCLIST ☐ OTHER PEDESTRIAN

DRIVER

	Driver License ID Number	State of License	Driver License ID Number	State of License
1	[redacted]	NY	[redacted]	NY
Last Name of Driver	First Name / M.I.		Last Name of Driver	First Name / M.I.
	[redacted]		[redacted]	A
Mailing Address (Include Number & Street)	Apt. No.		Address (Include Number & Street)	Apt. No.
[redacted]			[redacted]	
City or Town	State	Zip Code	City or Town	State / Zip Code
[redacted]	NY	[redacted]	[redacted]	NY [redacted]
Date of Birth	Sex ☐ M ☐ F	No. of Occupants	Date of Birth	Sex ☐ M ☐ F	No. of Occupants
[redacted]		1	[redacted]		01

REGISTRANT

	Name – exactly as printed on registration	Date of Birth Month / Day / Year	Sex	Name – exactly as printed on registration	Date of Birth	Sex
2	[redacted]			[redacted]	[redacted]	F
	Mailing Address (Include Number & Street) / Apt. No.			Address (Include Number & Street) / Apt. No.		
	[redacted]			[redacted]		
3	City or Town / State / Zip Code			City or Town / State		
	[redacted] NY [redacted]			[redacted] NY	[redacted]	

	Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type
4	[redacted]	NY	2011 Chevy	Minivan	[redacted]	NY	2013 Chevy	Sedan

SCHOOL VEHICLE

5	Public School District Name	Private School System Name	Bus Driver: ☐ Regular ☒ Sub	Bus Capacity	How many people were standing on the bus?
	Beacon City School District		# of Years of Experience Driving School Bus: under 1 year; Training: ☐ Basic ☐ Advanced	10+	0

VEHICLE DAMAGE

6 Describe damage to Vehicle 1
Estimated Cost of Repairs ☐ $1001 to $1500 ☐ $1501 to $2000 ☐ $2001 to $2500 ☐ Over $2500
Front Bumper
Front Bumper Trim

Circle the diagram below that describes the accident; or draw your own diagram in the space provided (9). Number the vehicles. Your vehicle is No. 1.

ACCIDENT DIAGRAM

Rear End	Left Turn	Right Angle	Right Turn	Head On
1.	3.		5.	7.
Sideswipe (same direction)	Left Turn		Right Turn	Sideswipe (opposite direction)
2.	0.	4.	6.	8.

9. Vehicle #2 Vehicle #1

Describe damage to Vehicle 2
Estimated Cost of Repairs ☐ $1001 to $1500 ☐ $1501 to $2000 ☐ $2001 to $2500 ☐ Over $2500

ACCIDENT LOCATION

7	County of Accident	☐ City ☐ Town of ☐ Village	Nearest Intersecting Route/Street
	Dutchess	Beacon	Tompkins Ave
8	Route No. or Street Name	☐ Miles ☐ Feet ☐ N ☐ S ☐ E ☐ W of Nearest Intersection With	Route No. or Street Name
	South 9D		Tompkins Ave

ALL PERSONS INJURED OR KILLED (SEE INSTRUCTION 6 ON BACK)

Name of All Persons Injured or Killed	Which Veh. Occ.	Safety Equip. Used	Age	Sex	Seated/ Standing	INJURY SECTION A	B	C	If Deceased, Enter Date of Death	Describe Injuries

NOTE: If more people were involved, use form MV-104F.1, CONTINUATION SHEET

Accident Description (*Give your own version*) Was stop at the corner of Tompkins Ave and 9D, looked both ways and pulled out to make a left on 9D. That was as when the bus and car hit each other. Before I pulled out though the car stop.

INSURANCE

9	Identify Damaged Property Other Than Vehicle(s)		
	Name of Insurance Company Which Issued Policy		Policy Number
	New York State Insurance Reciprocal		[redacted]
	Name and Address of Policyholder		Policy Period From 07/01/15 To 06/30/16
	[redacted]		
	If Vehicle Has Operating Authority Permit/DOT#, Give No.	Name and Address of Permit Holder	
	VIN 1GB3G2BG7B1166235	If Self-Insured, give Certificate No.	and State

Date	Print Name of Driver (or Representative*) of Vehicle 1	Signature of Driver (or Representative*) of Vehicle 1
4/4/16	[redacted]	[redacted]

* A representative may sign for the driver if the driver is unable to sign because of injury or death. If you are signing as the driver's representative, check the box that describes why the driver cannot sign. ☐ Injury ☐ Death

An accident report is not considered complete and filed unless it is signed, and if not signed may result in the suspension of your driver's license and/or registration.

MV-104F (5/07)

COPY 1: COMMISSIONER OF MOTOR VEHICLES

Page of Pages

Local Codes
Q2WS085J0MQK

BP-003547-16

New York State Department of Motor Vehicles

POLICE ACCIDENT REPORT

MV-104A (7/01)

DMV COPY

DOT Case: 36163082

Accident Date (Month Day Year)	Day of Week	Military Time	No. of Vehicles	No. Injured	No. Killed	Not Investigated at Scene ☐ / Accident Reconstructed ☐	Left Scene	Police Photos
04 / 04 / 2016	Mon	15:54	2	0	0		☐	☐ Yes ☒ No

VEHICLE 1

VEHICLE 1 - Driver License ID Number [redacted] State of Lic. NY

Driver Name--exactly as printed on license [redacted]

Address (Include Number & Street) [redacted] Apt. No.

City or Town [redacted] State NY Zip Code [redacted]

Date of Birth [redacted] Sex 2 Unlicensed ☐ No. of Occupants 3 Public Property Damaged ☐

Name--exactly as printed on registration: Beacon CSD Sex C Date of Birth

Address (Include Number & Street): 10 EDUCATION DRIVE Apt. No. Haz. Mat. Code - Released ☐

City or Town: BEACON State NY Zip Code 12508

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
AJ5189	NY	CHEV 2011	BUS	994

Ticket/Arrest Number(s)

Violation Section(s)

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 1 DAMAGE CODES

Box 1 - Point of Impact	1	2	
Box 2 - Most Damage	1	1	
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

VEHICLE 2

☒ VEHICLE 2 ☐ BICYCLIST ☐ PEDESTRIAN ☐ OTHER PEDESTRIAN

VEHICLE 2 - Driver License ID Number [redacted] State of Lic. NY

Driver Name--exactly as printed on license [redacted]

Address (Include Number & Street) [redacted] Apt. No.

City or Town [redacted] State NY Zip Code [redacted]

Date of Birth [redacted] Sex 2 Unlicensed ☐ No. of Occupants 1 Public Property Damaged ☐

Name--exactly as printed on registration [redacted] Sex F Date of Birth [redacted]

Address (Include Number & Street) [redacted] Apt. No. Haz. Mat. Code - Released ☐

City or Town [redacted] State NY Zip Code [redacted]

Plate Number	State of Reg.	Vehicle Year & Make	Vehicle Type	Ins. Code
[redacted]	NY	CHEV 2013	4DSD	176

Ticket/Arrest Number(s)

Violation Section(s)

Check if involved vehicle is:
☐ more than 95 inches wide;
☐ more than 34 feet long;
☐ operated with an overweight permit;
☐ operated with an overdimension permit.

VEHICLE 2 DAMAGE CODES

Box 1 - Point of Impact	3	1	2
Box 2 - Most Damage	3	3	
Enter up to three more Damage Codes	3	4	5

Vehicle Towed: By / To

Check the diagram below that describes the accident or draw your own diagram in the space provided (9). Number the vehicles.

Rear End 1.	Left Turn 3.	Right Angle	Right Turn 5.	Head On 7.
Overtaking 2.	Right Turn 0.	4.	Right Turn 6.	Sideswipe 8.

ACCIDENT DIAGRAM

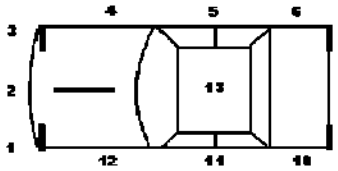
10 Not Entered

9.

VEHICLE DAMAGE CODING:

1 - 13. SEE DIAGRAM ON RIGHT.

14. UNDERCARRIAGE
15. TRAILER
16. OVERTURNED
17. DEMOLISHED
18. NO DAMAGE
19. OTHER



Cost of repairs to any one vehicle will be more than $1000.
☐ Unknown/Unable to Determine ☐ Yes ☒ No

Reference Marker

Coordinates (if available)
Latitude/Northing:
Longitude/Easting:

Place Where Accident Occurred:

County DUTC ☒ City ☐ Village ☐ Town of BEACON, CITY OF

Road on which accident occurred RT 9D (Route Number or Street Name)

at 1) intersecting street TOMPKINS AVE (Route Number or Street Name)

or 2) ____ Feet ____ Miles ☐N ☐E ☐S ☐W of ____ (Milepost, Nearest Intersecting Route Number or Street Name)

Accident Description/Officer's Notes

Driver of V1 reports that while attempting to make a left turn NB onto Rt 9D from Tompkins Ave. she was struck by V2 in the front driver side bumper. Driver of V2 reports that she was traveling southbound on Route 9D when V1 suddenly entered her lane of traffic from Tompkins Ave. causing a collision between V2 and V1.

USE COVER SHEET: N

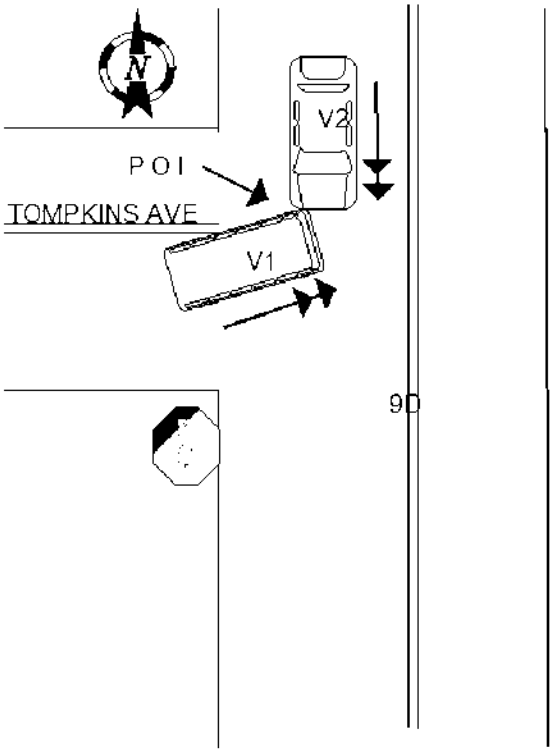
	8	9	10	11	12	13	14	15	16	17 BY	TO 18	Names of all involved	Date of Death Only
A	01	1	4	1	30	2	-	-	-			[redacted]	N/A
B	01	6	2	1	45	1	-	-	-			[redacted]	N/A
C	01	4	2	1	9	1	-	-	-			[redacted]	N/A
D	02	1	4	1	49	2	-	-	-			[redacted]	N/A
E													
F													
G													

ALL INVOLVED

Officer's Rank, Name and Signature	Badge/ID No.	NCIC No.	Precinct/Post Troop/Zone	Station/Beat/ Sector	Reviewing Officer	Date/Time Reviewed
OFFICER A DEWEY	27	01301			SEWING, B	04 / 07 / 2016 17.16

Local Code: Q2WS085J0MQK Accident Date: 04 / 04 / 2016 DOT Case: 36163082

Accident Type: 10



Engineers
Planners
Surveyors
Landscape Architects
Environmental Scientists

11 Bradhurst Avenue
Hawthorne, NY 10532
T: 914.347.7500
F: 914.347.7266
www.maserconsulting.com

February 27, 2017

VIA EMAIL AND UPS

Mr. John Russo, P.E.
Lanc & Tully Engineering & Surveying, P.C.
3132 Route 207
Campbell Hall, NY 10916

Re: Edgewater
City of Beacon
MC Project No. 16003078A

Dear Mr. Russo:

The following items are in response to the letter from you dated February 10, 2017. The items are numbered according to your review comments.

Traffic Impact Study:

Comment 1: The study should be updated to take into account the traffic generated from the following projects:

a. "West End Lofts" -98 unit development located directly adjacent to the south side of City Hall, with a proposed ingress and egress onto Route 9D. Project is currently before the Planning Board.
b. 'The Views" -42 unit development located on Beekman Street at the intersection of West Main Street. The project was recently approved by the Planning Board, and is currently under construction.

Response: ***The Traffic Impact Study (TIS) has been revised to include these other developments in the vicinity of the site. The other development traffic volumes (Figures No. 6 and 7) have been updated to reflect the traffic generated by each of these developments. The No-Build and Build (Figure No. 8, 9, 14, 15) traffic volumes have also been updated accordingly to account for the traffic generated by these developments. The revised Level of Service analyses for the future conditions with these volumes are summarized in Table No. 2.***

Comment 2: The following intersections should also be analyzed as part of the study as they will also be impacted by the traffic generated from the site.

a. Beekman Street and Route 9D intersection.
b. Verplanck Avenue and Route 9D intersection.
c. Main Street and Route 9D intersection

Response: ***Each of the above intersections was evaluated as requested in the revised TIS. The project generated traffic volumes passing through each of these locations were computed and are identified on Figures No. 12 and 13.***

Comment 3: The report notes that the Beekman Street and West Main Street intersection will operate at a Level of Service of "D" during the PM Peak Hour as noted on Page 11 of 14, but Table 2 of the report notes this intersection to actually perform at a Level of Service of "E" during the PM Peak Hour. Currently the Level of Service during the PM Peak Hour is "C". The report should be adjusted to reflect the actual Level of Service the intersection will operate at during PM Peak Hours.

Response: ***Comment noted. However, it should be noted that as a result of The Views development, this intersection will become a four-way intersection in the future. The analysis has been reviewed accordingly. A drop in Level of Service is still expected to be experienced and that intersection should be monitored for future signalization. However, a signal does not appear to be warranted based on MUTCD criteria.***

Comment 4: The Tompkins Avenue/Ralph Street intersection and Beekman Street/West Main Street intersections were both noted as having a decrease in the Level of Service. The report should provide for improvements that can be made to the road system to reduce the vehicle delay at each of the intersections, thereby improving the Level of Service to existing conditions.

Response: ***The Tompkins Avenue approach was noted to change from a "C" to a "D" Level of Service from the No-Build to Build conditions during the AM peak hour. A Level of Service "D" for an unsignalized intersection is not unusual during peak periods. The installation of a traffic signal would improve this condition as noted in Table No. 2. However, a signal does not appear to be warranted based on the MUTCD. See above discussion for the Beekman Street/West Main Street intersection.***

Comment 10: As Branch Street is currently a 20-foot wide road and currently serves to residents along it. Based upon the submitted traffic study, it is expected that 45% of the projects traffic volume will use the access drive on the south side for arrival and departures from the site. Given the increase in the proposed traffic flow along Branch Street, Branch Street should be widened to at least 24-foot in width to be consistent with the proposed access drive, and to improve safety for the motoring vehicle.

Response: ***Comment noted. In the revised TIS, road widening on Branch Street has been identified as an improvement undertaken as part of the project.***

Comment 12: Sight distances should be provided for the access drive onto Tompkins Terrace, along with sight distances at the Branch Street and Bank Street intersection.

Response: ***Sight distances at these two locations are now identified in the revised TIS. The Tompkins Terrace site access will need pruning and/or removal of vegetation in order to improve sight distances. However, the Branch Street and Bank Street intersection has sight distances of 500' or more for each approach although some pruning of the vegetation may be required on the northwest corner of this intersection in order to maximize this sight distance.***

Comment 13: We would recommend that sidewalks be installed along the southern access drive and Branch Street to connect with existing sidewalk on Bank Street. This would allow for residents of the proposed development to have safe pedestrian access for walking to the train station.

Response: ***Comment noted. This has been identified as a potential project mitigation in the revised TIS.***

If you have any questions regarding the above, please do not hesitate to contact us.

Very truly yours,

MASER CONSULTING P.A.

Philip J. Grealy, Ph.D., P.E.
Principal/Department Manager

PJG/ces

Enclosures
r:\projects\2016\16003078a_edgewater\correspondence\out\170227pjg_russo r2c.docx

MASER CONSULTING P.A.

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May 18, 2017

VIA EMAIL AND UPS

Mr. James Sheers
Beacon Planning Board
City of Beacon City Hall
1 Municipal Plaza
Beacon, NY 12508

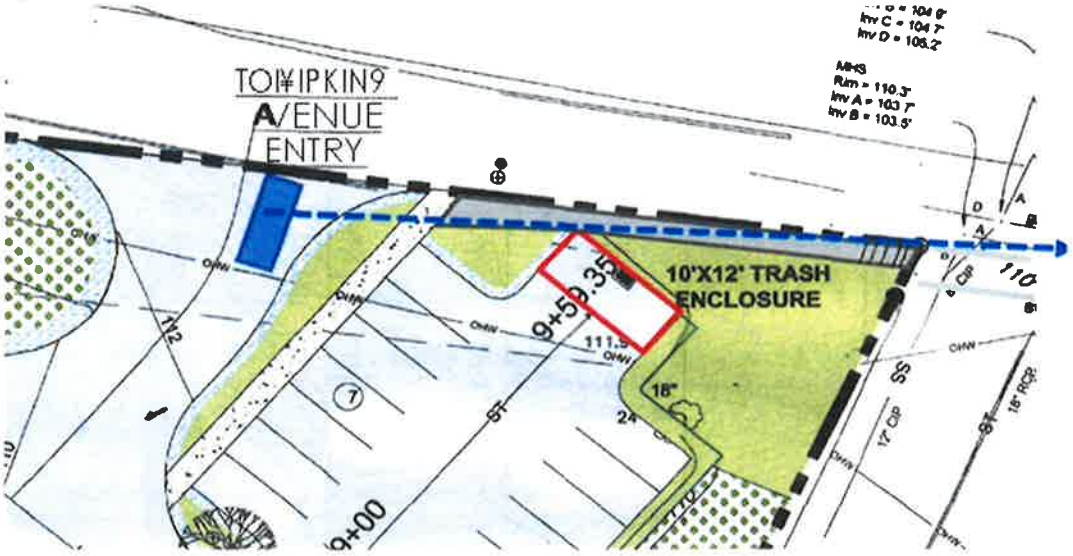
Re: Review of Edgewater
City of Beacon, New York
MC Project No. 16003078A

Dear Chairman Sheers:

We have received the May 5, 2017 letter from Creighton Manning regarding the above referenced project and have the following responses.

Site Plan

1. The sidewalk to Tompkins Avenue should continue east to Bank Street, crossing Bank Street with a crosswalk and accessible ramps. A stop sign should be added to Bank Street. Care should be taken in the design of the dumpster enclosure at the end of the parking lot. The dumpster and/or the enclosure should not block a driver's view exiting to Tompkins Avenue.



Response: ***The sidewalk to Tompkins Avenue will be extended to the east to connect to the existing sidewalk along the south side of Tompkins Avenue at the corner of Bank Street. The existing sidewalk in this area is in poor condition and will be replaced with new concrete sidewalk and ADA compliant curb ramps. A crosswalk will be striped crossing Bank Street and a new "STOP" sign with stop bar will be installed on the Bank Street approach. The dumpster enclosure within the north end of the onsite parking lot will be placed such that it does not block the sightline for a vehicle exiting the site driveway.***

2. The sight distance exiting to Tompkins Avenue is limited to 290 feet looking right, which is 45 feet short (at 30 mph) for a driver to turn left out of the site. The only destination to the left is the Tompkins Terrace Apartments; therefore, it is unlikely that drivers will be making left turns from the site driveway.

Response: ***Comment noted. No significant left turns exiting the site at this location are expected and therefore it is not anticipated that the limited sight distance will be an issue. It should also be noted that the travel speeds for vehicles approaching the site access location from the east are likely less than 30 mph which would further accommodate this.***

3. Dumpster enclosures should allow for easy access to front fork garbage trucks. The dumpster at the north end of Building 7 may need to be rotated 90 degrees, or will otherwise require the operator to manually pull the dumpster out of the enclosure to gain access with the truck.

Response: ***Hudson Land Design will be responding to this separately.***

4. The sidewalk along Branch Street to Bank Street should connect to the sidewalk on the west side of Bank Street with a crosswalk and accessible ramps. A stop sign should be provided on the Branch Street approach. The sight distance looking right is less than recommended, but drivers have a clear view to West Main Street where vehicles turn onto Bank Street and therefore are traveling slower than the speed limit.

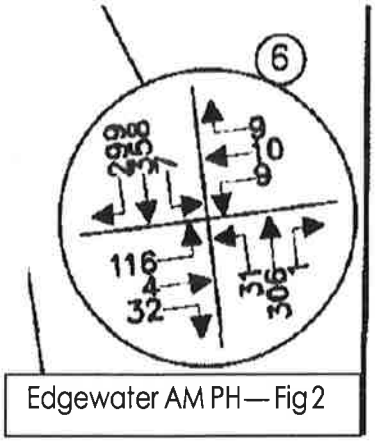
Response: ***The sidewalk along Branch Street is proposed to be connected to the sidewalk along the west side of Bank Street with a crosswalk and ADA compliant curb ramps. A "STOP" sign will be installed on the Branch Street approach. Appropriate pedestrian crossing signs will also be installed per MUTCD requirements.***

Traffic Study

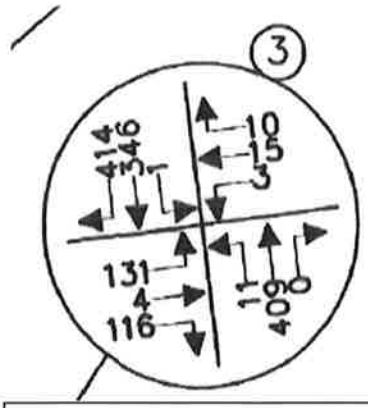
5. The traffic counts included in Appendix E are cut off; they appear scanned as portrait rather than landscape leaving about 25% cut off. Turning movement counts for Route 9D at Verplanck Avenue, Beekman/West Church, and Main St/Municipal Place are missing from Appendix E.

Response: ***A complete copy of the recent turning movement count data for the W. Church Street/Beekman Street and the Main Street/City Hall intersections are now included. The traffic volumes for the Route 9D/Verplanck Avenue intersection were taken from a previous traffic study completed by our office in the vicinity of the site. These volumes have been balanced with the recent traffic volumes collected in the area and are now representative of current conditions. A complete copy of Appendix "E" of the Traffic Impact Study, including the counts for these additional intersections, is attached***

6. We note some differences in the existing traffic volumes between the Edgewater study and the West End Loft study. For example, the Beekman Avenue/West Church Street/Route 9D intersection has a few movements that are 80 to 115 vehicles different (below). Were different volumes used at the common intersections between the two studies?



Edgewater AM PH—Fig 2



West End Lofts AM PH—Fig 2

Response: ***The traffic volume data previously utilized for the Beekman Street/W. Church Street, W. Main Street and Verplanck Avenue intersections in the Edgewater study were based on data from a previous traffic study prepared by our office. The analysis has been revised to utilize the recent traffic volume data collected at the Route 9D/Beekman Street/W. Church***

Street and Route 9D/W. Main Street intersections as part of the West End Lofts project. The volumes at the Route 9D/Verplanck Avenue intersection are based on historical data and balanced with the recent data collected in the area to be representative of existing conditions.

7. A background growth factor of 2% was used; however, our review of historical traffic volumes on Route 9D (2005 to 2012) revealed traffic growth of 3.46% per year.

   Response: ***The 2% per year growth rate utilized in the study accounts for normal background traffic growth in the area of the development. The analysis also accounts for traffic associated with the Views, Edgewater and 555 South Avenue development, when considered together with the normal background traffic growth, the total growth rate from 2017 to 2022 is in excess of 20% along Route 9D. This is comparable to a 3.46% growth rate over the 5 year period, which equates to a total growth percentage of 17.3%.***

8. The study included background traffic from other development projects including The Views, West End Lofts, and the 555 South Avenue project. We defer to the Planning Board as to whether this adequately includes nearby projects.

   Response: ***At the time of completion of the Traffic Study, the Views, Edgewater and 555 South Avenue were the other specific projects requested to be included in the Traffic Study as other development projects by the City's Engineer Lanc & Tully.***

9. We concur with the trip generation estimate based on ITE sources, noting that no credit was taken for pedestrian trips destined for the train station. We expect that Edgewater residences will find it more convenient to walk (+/-1,500 ft.) to the station rather than drive and park. Are the Tompkins Terrace Apartments a comparable trip generator to which the traffic/pedestrian trip generation could be applied to Edgewater?

   Response: ***Comment noted – Traffic data collected at the intersection of Tompkins Avenue and Bank Street collected as part of the Edgewater development TIS did not indicate any significant pedestrian activity. The actual vehicle trip generation for the proposed development will likely be lower than the estimates contained in Table No. 1 of the Traffic Study due to the anticipated pedestrian trips to and from the train station. We do not***

believe that the Tomkins Terrace Apartments are a comparable traffic generator.

10. We generally concur with the trip distribution but note that 35% of vehicle traffic is estimated to travel/to from the train station. Meter parking is available for $3.50 per day (about $70 per month or $910 a year). Permit parking for residents is about $325 per year but there is a waiting list. All things considered, the estimation of traffic to/from the train station may be conservatively estimated.

Response: ***Comment noted. The 35% of traffic destined to the train station accounts for the likelihood that many residents of the Edgewater development will walk to the train station due to its proximity to the site. No credit for pedestrian trips was taken in the trip generation estimates so this does represent a higher percentage of vehicular traffic to the train station than is expected, but is conservative.***

11. In Table 2 (Level of Service Summary), some of the delay estimates in the table do not reflect the expected operations and/or the reports included in Appendix E.

    a. LOS for NYS Route 9D/Tompkins Ave — Signalized calcs are provided for AM peak hour (existing, no-build) and unsignalized for PM peak hour (intersection is unsignalized)

Response: ***Comment noted. The AM Peak Hour analyses for this intersection have been corrected. The results are summarized in Table 2-R, attached. It should be noted that the results summarized in Table 2 of the original Traffic Study correctly represented the operation of this intersection as an unsignalized intersection.***

    b. LOS Beekman St/W. Main St: how does EB approach for No-Build being D (31.2) jump to Build F (63.2)? Is this due to 35% of site traffic (from train station) turning left from Beekman St onto W. Main St?

Response: ***This increase in delay on the eastbound approach is due in part to the 43 (35% of site traffic) additional vehicles turning left from Beekman Street to W. Main Street as well as the additional traffic (7 vehicles) turning left from W. Main Street onto Beekman Street.***

c. Section Ill-F-5, says that NYS Route 9D/Verplanck Ave will continue to operate at LOS C during each pear hours with and without the proposed project. However, in Table 2 the overall LOS for this intersection is D for both No-Build and Build conditions. The calcs show LOS E operations for the westbound right turn movement in the PM peak hours but the timing calcs don't appear to allow for a right turn overlap phase.

Response: ***The right turn overlap phase from Verplanck Avenue onto Route 9D has been added to the SYNCHRO analyses. The results indicate that the intersection will operate at a Level of Service "C" during the PM Peak Hour both with and without the project. During the AM Peak Hour, the overall Level of Service is expected to drop from a Level of Service "D" to a Level of Service "E" as a result of the project. However, timing modifications have been identified that would improve the intersection operation under Build conditions to be similar to future No-Build conditions.***

12. Most of the intersections will operate adequately with completion of the proposed project, and by inclusion, with The Views and West End Lofts.

Response: ***Comment noted. No further response necessary.***

13. Signalizing the intersection of Route 9D/Tompkins Avenue/Ralph Street is suggested as possible mitigation to reduce a drop in level of service. If the signal is unwarranted, installation could result in a net increase in delays by unnecessarily stopping through traffic for relatively low side street volumes. The pros and cons should be discussed with the City.

Response: ***Comment noted. This intersection is proposed to be monitored after completion of the proposed development and other area developments to determine if signalization is warranted. If necessary, the Applicant would participate in a fair share contribution towards signalization if a traffic signal is warranted.***

14. The intersection of Beekman Street/W. Main St will have a fourth leg created by The Views. As an unsignalized intersection, the Views driveway is estimated to operate adequately through completion of the Edgewater project. The eastbound approach of Beekman Street is expected to experience an increase in delays during the PM peak hour, LOS D (31.2 seconds) 4 LOS F (63 seconds). Therefore, the traffic study recommends monitoring the intersection for future signalization.

    The Edgewater project adds only 7 trips on the eastbound stop sign approach of W. Main Street, but adds 43 trips (35% trip distribution) to the left turn from Beekman Street onto W. Main Street heading to the site in the PM peak hour (see comment 10). Field observations indicated periods of concentrated traffic flows going north on Beekman Street shortly after the arrival of an afternoon train, followed by lulls between arrivals. Therefore, the Board should discuss whether this degradation in operation is considered an acceptable temporary condition. However, if signalization becomes necessary, we suggest identifying the fair share amount of responsibility that the Edgewater project has at this intersection.

    Response: ***Comment noted. This intersection is proposed to be monitored after completion of the development and other developments in the area to determine if signalization is warranted. If necessary, the Applicant would participate in a fair share contribution towards signalization if a traffic signal is warranted.***

15. At the Route 9D/Verplanck Avenue intersection, the Edgewater project will add traffic to the northbound and southbound Route 9D approaches. The northbound approach is expected to increase by approximately 5 seconds, the southbound approach by about 6 seconds during the PM peak hour. However, the southbound left turn movement from Route 9D to Verplanck Avenue is expected to increase by 27 seconds (E (69.9) H F (97.0)). The applicant should discuss means of mitigation for this impact.

    Response: ***The analysis of this intersection has been revised to reflect the most recent traffic volume data and to include the right turn overlap phase on the Verplanck Avenue approach. The results indicate that some minor timing modifications will be required in the future with the proposed project during the AM Peak Hour. Similar signal timing modifications could also be made during the PM Peak Hour to reduce impacts to the southbound left turn movement, although the proposed project will not add additional traffic to this movement..***

16. At the Route 9D/Beekman Street/W. Church Street intersection, the northbound left turn movement is expected to drop from LOS D (52.1sec) to LOS E (59.4) in the PM peak hour as the result of an additional 12 project trips to the movement. This equates to one vehicle every 3 to 4 cycles of the signal. Minor signal timing adjustments may be able to correct this reduction. Any changes in timings as part of the West End project/study should be coordinated in this study.

Response: ***The analyses for this intersection have been revised utilizing the more recent traffic volume data collected. The results of the revised analyses are summarized in Table No. 2-R. The results indicate that some minor signal timing modifications will be required to accommodate the future area traffic volumes. These timing modifications have also been coordinated with the timing modifications recommended in the West End Lofts Traffic Impact Study.***

If you have any questions regarding the above, please do not hesitate to contact us.

Very truly yours,

MASER CONSULTING P.A.

Philip J. Grealy, Ph.D., P.E.
Principal/Department Manager

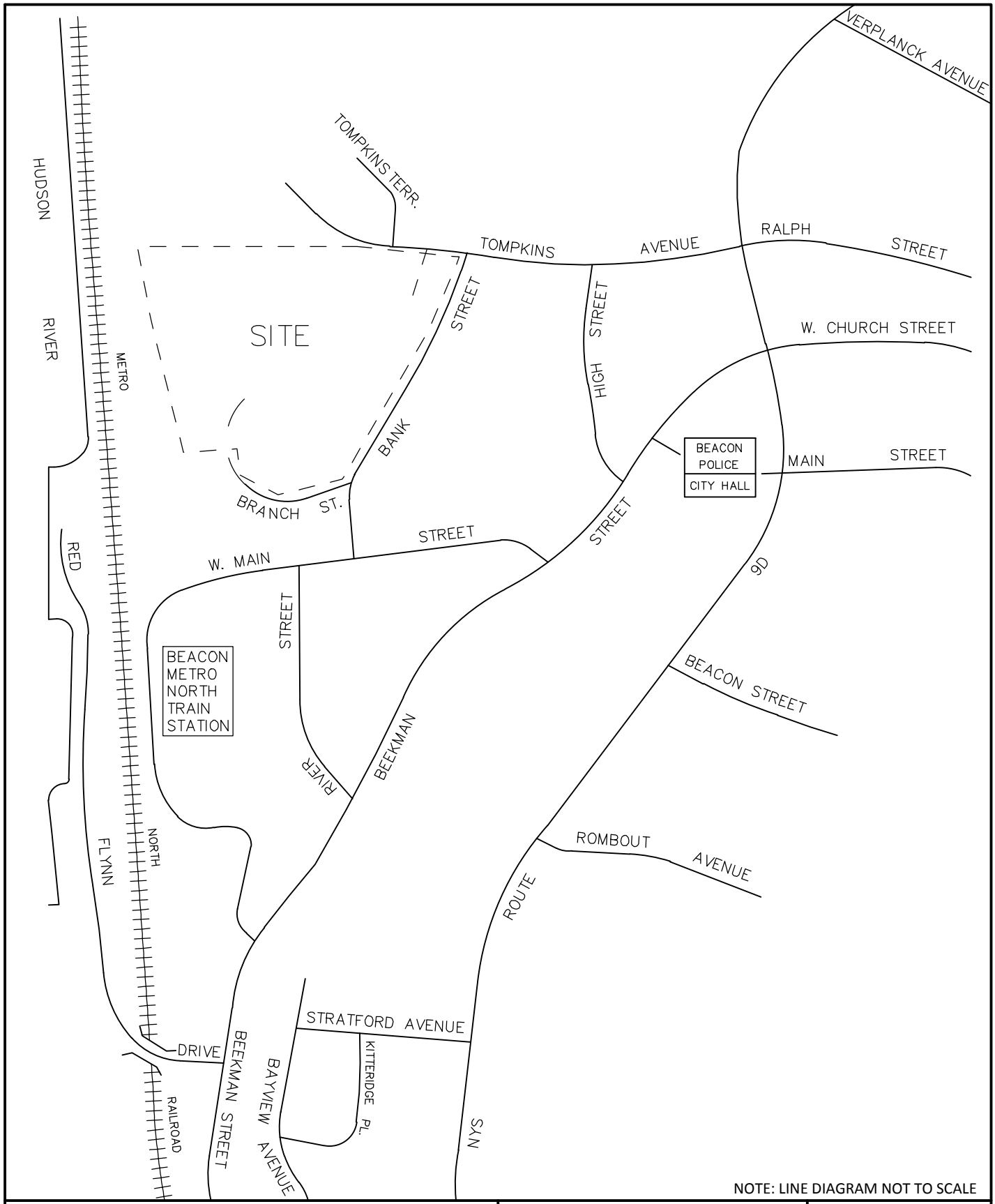
Richard G. D'Andrea, P.E., PTOE
Associate/Project Manager

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Enclosures
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EDGEWATER

REVISED TRAFFIC VOLUME FIGURES



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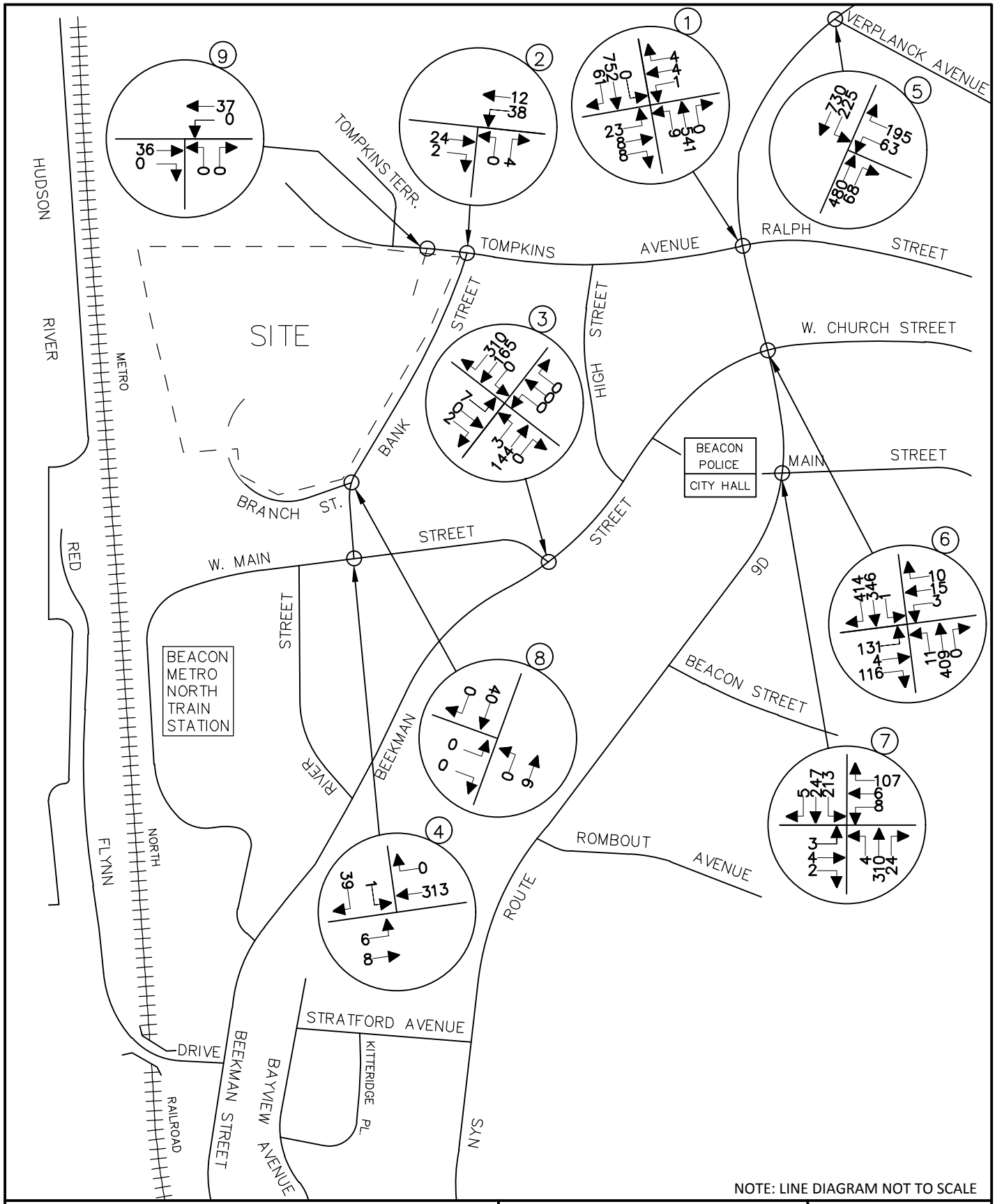
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EDGEWATER
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SITE LOCATION MAP

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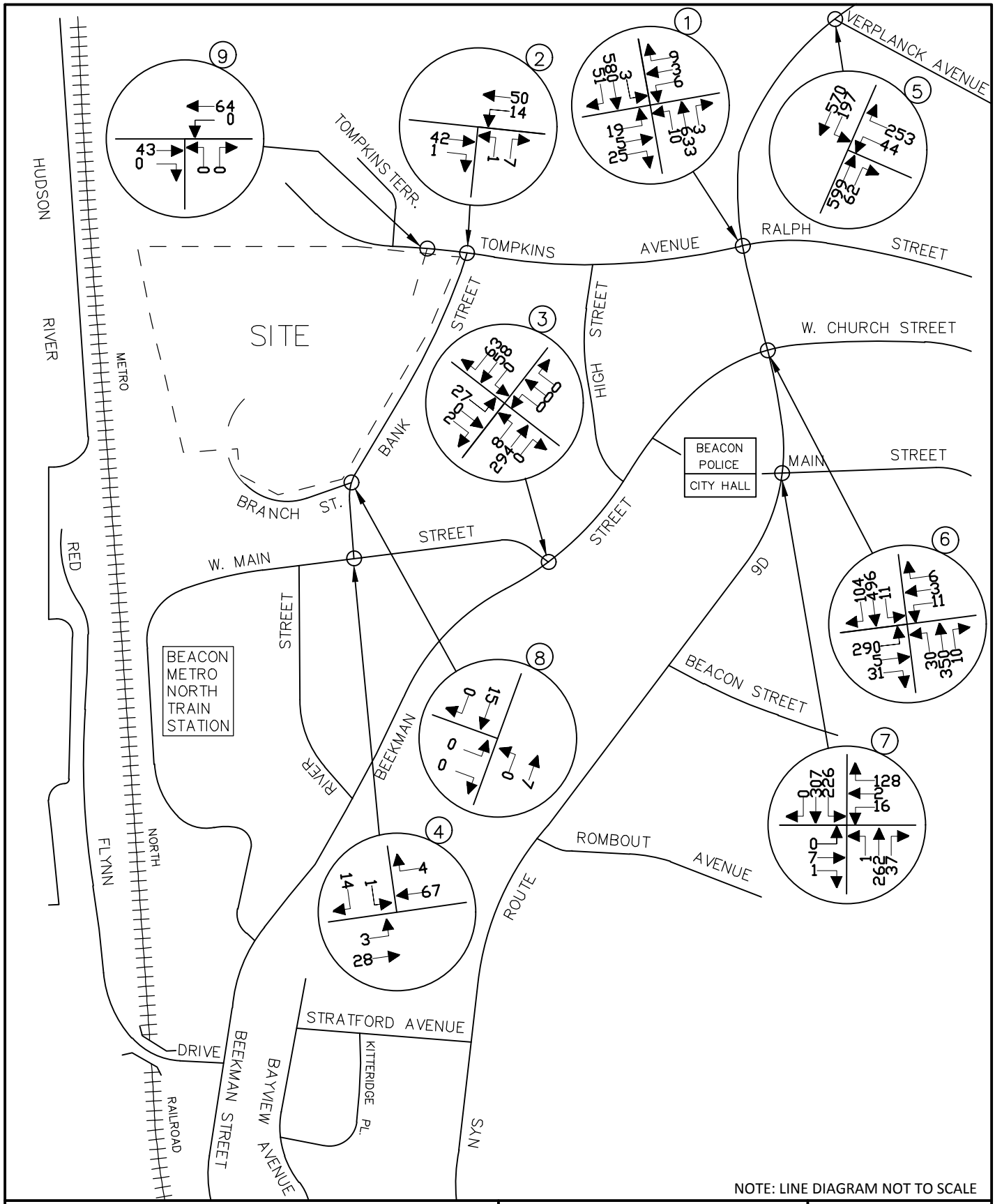
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2017 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
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FIGURE NUMBER:	
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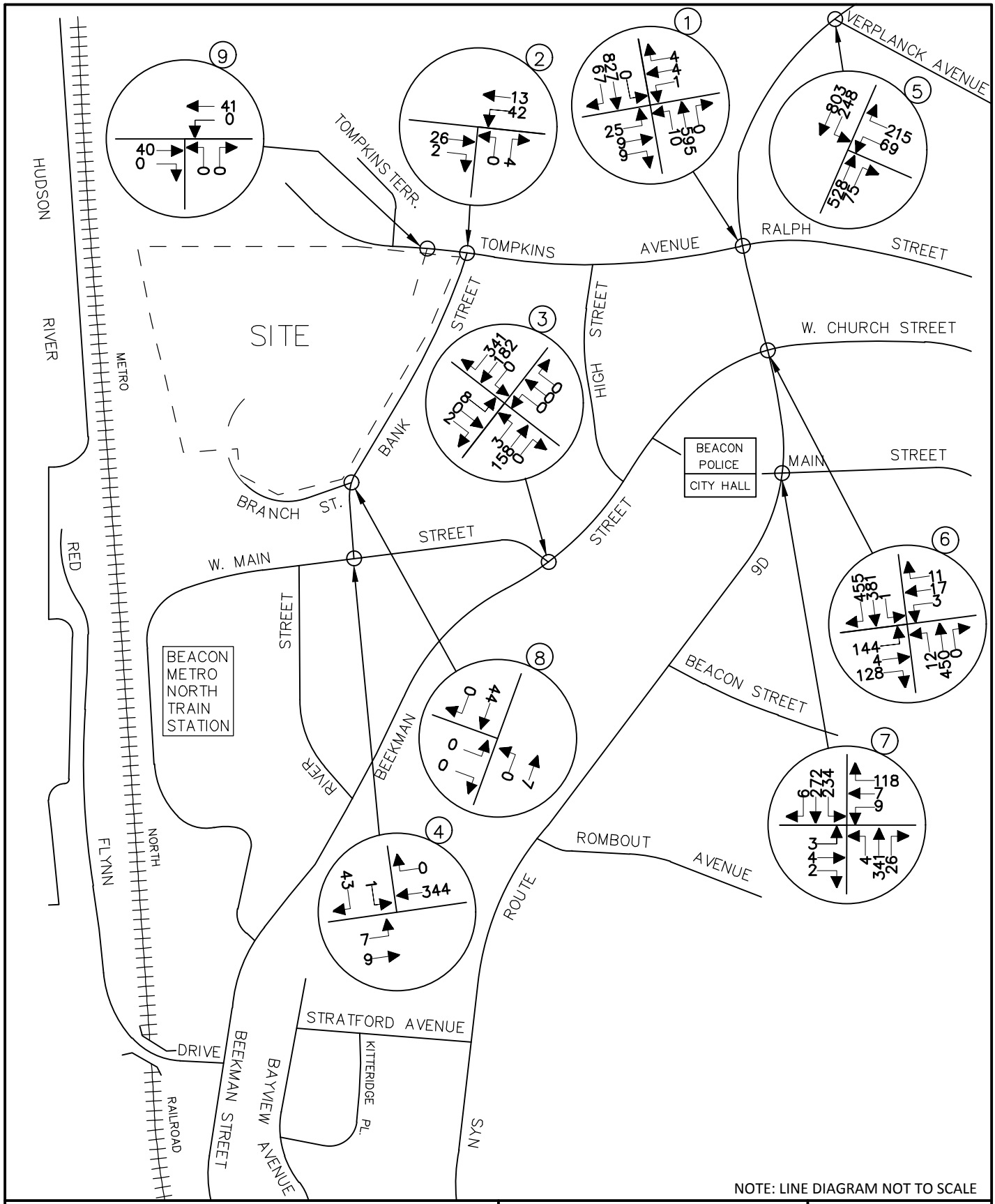
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2017 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

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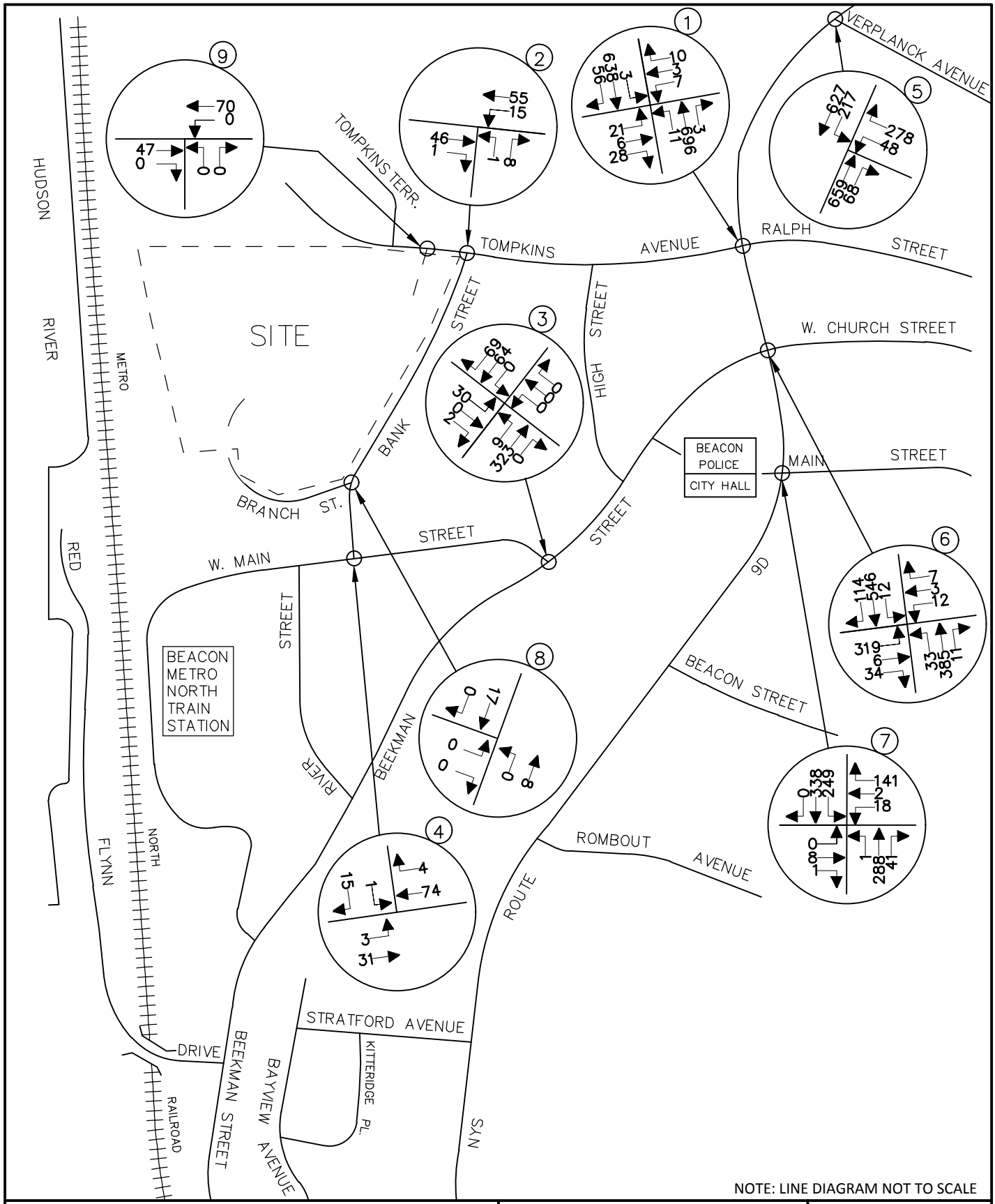
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2022 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

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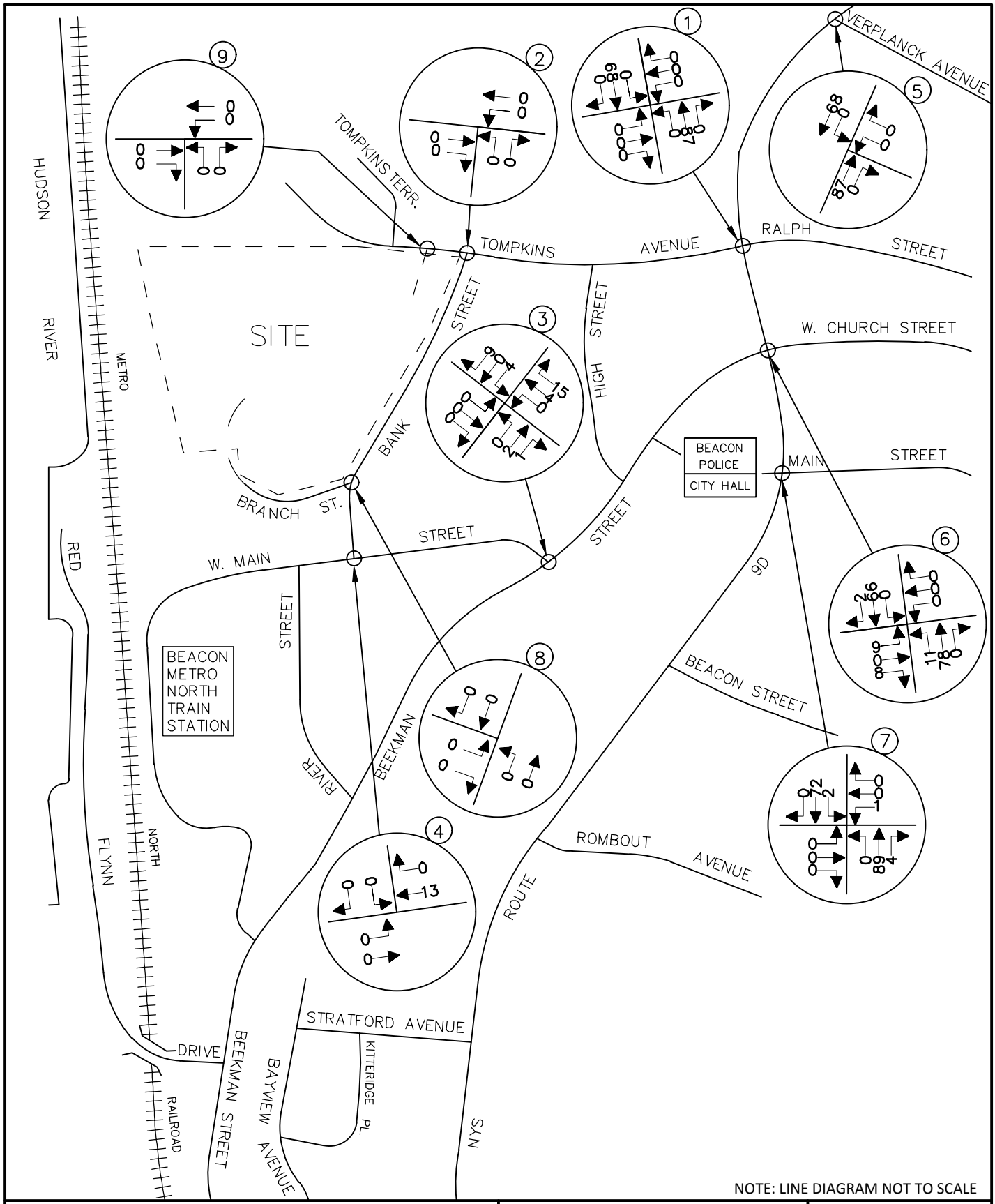
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2022 PROJECTED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

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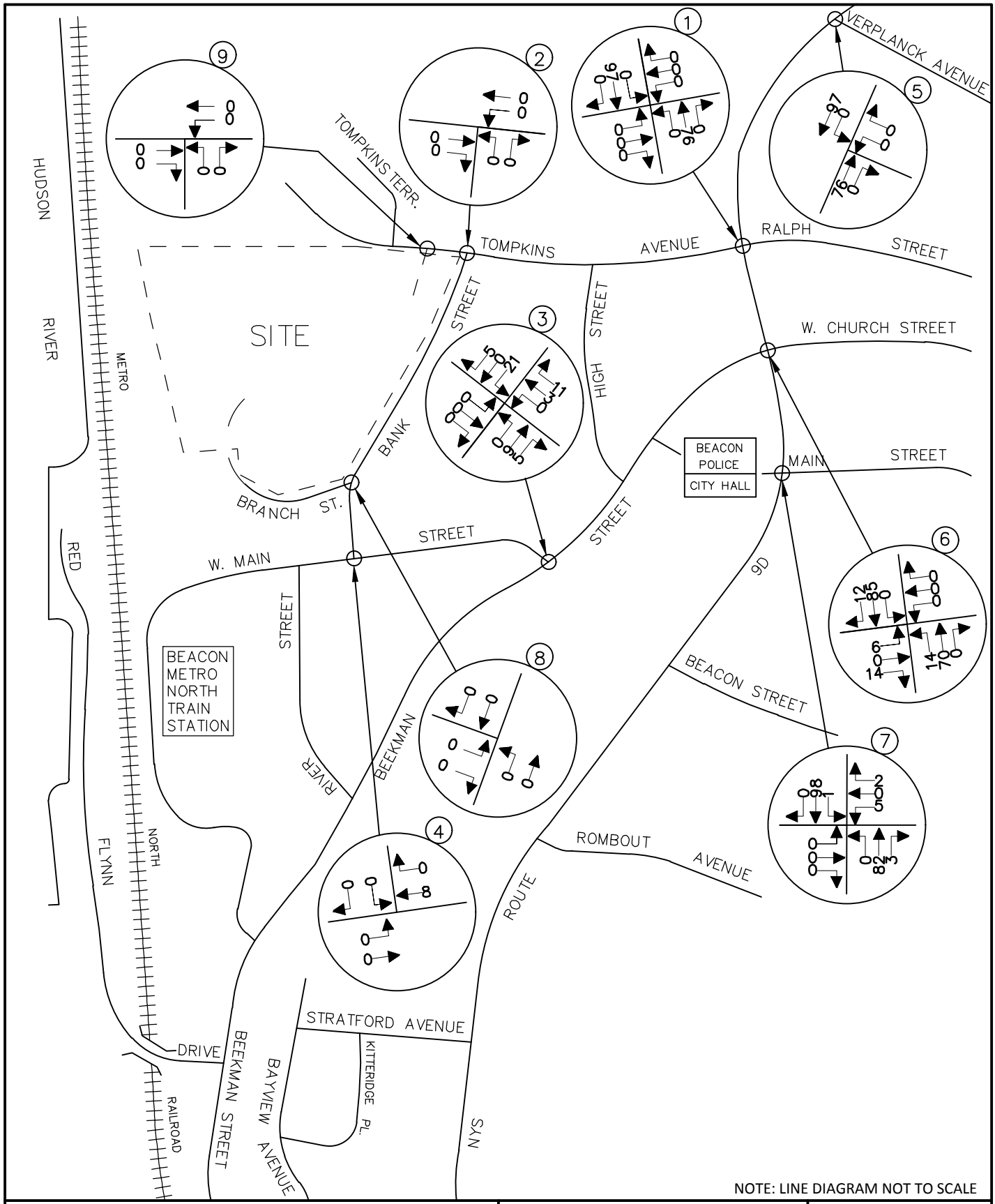
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OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

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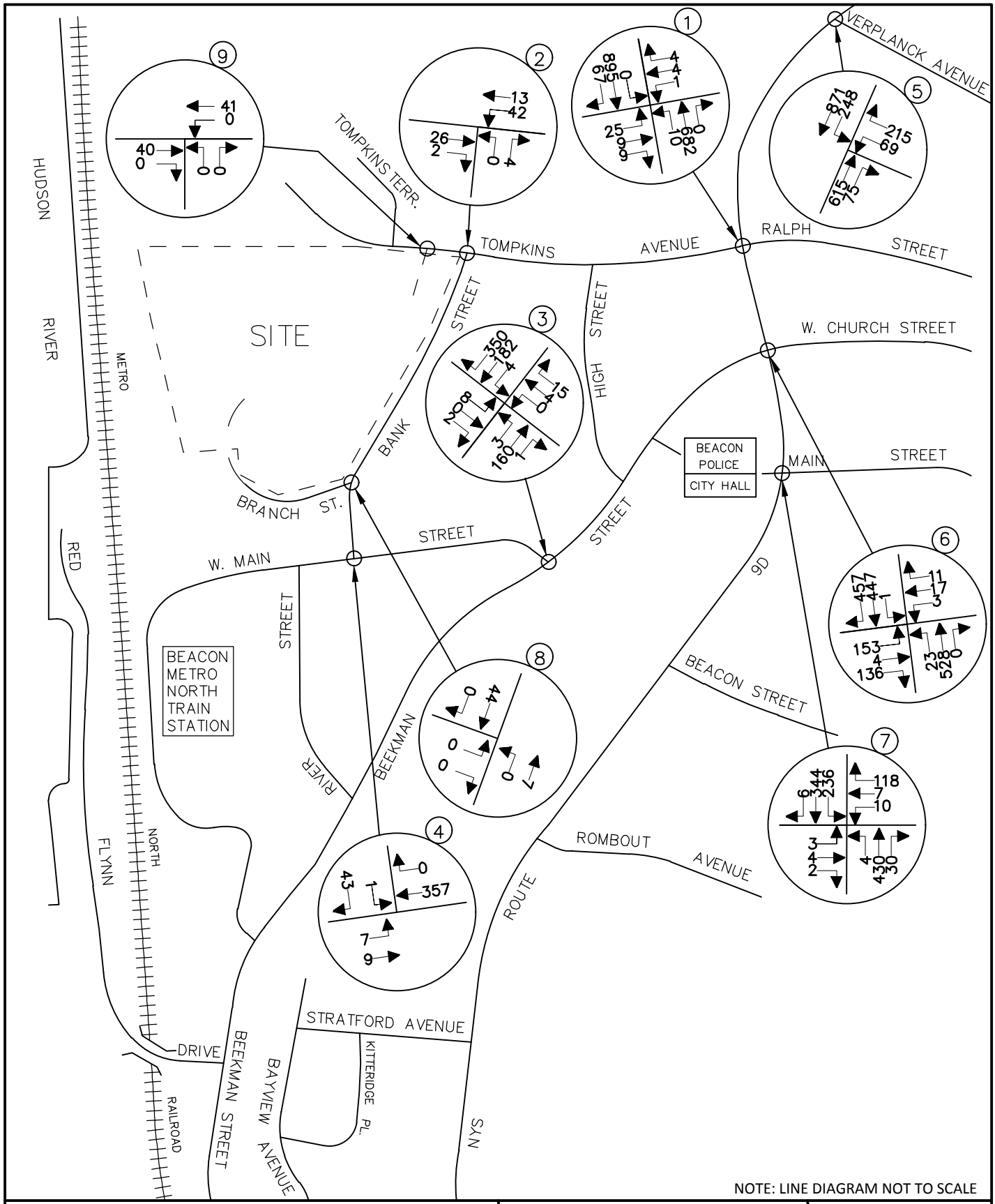
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OTHER DEVELOPMENT TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

JOB NUMBER:	DATE:
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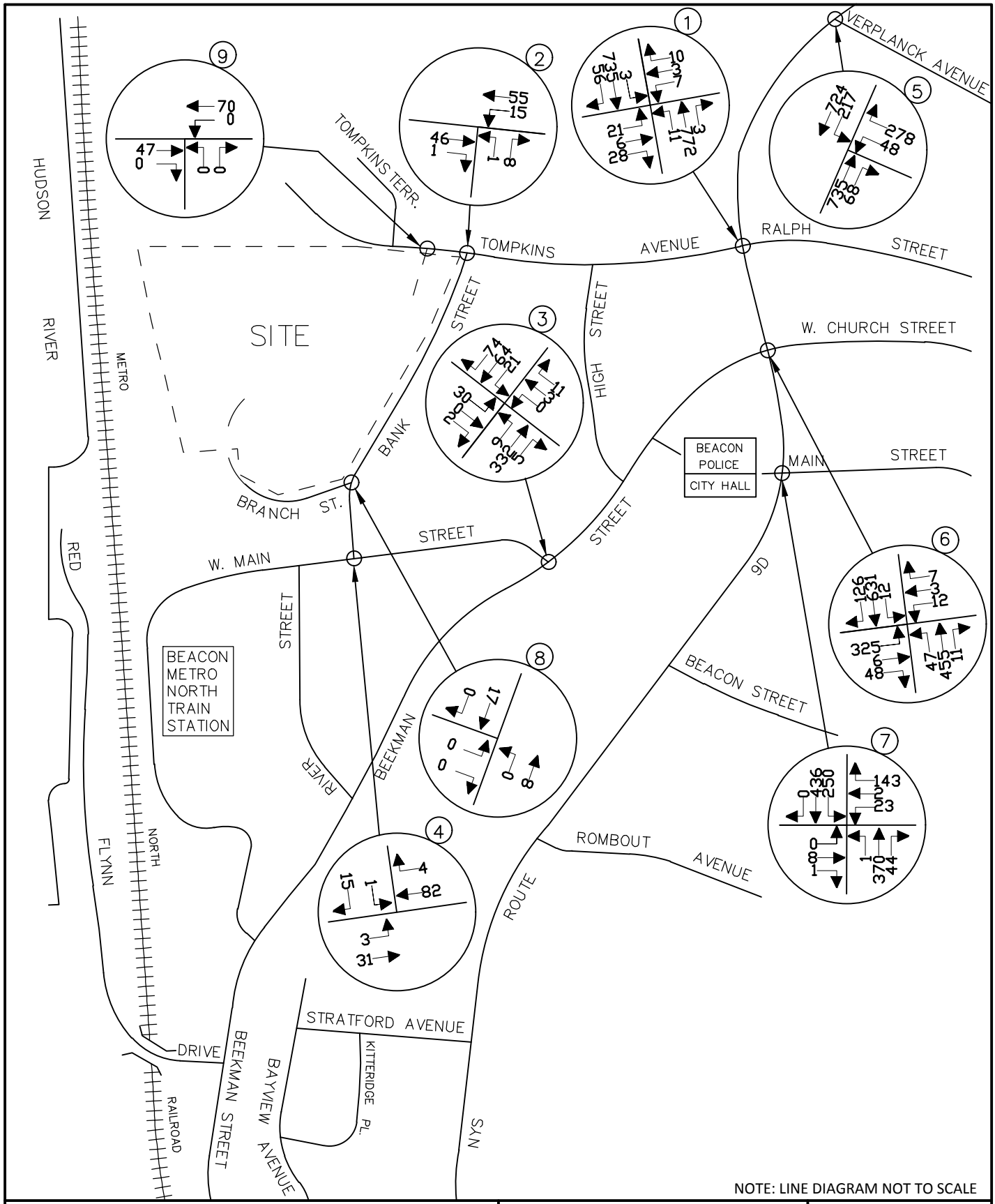
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2022 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
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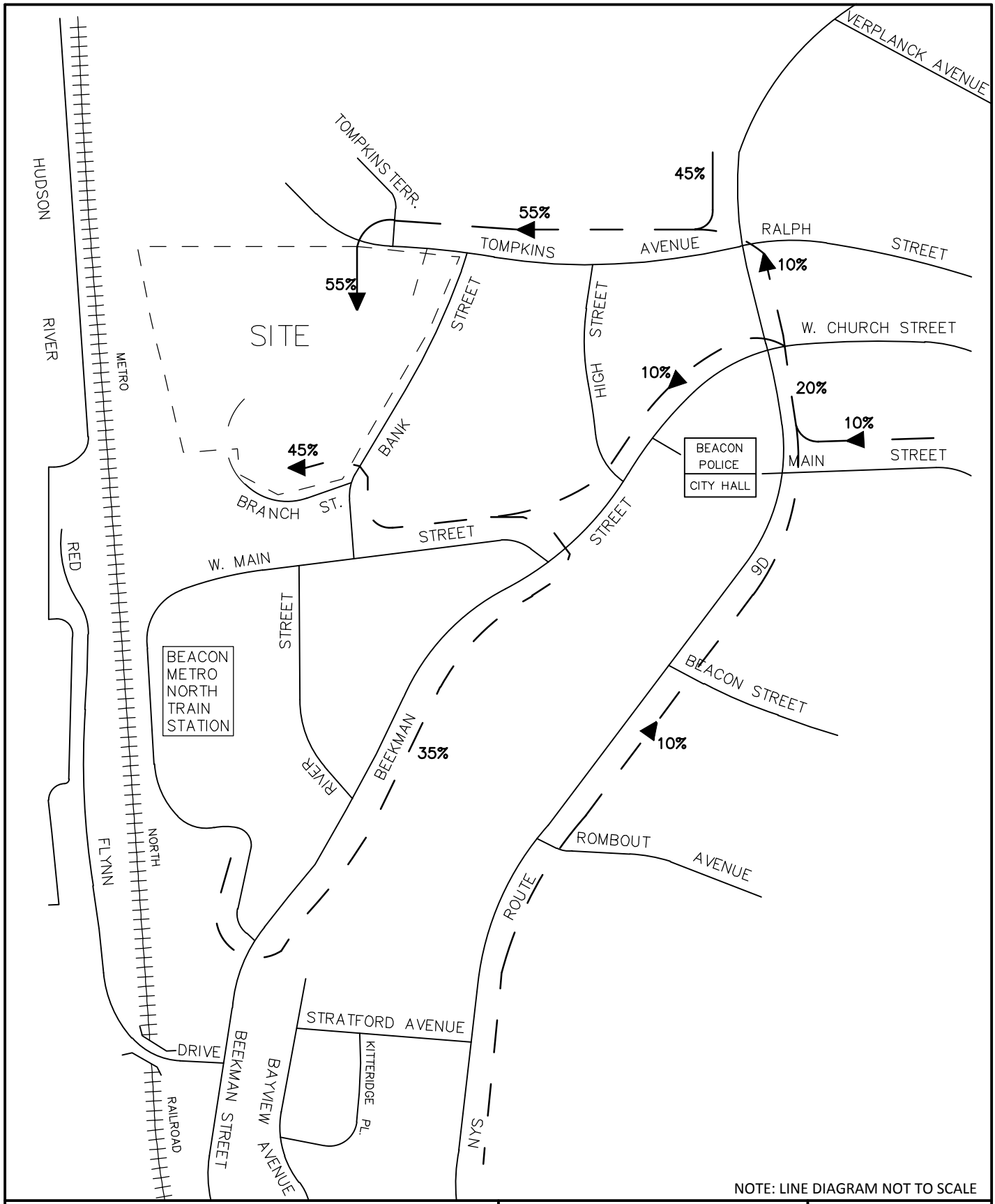
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2022 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

JOB NUMBER:	DATE:
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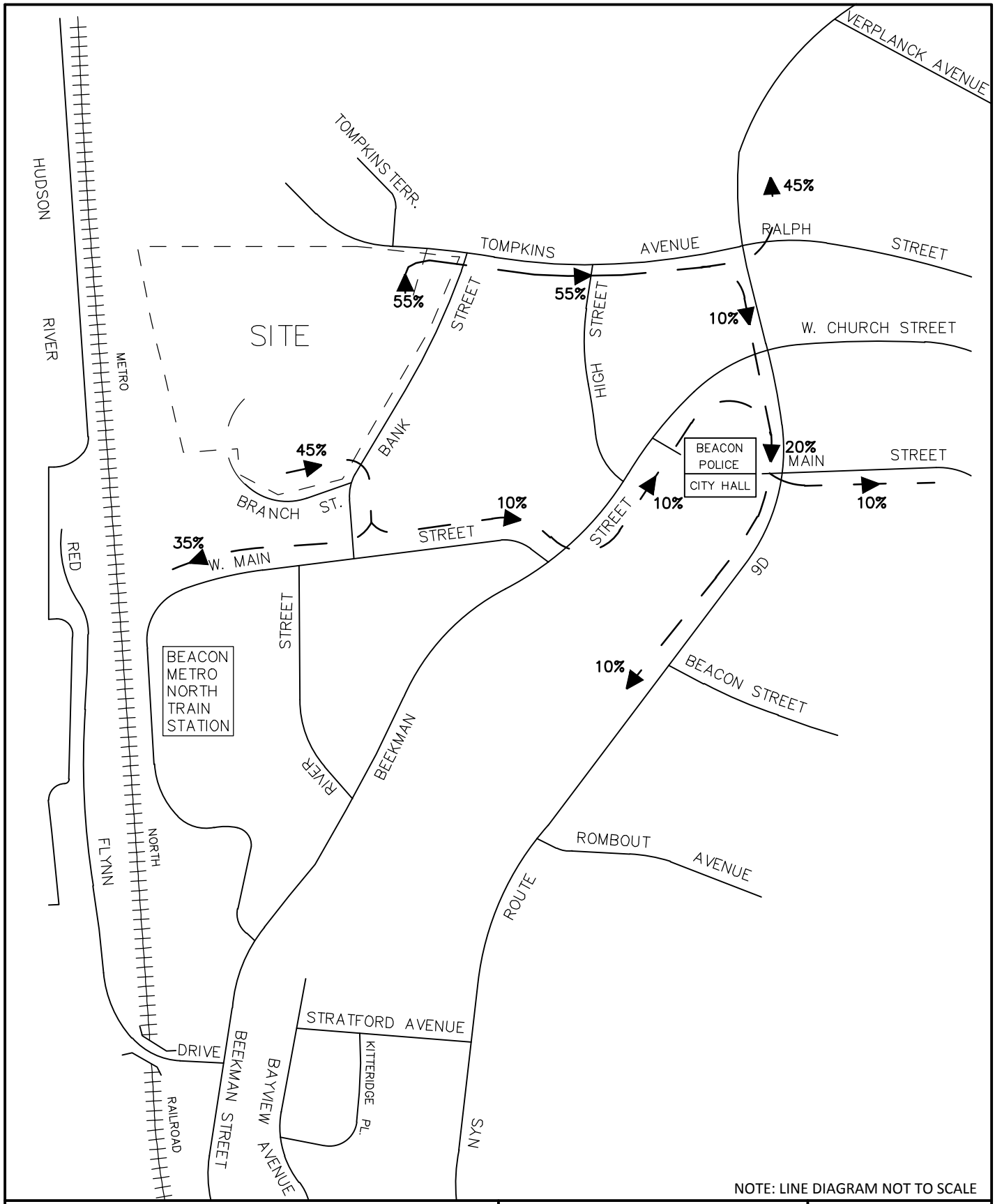
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ARRIVAL DISTRIBUTION

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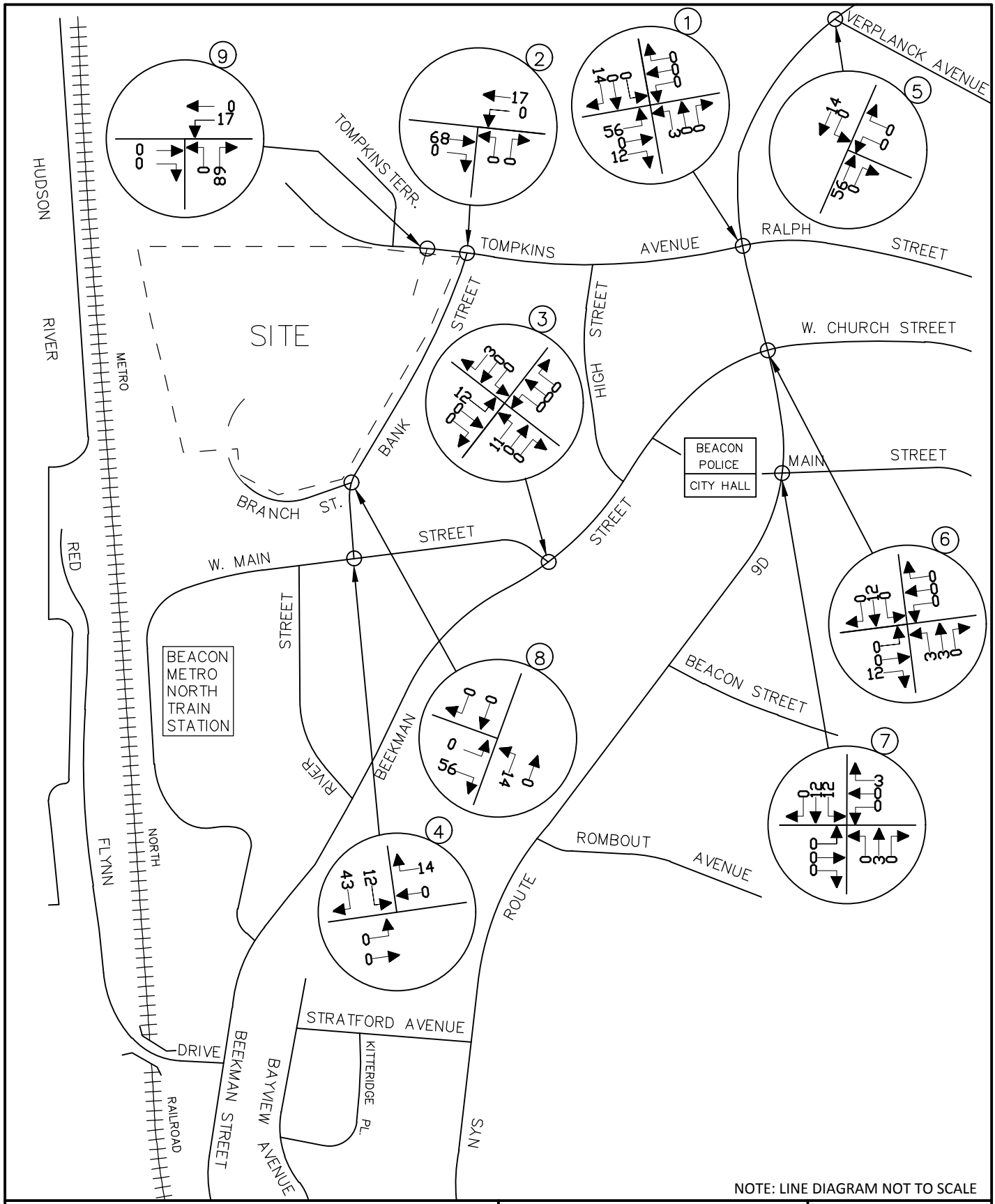
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DEPARTURE DISTRIBUTION

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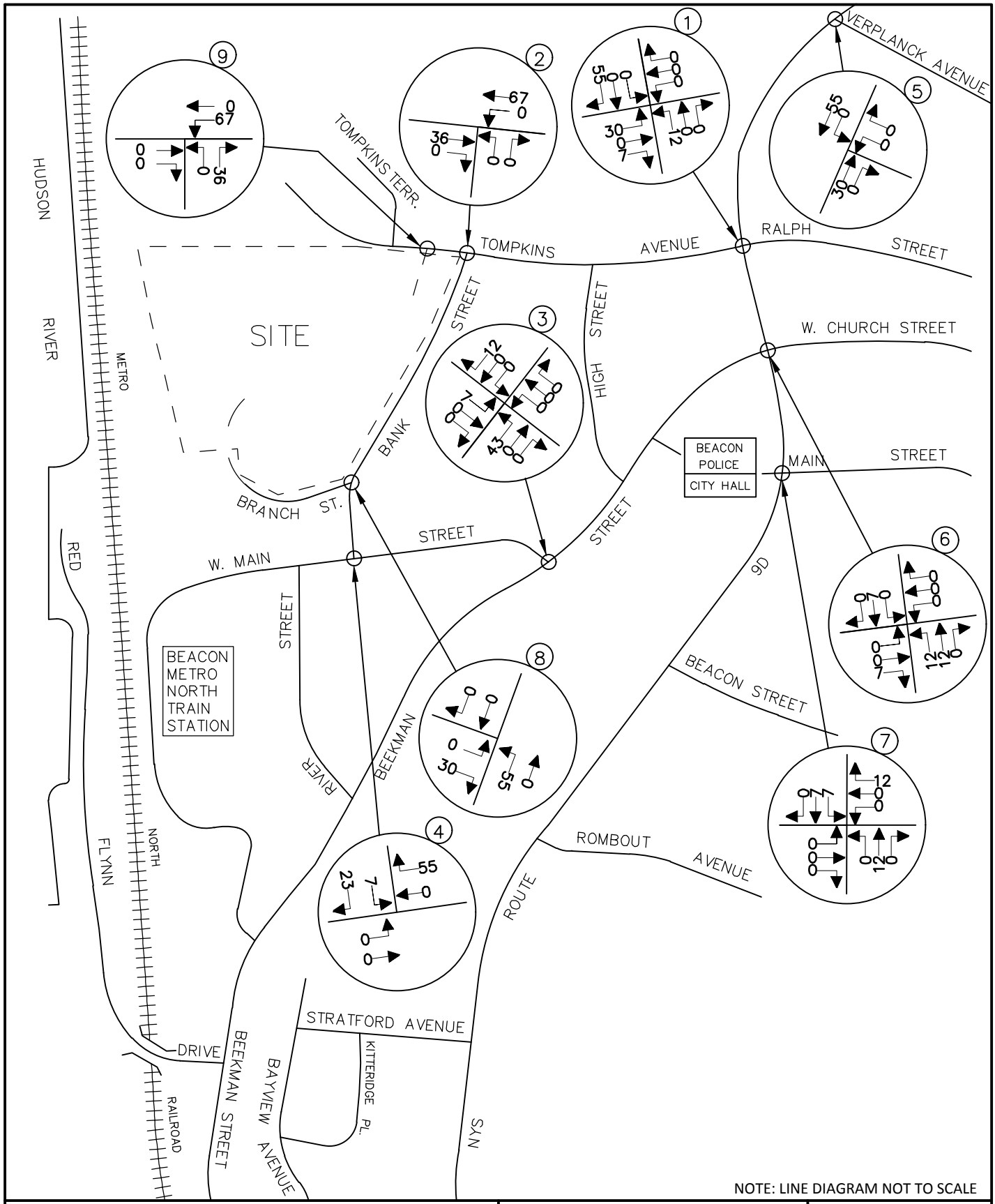
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EDGEWATER
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SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

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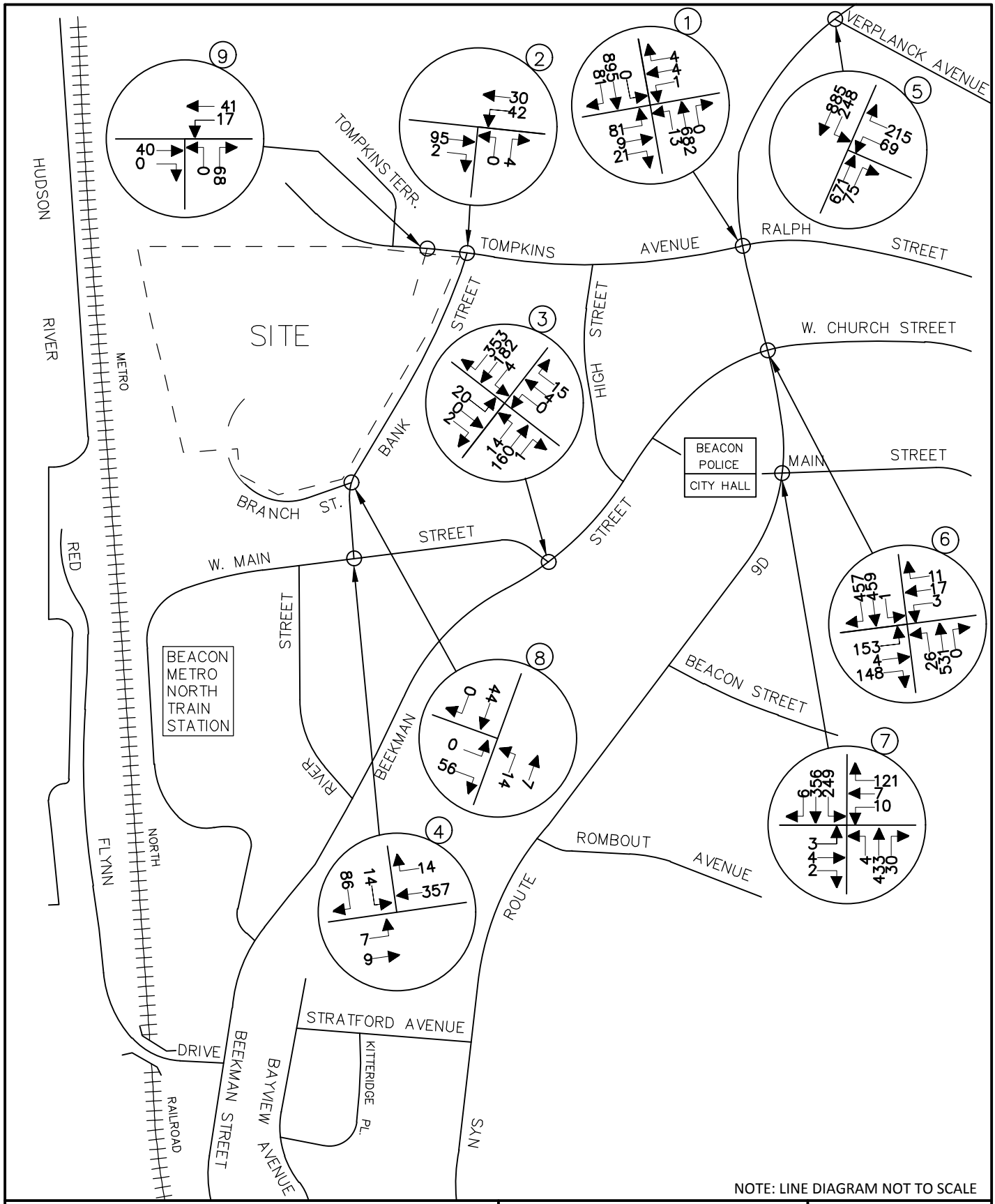
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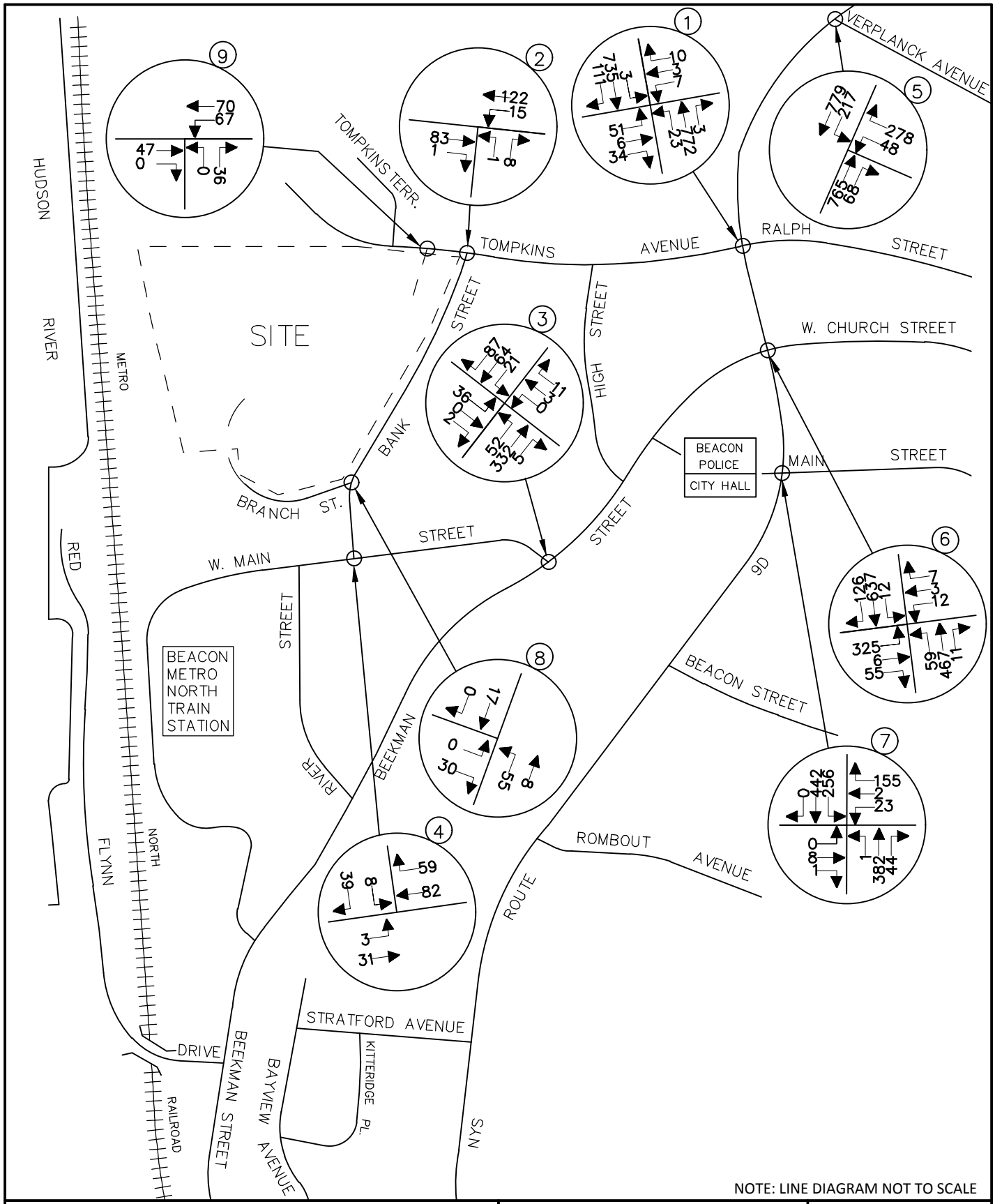
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New Jersey New York Pennsylvania Virginia
Customer Loyalty *through* Client Satisfaction

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EDGEWATER
CITY OF BEACON, DUTCHESS COUNTY, NY

2022 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
16003078A	5/9/2017
FIGURE NUMBER:	
14	



NOTE: LINE DIAGRAM NOT TO SCALE

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15	

EDGEWATER

REVISED LEVEL OF SERVICE SUMMARY TABLE (TABLE NO. 2-R)

TABLE NO. 2-R

LEVEL OF SERVICE SUMMARY TABLE

			2017 EXISTING		2022 NO BUILD		2022 BUILD	
			AM	PM	AM	PM	AM	PM
1	NYS ROUTE 9D & TOMPKINS AVENUE/RALPH STREET	**UNSIGNALIZED**						
	TOMPKINS AVENUE	EB	C[20.9	C[16.3]	D[26.7]	C[20.0]	E[46.9]	D[26.6]
	RALPH STREET	WB	C[17.2]	C[16.5]	C[20.6]	C[20.0]	C[21.1]	C[20.9]
	NYS ROUTE 9D	NB	B[10.4]	A[9.1]	B[11.4]	A[9.8]	B[11.5]	B[10.2]
	NYS ROUTE 9D	SB	A[8.7]	A[8.9]	A[9.3]	A[9.4]	A[9.3]	A[9.4]
	W/SIGNALIZATION							
	TOMPKINS AVENUE	EB	-	-	-	-	D[35.5]	D[35.3]
	RALPH STREET	WB	-	-	-	-	C[31.3]	C[32.4]
	NYS ROUTE 9D	NB	-	-	-	-	A[5.9]	A[5.2]
	NYS ROUTE 9D	SB	-	-	-	-	B[11.0]	A[5.6]
		OVERALL	-	-	-	-	**B[10.7]**	**A[7.2]**
2	TOMPKINS AVENUE & BANK STREET/COLONIAL ROAD	**UNSIGNALIZED**						
	TOMPKINS AVENUE	WB	A[7.3]	A[7.4]	A[7.3]	A[7.4]	A[7.5]	A[7.5]
	BANK STREET	NB	A[8.5]	A[8.7]	A[8.5]	A[8.7]	A[9.0]	A[9.0]
3	BEEKMAN STREET & W. MAIN STREET	**UNSIGNALIZED**						
	W. MAIN STREET	EB	B[13.3]	C[18.8]	-	-	-	-
	BEEKMAN STREET	NE	A[9.9]	A[8.0]	-	-	-	-
	W/THE VIEWS DEVELOPMENT							
	W. MAIN STREET	EB	-	-	C[15.9]	D[31.2]	C[18.1]	F[63.2]
	THE VIEWS DEVELOPMENT	WB	-	-	B[11.1]	B[14.4]	B[11.3]	C[16.0]
	BEEKMAN STREET	NEB	-	-	B[10.2]	A[8.1]	B[10.3]	A[8.4]
	BEEKMAN STREET	SWB	-	-	A[7.6]	A[8.9]	A[7.6]	A[8.9]
	W/SIGNALIZATION							
	W. MAIN STREET	EB	-	-	-	-	B[12.8]	B[14.4]
	THE VIEWS DVELOPMENT	WB	-	-	-	-	B[12.8]	B[13.6]
	BEEKMAN STREET	NEB	-	-	-	-	A[3.5]	A[5.4]
	BEEKMAN STREET	SWB	-	-	-	-	A[5.4]	A[3.7]
		OVERALL	-	-	-	-	**A[5.4]**	**A[5.6]**
4	W. MAIN STREET & BANK STREET	**UNSIGNALIZED**						
	W. MAIN STREET	EB	A[8.1]	A[7.4]	A[8.3]	A[7.4]	A[8.3]	A[7.6]
	BANK STREET	SB	B[10.7]	A[8.8]	B[11.2]	A[8.9]	B[12.1]	A[9.3]
5	NYS ROUTE 9D & VERPLANCK AVENUE	**SIGNALIZED**						
	VERPLANCK AVENUE	WB	C[26.9]	C[31.7]	C[27.5]	D[38.7]	C[27.5]	D[38.7]
	NYS ROUTE 9D	NE	C[29.5]	C[24.7]	D[40.6]	D[34.4]	D[50.4]	D[38.1]
	NYS ROUTE 9D	SW	C[24.5]	B[14.4]	D[47.6]	C[22.8]	E[66.7]	C[27.1]
		OVERALL	**C[26.4]**	**B[19.9]**	**D[42.6]**	**C[29.8]**	**E[55.9]**	**C[33.1]**
	W/TIMING IMPROVEMENTS							
	VERPLANCK AVENUE	WB	-	-	-	-	C[27.8]	-
	NYS ROUTE 9D	NE	-	-	-	-	D[54.5]	-
	NYS ROUTE 9D	SW	-	-	-	-	D[35.1]	-
		OVERALL	**-**	**-**	**-**	**-**	**D[40.8]**	**-**

NOTES:

1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

TABLE NO. 2-R

LEVEL OF SERVICE SUMMARY TABLE

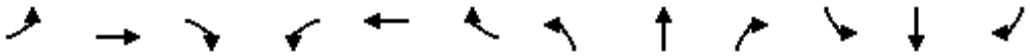
			2017 EXISTING		2022 NO BUILD		2022 BUILD	
			AM	PM	AM	PM	AM	PM
6	NYS ROUTE 9D & BEEKMAN STREET/W. CHURCH STREET	**SIGNALIZED**						
	BEEKMAN STREET	EB	C[25.4]	C[28.4]	C[25.6]	C[33.3]	C[25.9]	C[33.5]
	W. CHURCH STREET	WB	C[22.4]	C[21.3]	C[22.2]	C[22.8]	C[22.2]	C[23.0]
	NYS ROUTE 9D	NB	A[7.4]	B[16.3]	A[9.5]	C[20.9]	A[9.6]	C[21.2]
	NYS ROUTE 9D	SB	C[18.7]	C[28.4]	D[50.0]	F[82.4]	E[55.0]	F[86.8]
		OVERALL	**B[16.7]**	**C[24.8]**	**C[33.0]**	**D[51.8]**	**D[35.6]**	**D[53.5]**
	W/TIMING IMPROVEMENTS							
	BEEKMAN STREET	EB	-	-	-	-	C[28.1]	D[52.2]
	W. CHURCH STREET	WB	-	-	-	-	C[24.1]	C[25.4]
	NYS ROUTE 9D	NB	-	-	-	-	A[9.3]	B[16.9]
	NYS ROUTE 9D	SB	-	-	-	-	D[44.1]	D[44.2]
		OVERALL	**-**	**-**	**-**	**-**	**C[30.4]**	**D[37.3]**
7	NYS ROUTE 9D & MAIN STREET/MUNICIPAL PLACE	**SIGNALIZED**						
	BEACON CITY HALL	EB	C[24.4]	C[24.3]	C[24.4]	C[24.3]	C[24.4]	C[24.3]
	MAIN STREET	WB	C[23.5]	C[23.9]	C[23.7]	C[24.2]	C[23.7]	C[24.6]
	NYS ROUTE 9D	NB	A[7.7]	A[7.6]	A[9.1]	A[8.7]	A[9.1]	A[8.9]
	NYS ROUTE 9D	SB	A[7.9]	A[8.1]	A[9.7]	A[10.0]	A[10.0]	B[10.2]
		OVERALL	**A[10.0]**	**B[10.4]**	**B[11.1]**	**B[11.5]**	**B[11.3]**	**B[11.8]**
8	BRANCH STREET (SITE ACCESS) & BANK STREET	**UNSIGNALIZED**						
	BRANCH STREET	EB	-	-	-	-	A[8.8]	A [8.5]
	BANK STREET	NB	-	-	-	-	A[7.3]	A [7.3]
9	TOMPKINS AVENUE & SITE ACCESS	**UNSIGNALIZED**						
	TOMPKINS AVENUE	WB	-	-	-	-	A[7.4]	A [7.4]
	SITE ACCESS	NB	-	-	-	-	A[8.9]	A [8.7]

NOTES:

1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

EDGEWATER

REVISED CAPACITY ANALYSIS



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	8	8	1	4	4	9	541	1	1	752	61
Future Volume (vph)	23	8	8	1	4	4	9	541	1	1	752	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			-1%			0%			-5%	
Storage Length (ft)	0		0	0		0	120		0	120		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.972			0.939						0.989	
Flt Protected		0.971			0.995		0.950			0.950		
Satd. Flow (prot)	0	1820	0	0	1784	0	1543	1810	0	1850	1832	0
Flt Permitted		0.971			0.995		0.950			0.950		
Satd. Flow (perm)	0	1820	0	0	1784	0	1543	1810	0	1850	1832	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		833			226			335			948	
Travel Time (s)		18.9			5.1			7.6			21.5	
Confl. Peds. (#/hr)	3			3			2			2		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	17%	5%	0%	0%	5%	7%
Adj. Flow (vph)	26	9	9	1	5	5	10	622	1	1	864	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	0	11	0	10	623	0	1	934	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.98	0.98	0.98	0.99	0.99	0.99	1.00	1.00	1.00	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	8	8	1	4	4	9	541	1	1	752	61
Future Vol, veh/h	23	8	8	1	4	4	9	541	1	1	752	61
Conflicting Peds, #/hr	3	0	0	3	0	0	2	0	0	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	120	-	-	120	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	-3	-	-	-1	-	-	0	-	-	-5	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	17	5	0	0	5	7
Mvmt Flow	26	9	9	1	5	5	10	622	1	1	864	70

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1555	1550	904	1559	1584	627	936	0	0	625	0	0
Stage 1	904	904	-	645	645	-	-	-	-	-	-	-
Stage 2	651	646	-	914	939	-	-	-	-	-	-	-
Critical Hdwy	6.5	5.9	5.9	6.9	6.3	6.1	4.27	-	-	4.1	-	-
Critical Hdwy Stg 1	5.5	4.9	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.5	4.9	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.353	-	-	2.2	-	-
Pot Cap-1 Maneuver	120	149	365	101	120	496	674	-	-	966	-	-
Stage 1	388	417	-	481	488	-	-	-	-	-	-	-
Stage 2	513	524	-	347	364	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	115	146	363	94	118	494	672	-	-	964	-	-
Mov Cap-2 Maneuver	248	275	-	215	238	-	-	-	-	-	-	-
Stage 1	382	416	-	473	480	-	-	-	-	-	-	-
Stage 2	495	515	-	330	363	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.9	17.2	0.2	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	672	-	-	271	305	964	-	-
HCM Lane V/C Ratio	0.015	-	-	0.165	0.034	0.001	-	-
HCM Control Delay (s)	10.4	-	-	20.9	17.2	8.7	-	-
HCM Lane LOS	B	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.1	0	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	24	2	38	12	0	4
Future Volume (vph)	24	2	38	12	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-2%			1%	7%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.991				0.865	
Flt Protected				0.964		
Satd. Flow (prot)	1801	0	0	1774	1586	0
Flt Permitted				0.964		
Satd. Flow (perm)	1801	0	0	1774	1586	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	236			833	796	
Travel Time (s)	5.4			18.9	18.1	
Confl. Peds. (#/hr)			2			1
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	6%	0%	0%	11%	0%	0%
Adj. Flow (vph)	29	2	46	15	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	0	61	5	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	0.99	0.99	1.01	1.01	1.05	1.05
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	3.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	24	2	38	12	0	4
Future Vol, veh/h	24	2	38	12	0	4
Conflicting Peds, #/hr	0	0	2	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	1	7	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	6	0	0	11	0	0
Mvmt Flow	29	2	46	15	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	34	0	139	33
Stage 1	-	-	-	-	32	-
Stage 2	-	-	-	-	107	-
Critical Hdwy	-	-	4.1	-	7.8	6.9
Critical Hdwy Stg 1	-	-	-	-	6.8	-
Critical Hdwy Stg 2	-	-	-	-	6.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1591	-	814	1040
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	885	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1590	-	789	1037
Mov Cap-2 Maneuver	-	-	-	-	789	-
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	859	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.6	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1037	-	-	1590	-
HCM Lane V/C Ratio	0.005	-	-	0.029	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	7	2	3	144	165	310
Future Volume (vph)	7	2	3	144	165	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	5%			-1%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.973				0.912	
Flt Protected	0.962			0.999		
Satd. Flow (prot)	1734	0	0	1793	1733	0
Flt Permitted	0.962			0.999		
Satd. Flow (perm)	1734	0	0	1793	1733	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	640			321	353	
Travel Time (s)	14.5			7.3	8.0	
Confl. Peds. (#/hr)			1			
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	67%	5%	1%	1%
Adj. Flow (vph)	8	2	4	173	199	373
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	177	572	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

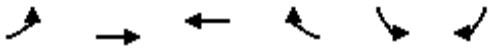
Intersection	
Int Delay, s/veh	0.2

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	7	2	3	144	165	310
Future Vol, veh/h	7	2	3	144	165	310
Conflicting Peds, #/hr	0	0	1	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-1	-2	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	67	5	1	1
Mvmt Flow	8	2	4	173	199	373

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	568	387	573	0	-	0
Stage 1	387	-	-	-	-	-
Stage 2	181	-	-	-	-	-
Critical Hdwy	7.4	6.7	4.77	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.803	-	-	-
Pot Cap-1 Maneuver	416	631	745	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	413	630	745	-	-	-
Mov Cap-2 Maneuver	413	-	-	-	-	-
Stage 1	619	-	-	-	-	-
Stage 2	807	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	13.3	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	745	-	447	-	-
HCM Lane V/C Ratio	0.005	-	0.024	-	-
HCM Control Delay (s)	9.9	0	13.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	6	8	313	0	1	39
Future Volume (vph)	6	8	313	0	1	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		3%	-5%		-8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.868	
Flt Protected		0.980			0.999	
Satd. Flow (prot)	0	1834	1928	0	1665	0
Flt Permitted		0.980			0.999	
Satd. Flow (perm)	0	1834	1928	0	1665	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		264	640		200	
Travel Time (s)		6.0	14.5		4.5	
Confl. Peds. (#/hr)	34			1		
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	1%	0%	0%	3%
Adj. Flow (vph)	7	10	382	0	1	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	17	382	0	49	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	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	1.02	1.02	0.97	0.97	0.95	0.95
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	8	313	0	1	39
Future Vol, veh/h	6	8	313	0	1	39
Conflicting Peds, #/hr	34	0	0	1	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, %	-	3	-5	-	-8	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	1	0	0	3
Mvmt Flow	7	10	382	0	1	48

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	416	0	-	0	440	416
Stage 1	-	-	-	-	416	-
Stage 2	-	-	-	-	24	-
Critical Hdwy	4.1	-	-	-	4.8	5.43
Critical Hdwy Stg 1	-	-	-	-	3.8	-
Critical Hdwy Stg 2	-	-	-	-	3.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.327
Pot Cap-1 Maneuver	1154	-	-	-	703	696
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	1015	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1154	-	-	-	660	676
Mov Cap-2 Maneuver	-	-	-	-	660	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	980	-

Approach	EB	WB	SB
HCM Control Delay, s	3.5	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1154	-	-	-	676
HCM Lane V/C Ratio	0.006	-	-	-	0.072
HCM Control Delay (s)	8.1	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	63	195	480	68	225	730
Future Volume (vph)	63	195	480	68	225	730
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	5%		3%			-1%
Storage Length (ft)	90	0		0	215	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.983			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1725	1544	1804	0	1778	1872
Flt Permitted	0.950				0.218	
Satd. Flow (perm)	1725	1544	1804	0	408	1872
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	207		948			167
Travel Time (s)	4.7		21.5			3.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	68	212	522	74	245	793
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	212	596	0	245	793
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			
Headway Factor	1.03	1.03	1.02	1.02	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot	pm+ov	NA		pm+pt	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8			6	
Minimum Split (s)	21.0	9.0	62.0		9.0	45.0
Total Split (s)	45.0	13.0	62.0		13.0	75.0
Total Split (%)	37.5%	10.8%	51.7%		10.8%	62.5%
Maximum Green (s)	40.0	8.0	57.0		8.0	70.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Walk Time (s)	5.0		5.0			
Flash Dont Walk (s)	11.0		11.0			
Pedestrian Calls (#/hr)	0		0			
v/c Ratio	0.12	0.31	0.70		0.74	0.73
Control Delay	28.6	23.3	30.1		28.6	23.0

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	28.6	23.3	30.1		28.6	23.0
Queue Length 50th (ft)	36	104	352		87	421
Queue Length 95th (ft)	71	164	490		#148	580
Internal Link Dist (ft)	127		868			87
Turn Bay Length (ft)	90				215	
Base Capacity (vph)	575	681	856		329	1092
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.12	0.31	0.70		0.74	0.73

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWTL, Start of Green	
Natural Cycle: 95	
Control Type: Pretimed	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

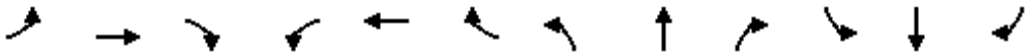
Splits and Phases: 5: NYS Route 9D & Verplanck Avenue



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	63	195	480	68	225	730
Future Volume (veh/h)	63	195	480	68	225	730
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1816	1816	1835	1872	1872	1872
Adj Flow Rate, veh/h	68	212	522	74	245	793
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	577	618	747	106	355	1092
Arrive On Green	0.33	0.33	0.47	0.47	0.07	0.58
Sat Flow, veh/h	1730	1544	1573	223	1783	1872
Grp Volume(v), veh/h	68	212	0	596	245	793
Grp Sat Flow(s),veh/h/ln	1730	1544	0	1795	1783	1872
Q Serve(g_s), s	3.3	11.5	0.0	31.3	8.0	36.7
Cycle Q Clear(g_c), s	3.3	11.5	0.0	31.3	8.0	36.7
Prop In Lane	1.00	1.00		0.12	1.00	
Lane Grp Cap(c), veh/h	577	618	0	853	355	1092
V/C Ratio(X)	0.12	0.34	0.00	0.70	0.69	0.73
Avail Cap(c_a), veh/h	577	618	0	853	355	1092
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	25.0	0.0	24.8	21.3	18.1
Incr Delay (d2), s/veh	0.4	1.5	0.0	4.7	10.5	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	5.1	0.0	16.5	4.5	20.2
LnGrp Delay(d),s/veh	28.2	26.6	0.0	29.5	31.8	22.3
LnGrp LOS	C	C		C	C	C
Approach Vol, veh/h	280		596			1038
Approach Delay, s/veh	26.9		29.5			24.5
Approach LOS	C		C			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	13.0	62.0				75.0		45.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	8.0	57.0				70.0		40.0
Max Q Clear Time (g_c+I1), s	0.0	0.0				0.0		0.0
Green Ext Time (p_c), s	0.0	0.0				0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	26.4
HCM 2010 LOS	C



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	4	116	3	15	10	11	409	0	1	346	414
Future Volume (vph)	131	4	116	3	15	10	11	409	0	1	346	414
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-10%			-6%			3%	
Storage Length (ft)	0		95	0		0	80		0	85		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.950						0.918	
Flt Protected		0.954			0.995		0.950			0.950		
Satd. Flow (prot)	0	1759	1567	0	1849	0	1823	1919	0	1743	1684	0
Flt Permitted		0.710			0.969		0.172			0.449		
Satd. Flow (perm)	0	1309	1567	0	1800	0	330	1919	0	824	1684	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			126		11						80	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		273			158			388			335	
Travel Time (s)		6.2			3.6			8.8			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	142	4	126	3	16	11	12	445	0	1	376	450
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	146	126	0	30	0	12	445	0	1	826	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.01	1.01	1.01	0.94	0.94	0.94	0.96	0.96	0.96	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2		2	1		2	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83		83	6		83	6	
Trailing Detector (ft)	0	-5	-5	0	-5		-5	0		-5	0	
Detector 1 Position(ft)	0	-5	-5	0	-5		-5	0		-5	0	
Detector 1 Size(ft)	20	43	43	20	43		43	6		43	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)		40	40		40		40			40		
Detector 2 Size(ft)		43	43		43		43			43		
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0		0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	16.0		4.0	16.0	
Minimum Split (s)	20.0	20.0	20.0	21.0	21.0		9.0	21.0		9.0	21.0	
Total Split (s)	36.0	36.0	36.0	36.0	36.0		13.0	41.0		13.0	41.0	
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%		14.4%	45.6%		14.4%	45.6%	
Maximum Green (s)	31.0	31.0	31.0	31.0	31.0		8.0	36.0		8.0	36.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	Max	
Walk Time (s)				5.0	5.0							
Flash Dont Walk (s)				11.0	11.0							
Pedestrian Calls (#/hr)				0	0							
v/c Ratio		0.56	0.31		0.08		0.03	0.38		0.00	0.79	
Control Delay		31.2	7.0		15.9		5.5	9.1		5.0	18.2	
Queue Delay		0.0	0.0		0.0		0.0	0.4		0.0	0.0	
Total Delay		31.2	7.0		15.9		5.5	9.5		5.0	18.2	
Queue Length 50th (ft)		46	0		5		1	63		0	152	
Queue Length 95th (ft)		112	39		27		8	214		2	#605	
Internal Link Dist (ft)		193			78			308			255	
Turn Bay Length (ft)			95				80			85		
Base Capacity (vph)		680	875		940		406	1161		638	1048	
Starvation Cap Reductn		0	0		0		0	308		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.21	0.14		0.03		0.03	0.52		0.00	0.79	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 60.6
Natural Cycle: 70
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

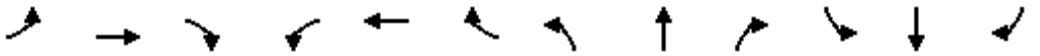
Splits and Phases: 6: NYS Route 9D & Beekman Street/W. Church Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	4	116	3	15	10	11	409	0	1	346	414
Future Volume (veh/h)	131	4	116	3	15	10	11	409	0	1	346	414
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1844	1844	1995	1956	1995	1919	1919	0	1835	1835	1872
Adj Flow Rate, veh/h	142	4	126	3	16	11	12	445	0	1	376	450
Adj No. of Lanes	0	1	1	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	0	2	2	2
Cap, veh/h	327	6	241	74	167	102	268	1151	0	564	449	537
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.01	0.60	0.00	0.00	0.59	0.59
Sat Flow, veh/h	1370	39	1568	59	1087	664	1827	1919	0	1747	762	912
Grp Volume(v), veh/h	146	0	126	30	0	0	12	445	0	1	0	826
Grp Sat Flow(s),veh/h/ln	1409	0	1568	1810	0	0	1827	1919	0	1747	0	1674
Q Serve(g_s), s	5.0	0.0	4.5	0.0	0.0	0.0	0.2	7.4	0.0	0.0	0.0	24.5
Cycle Q Clear(g_c), s	5.9	0.0	4.5	0.9	0.0	0.0	0.2	7.4	0.0	0.0	0.0	24.5
Prop In Lane	0.97		1.00	0.10		0.37	1.00		0.00	1.00		0.54
Lane Grp Cap(c), veh/h	333	0	241	343	0	0	268	1151	0	564	0	985
V/C Ratio(X)	0.44	0.00	0.52	0.09	0.00	0.00	0.04	0.39	0.00	0.00	0.00	0.84
Avail Cap(c_a), veh/h	818	0	795	964	0	0	485	1151	0	790	0	985
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.3	0.0	23.8	22.2	0.0	0.0	9.9	6.4	0.0	5.5	0.0	10.2
Incr Delay (d2), s/veh	0.9	0.0	1.7	0.1	0.0	0.0	0.1	1.0	0.0	0.0	0.0	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	2.1	0.4	0.0	0.0	0.1	4.1	0.0	0.0	0.0	13.3
LnGrp Delay(d),s/veh	25.2	0.0	25.5	22.4	0.0	0.0	10.0	7.4	0.0	5.5	0.0	18.7
LnGrp LOS	C		C	C			A	A		A		B
Approach Vol, veh/h		272			30			457			827	
Approach Delay, s/veh		25.4			22.4			7.4			18.7	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.1	41.7		14.4	5.7	41.0		14.4
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	8.0	36.0		31.0	8.0	36.0		31.0
Max Q Clear Time (g_c+I1), s	2.0	9.4		7.9	2.2	26.5		2.9
Green Ext Time (p_c), s	0.0	4.3		1.6	0.0	3.2		1.7

Intersection Summary	
HCM 2010 Ctrl Delay	16.7
HCM 2010 LOS	B



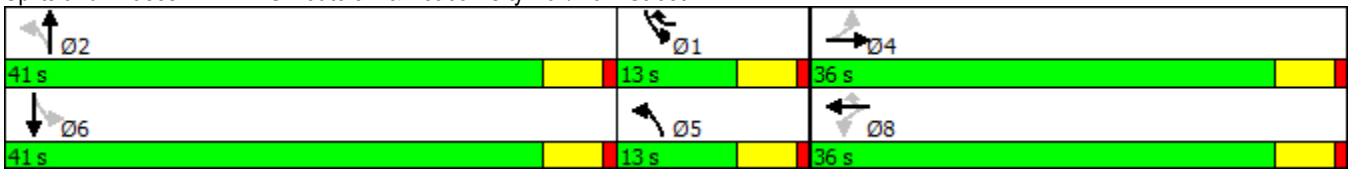
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	4	2	8	6	107	4	310	24	213	247	5
Future Volume (vph)	3	4	2	8	6	107	4	310	24	213	247	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-8%			-3%			3%	
Storage Length (ft)	0		0	0		70	0		0	120		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.970				0.850		0.989			0.997	
Flt Protected		0.984			0.973		0.950			0.950		
Satd. Flow (prot)	0	1769	0	0	1885	1647	1796	1870	0	1743	1829	0
Flt Permitted							0.591			0.517		
Satd. Flow (perm)	0	1798	0	0	1937	1647	1117	1870	0	949	1829	0
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)		2									1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		76			138			182			388	
Travel Time (s)		1.7			3.1			4.1			8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	4	2	9	7	116	4	337	26	232	268	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	0	0	16	116	4	363	0	232	273	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.95	0.95	0.95	0.98	0.98	0.98	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	2	1		2	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	83		20	83	83	83	6		83	6	
Trailing Detector (ft)	0	-5		0	-5	-5	-5	0		-5	0	
Detector 1 Position(ft)	0	-5		0	-5	-5	-5	0		-5	0	
Detector 1 Size(ft)	20	43		20	43	43	43	6		43	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)		40			40	40	40			40		
Detector 2 Size(ft)		43			43	43	43			43		
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0	0.0	0.0			0.0		
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		8.0	8.0	4.0	4.0	31.0		4.0	36.0	
Minimum Split (s)	21.0	21.0		21.0	21.0	9.0	9.0	36.0		9.0	41.0	
Total Split (s)	36.0	36.0		36.0	36.0	13.0	13.0	41.0		13.0	41.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%	14.4%	14.4%	45.6%		14.4%	45.6%	
Maximum Green (s)	31.0	31.0		31.0	31.0	8.0	8.0	36.0		8.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag						Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Walk Time (s)	5.0	5.0						5.0				
Flash Dont Walk (s)	11.0	11.0						11.0				
Pedestrian Calls (#/hr)	0	0						0				
v/c Ratio		0.05			0.06	0.40	0.00	0.30		0.25	0.16	
Control Delay		22.6			23.8	24.1	1.8	6.2		2.2	3.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		22.6			23.8	24.1	1.8	6.2		2.2	3.2	
Queue Length 50th (ft)		2			5	35	0	38		0	0	
Queue Length 95th (ft)		15			22	71	2	130		40	96	
Internal Link Dist (ft)		1			58			102			308	
Turn Bay Length (ft)						70				120		
Base Capacity (vph)		999			1075	300	977	1205		932	1660	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.01			0.01	0.39	0.00	0.30		0.25	0.16	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 56.3
Natural Cycle: 75
Control Type: Semi Act-Uncoord

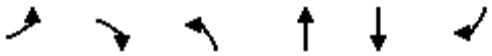
Splits and Phases: 7: NYS Route 9D & Beacon City Hall/Main Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	4	2	8	6	107	4	310	24	213	247	5
Future Volume (veh/h)	3	4	2	8	6	107	4	310	24	213	247	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1853	1890	1976	1937	1937	1891	1891	1928	1835	1835	1872
Adj Flow Rate, veh/h	3	4	2	9	7	116	4	337	26	232	268	5
Adj No. of Lanes	0	1	0	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	112	115	43	177	113	297	794	1003	77	702	1039	19
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.06	0.58	0.58	0.06	0.58	0.58
Sat Flow, veh/h	298	984	366	734	963	1647	1801	1733	134	1747	1795	33
Grp Volume(v), veh/h	9	0	0	16	0	116	4	0	363	232	0	273
Grp Sat Flow(s),veh/h/ln	1648	0	0	1698	0	1647	1801	0	1867	1747	0	1829
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	4.6
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.5	0.0	0.0	0.0	0.0	6.3	0.0	0.0	4.6
Prop In Lane	0.33		0.22	0.56		1.00	1.00		0.07	1.00		0.02
Lane Grp Cap(c), veh/h	270	0	0	290	0	297	794	0	1080	702	0	1058
V/C Ratio(X)	0.03	0.00	0.00	0.06	0.00	0.39	0.01	0.00	0.34	0.33	0.00	0.26
Avail Cap(c_a), veh/h	860	0	0	913	0	924	911	0	1080	817	0	1058
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.4	0.0	0.0	24.4	0.0	22.5	5.8	0.0	6.9	8.6	0.0	6.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.8	0.0	0.0	0.8	0.3	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.3	0.0	1.8	0.0	0.0	3.5	2.4	0.0	2.4
LnGrp Delay(d),s/veh	24.4	0.0	0.0	24.5	0.0	23.3	5.8	0.0	7.7	8.9	0.0	7.1
LnGrp LOS	C			C		C	A		A	A		A
Approach Vol, veh/h		9			132			367			505	
Approach Delay, s/veh		24.4			23.5			7.7			7.9	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.9	41.0		12.3	8.9	41.0		12.3
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	8.0	36.0		31.0	8.0	36.0		31.0
Max Q Clear Time (g_c+I1), s	2.0	8.3		2.3	2.0	6.6		2.5
Green Ext Time (p_c), s	0.6	0.9		0.7	0.6	0.6		0.7

Intersection Summary	
HCM 2010 Ctrl Delay	10.0
HCM 2010 LOS	A



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	6	40	0
Future Volume (vph)	0	0	0	6	40	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	10%			10%	-10%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1805	0	0	1805	1937	0
Flt Permitted						
Satd. Flow (perm)	1805	0	0	1805	1937	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	206			200	796	
Travel Time (s)	4.7			4.5	18.1	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	3%	0%
Adj. Flow (vph)	0	0	0	7	49	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	7	49	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	0.94	0.94
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	6	40	0
Future Vol, veh/h	0	0	0	6	40	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	10	-	-	10	-10	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	3	0
Mvmt Flow	0	0	0	7	49	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	56	49	49	0	-	0
Stage 1	49	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	8.4	7.2	4.1	-	-	-
Critical Hdwy Stg 1	7.4	-	-	-	-	-
Critical Hdwy Stg 2	7.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	927	1011	1571	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	1017	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	927	1011	1571	-	-	-
Mov Cap-2 Maneuver	927	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	1017	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1571	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	36	0	0	37	0	0
Future Volume (vph)	36	0	0	37	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	3%			-5%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1817	0	0	1837	1900	0
Flt Permitted						
Satd. Flow (perm)	1817	0	0	1837	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	160			236	134	
Travel Time (s)	3.6			5.4	3.0	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	3%	0%	5%	6%	0%	3%
Adj. Flow (vph)	44	0	0	45	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	0	45	0	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	1.02	1.02	0.97	0.97	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

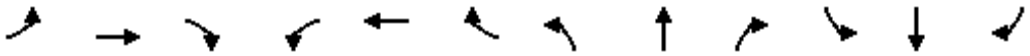
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	36	0	0	37	0	0
Future Vol, veh/h	36	0	0	37	0	0
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, %	3	-	-	-5	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	3	0	5	6	0	3
Mvmt Flow	44	0	0	45	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	89	44
Stage 1	-	-	-	-	44	-
Stage 2	-	-	-	-	45	-
Critical Hdwy	-	-	-	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.5	3.327
Pot Cap-1 Maneuver	-	0	0	-	917	1023
Stage 1	-	0	0	-	984	-
Stage 2	-	0	0	-	983	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	917	1023
Mov Cap-2 Maneuver	-	-	-	-	917	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	983	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	5	25	6	3	9	10	633	3	3	580	51
Future Volume (vph)	19	5	25	6	3	9	10	633	3	3	580	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			-1%			0%			-5%	
Storage Length (ft)	0		0	0		0	120		0	120		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.931			0.932			0.999			0.988	
Flt Protected		0.981			0.984		0.950			0.950		
Satd. Flow (prot)	0	1726	0	0	1660	0	1641	1825	0	1850	1886	0
Flt Permitted		0.981			0.984		0.950			0.950		
Satd. Flow (perm)	0	1726	0	0	1660	0	1641	1825	0	1850	1886	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		833			226			335			948	
Travel Time (s)		18.9			5.1			7.6			21.5	
Confl. Peds. (#/hr)	2		3	2		3	5			5		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	4%	0%	0%	11%	10%	4%	0%	0%	2%	2%
Adj. Flow (vph)	20	5	26	6	3	9	11	666	3	3	611	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	51	0	0	18	0	11	669	0	3	665	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.98	0.98	0.98	0.99	0.99	0.99	1.00	1.00	1.00	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	5	25	6	3	9	10	633	3	3	580	51
Future Vol, veh/h	19	5	25	6	3	9	10	633	3	3	580	51
Conflicting Peds, #/hr	2	0	3	2	0	3	5	0	0	5	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	120	-	-	120	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	-3	-	-	-1	-	-	0	-	-	-5	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	4	0	0	11	10	4	0	0	2	2
Mvmt Flow	20	5	26	6	3	9	11	666	3	3	611	54

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1347	1345	645	1356	1370	676	669	0	0	674	0	0
Stage 1	649	649	-	694	694	-	-	-	-	-	-	-
Stage 2	698	696	-	662	676	-	-	-	-	-	-	-
Critical Hdwy	6.5	5.9	5.94	6.9	6.3	6.21	4.2	-	-	4.1	-	-
Critical Hdwy Stg 1	5.5	4.9	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.5	4.9	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.336	3.5	4	3.399	2.29	-	-	2.2	-	-
Pot Cap-1 Maneuver	162	191	495	138	159	446	884	-	-	927	-	-
Stage 1	515	522	-	454	465	-	-	-	-	-	-	-
Stage 2	488	501	-	471	473	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	154	186	492	127	155	443	882	-	-	925	-	-
Mov Cap-2 Maneuver	291	315	-	257	280	-	-	-	-	-	-	-
Stage 1	506	518	-	446	457	-	-	-	-	-	-	-
Stage 2	467	493	-	439	470	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.3	16.5	0.1	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	882	-	-	371	331	925	-	-
HCM Lane V/C Ratio	0.012	-	-	0.139	0.057	0.003	-	-
HCM Control Delay (s)	9.1	-	-	16.3	16.5	8.9	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	42	1	14	50	1	7
Future Volume (vph)	42	1	14	50	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-2%			1%	7%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.997				0.880	
Flt Protected				0.989	0.994	
Satd. Flow (prot)	1913	0	0	1788	1604	0
Flt Permitted				0.989	0.994	
Satd. Flow (perm)	1913	0	0	1788	1604	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	236			833	796	
Travel Time (s)	5.4			18.9	18.1	
Confl. Peds. (#/hr)						3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	10%	3%	0%	0%
Adj. Flow (vph)	47	1	16	56	1	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	0	72	9	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	0.99	0.99	1.01	1.01	1.05	1.05
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	42	1	14	50	1	7
Future Vol, veh/h	42	1	14	50	1	7
Conflicting Peds, #/hr	0	0	0	0	0	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	1	7	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	10	3	0	0
Mvmt Flow	47	1	16	56	1	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	48	0	134	50
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	87	-
Critical Hdwy	-	-	4.2	-	7.8	6.9
Critical Hdwy Stg 1	-	-	-	-	6.8	-
Critical Hdwy Stg 2	-	-	-	-	6.8	-
Follow-up Hdwy	-	-	2.29	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1509	-	821	1014
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	910	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1505	-	812	1011
Mov Cap-2 Maneuver	-	-	-	-	812	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	900	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	981	-	-	1505	-
HCM Lane V/C Ratio	0.009	-	-	0.01	-
HCM Control Delay (s)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	27	2	8	294	58	63
Future Volume (vph)	27	2	8	294	58	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	5%			-1%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990				0.930	
Flt Protected	0.956			0.999		
Satd. Flow (prot)	1753	0	0	1877	1715	0
Flt Permitted	0.956			0.999		
Satd. Flow (perm)	1753	0	0	1877	1715	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	640			321	353	
Travel Time (s)	14.5			7.3	8.0	
Peak Hour Factor	0.53	0.53	0.53	0.53	0.53	0.53
Heavy Vehicles (%)	0%	0%	25%	1%	2%	6%
Adj. Flow (vph)	51	4	15	555	109	119
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	0	0	570	228	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.03	1.03	0.99	0.99	0.99	0.99
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

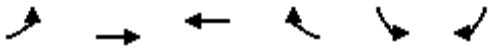
Intersection	
Int Delay, s/veh	1.3

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	27	2	8	294	58	63
Future Vol, veh/h	27	2	8	294	58	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	5	-	-	-1	-2	-
Peak Hour Factor	53	53	53	53	53	53
Heavy Vehicles, %	0	0	25	1	2	6
Mvmt Flow	51	4	15	555	109	119

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	754	169	228	0	-	0
Stage 1	169	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Critical Hdwy	7.4	6.7	4.35	-	-	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.425	-	-	-
Pot Cap-1 Maneuver	308	860	1216	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	477	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	302	860	1216	-	-	-
Mov Cap-2 Maneuver	302	-	-	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	468	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	18.8	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1216	-	316	-	-
HCM Lane V/C Ratio	0.012	-	0.173	-	-
HCM Control Delay (s)	8	0	18.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	28	67	4	1	14
Future Volume (vph)	3	28	67	4	1	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		3%	-5%		-8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.992		0.872	
Flt Protected		0.995			0.997	
Satd. Flow (prot)	0	1862	1765	0	1718	0
Flt Permitted		0.995			0.997	
Satd. Flow (perm)	0	1862	1765	0	1718	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		264	640		200	
Travel Time (s)		6.0	14.5		4.5	
Confl. Peds. (#/hr)	15					
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	10%	0%	0%	0%
Adj. Flow (vph)	4	35	84	5	1	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	39	89	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	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	1.02	1.02	0.97	0.97	0.95	0.95
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	28	67	4	1	14
Future Vol, veh/h	3	28	67	4	1	14
Conflicting Peds, #/hr	15	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, %	-	3	-5	-	-8	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	10	0	0	0
Mvmt Flow	4	35	84	5	1	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	104	0	-	0	144	101
Stage 1	-	-	-	-	101	-
Stage 2	-	-	-	-	43	-
Critical Hdwy	4.1	-	-	-	4.8	5.4
Critical Hdwy Stg 1	-	-	-	-	3.8	-
Critical Hdwy Stg 2	-	-	-	-	3.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1500	-	-	-	910	982
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	1004	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1500	-	-	-	885	970
Mov Cap-2 Maneuver	-	-	-	-	885	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	988	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1500	-	-	-	964
HCM Lane V/C Ratio	0.003	-	-	-	0.019
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	40	44	599	62	197	570
Future Volume (vph)	40	44	599	62	197	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	5%		3%			-1%
Storage Length (ft)	90	0		0	215	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.987			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1725	1544	1811	0	1778	1872
Flt Permitted	0.950				0.194	
Satd. Flow (perm)	1725	1544	1811	0	363	1872
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	207		948			167
Travel Time (s)	4.7		21.5			3.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	48	651	67	214	620
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	48	718	0	214	620
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			
Headway Factor	1.03	1.03	1.02	1.02	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot	pm+ov	NA		pm+pt	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8			6	
Minimum Split (s)	21.0	9.0	62.0		9.0	45.0
Total Split (s)	35.0	14.0	71.0		14.0	85.0
Total Split (%)	29.2%	11.7%	59.2%		11.7%	70.8%
Maximum Green (s)	30.0	9.0	66.0		9.0	80.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Walk Time (s)	5.0		5.0			
Flash Dont Walk (s)	11.0		11.0			
Pedestrian Calls (#/hr)	0		0			
v/c Ratio	0.10	0.08	0.72		0.61	0.50
Control Delay	35.5	25.5	25.3		15.6	11.7

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	35.5	25.5	25.3		15.6	11.7
Queue Length 50th (ft)	26	24	397		57	219
Queue Length 95th (ft)	57	52	550		89	302
Internal Link Dist (ft)	127		868			87
Turn Bay Length (ft)	90				215	
Base Capacity (vph)	431	566	996		348	1248
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.10	0.08	0.72		0.61	0.50

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWTL, Start of Green	
Natural Cycle: 95	
Control Type: Pretimed	

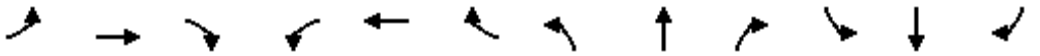
Splits and Phases: 5: NYS Route 9D & Verplanck Avenue



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	40	44	599	62	197	570
Future Volume (veh/h)	40	44	599	62	197	570
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1816	1816	1835	1872	1872	1872
Adj Flow Rate, veh/h	43	48	651	67	214	620
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	432	502	900	93	379	1248
Arrive On Green	0.25	0.25	0.55	0.55	0.08	0.67
Sat Flow, veh/h	1730	1544	1637	168	1783	1872
Grp Volume(v), veh/h	43	48	0	718	214	620
Grp Sat Flow(s),veh/h/ln	1730	1544	0	1805	1783	1872
Q Serve(g_s), s	2.3	2.6	0.0	35.7	5.9	19.8
Cycle Q Clear(g_c), s	2.3	2.6	0.0	35.7	5.9	19.8
Prop In Lane	1.00	1.00		0.09	1.00	
Lane Grp Cap(c), veh/h	432	502	0	993	379	1248
V/C Ratio(X)	0.10	0.10	0.00	0.72	0.56	0.50
Avail Cap(c_a), veh/h	432	502	0	993	379	1248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	28.2	0.0	20.2	17.1	10.0
Incr Delay (d2), s/veh	0.5	0.4	0.0	4.6	6.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.2	0.0	19.0	3.7	10.7
LnGrp Delay(d),s/veh	35.1	28.6	0.0	24.7	23.1	11.4
LnGrp LOS	D	C		C	C	B
Approach Vol, veh/h	91		718			834
Approach Delay, s/veh	31.7		24.7			14.4
Approach LOS	C		C			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	14.0	71.0				85.0		35.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	9.0	66.0				80.0		30.0
Max Q Clear Time (g_c+I1), s	0.0	0.0				0.0		0.0
Green Ext Time (p_c), s	0.0	0.0				0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	19.9
HCM 2010 LOS	B



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	5	31	11	3	6	30	350	10	11	496	104
Future Volume (vph)	290	5	31	11	3	6	30	350	10	11	496	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-10%			-6%			3%	
Storage Length (ft)	0		95	0		0	80		0	85		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.957			0.996			0.974	
Flt Protected		0.953			0.973		0.950			0.950		
Satd. Flow (prot)	0	1757	1567	0	1821	0	1823	1911	0	1743	1787	0
Flt Permitted		0.713			0.823		0.203			0.486		
Satd. Flow (perm)	0	1315	1567	0	1540	0	389	1911	0	892	1787	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85		7			2			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		273			158			388			335	
Travel Time (s)		6.2			3.6			8.8			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	5	34	12	3	7	33	380	11	12	539	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	320	34	0	22	0	33	391	0	12	652	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.01	1.01	1.01	0.94	0.94	0.94	0.96	0.96	0.96	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2		2	1		2	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83		83	6		83	6	
Trailing Detector (ft)	0	-5	-5	0	-5		-5	0		-5	0	
Detector 1 Position(ft)	0	-5	-5	0	-5		-5	0		-5	0	
Detector 1 Size(ft)	20	43	43	20	43		43	6		43	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)		40	40		40		40			40		
Detector 2 Size(ft)		43	43		43		43			43		
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0		0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	16.0		4.0	16.0	
Minimum Split (s)	20.0	20.0	20.0	21.0	21.0		9.0	21.0		9.0	21.0	
Total Split (s)	36.0	36.0	36.0	36.0	36.0		13.0	41.0		13.0	41.0	
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%		14.4%	45.6%		14.4%	45.6%	
Maximum Green (s)	31.0	31.0	31.0	31.0	31.0		8.0	36.0		8.0	36.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	Max	
Walk Time (s)				5.0	5.0							
Flash Dont Walk (s)				11.0	11.0							
Pedestrian Calls (#/hr)				0	0							
v/c Ratio		0.81	0.06		0.05		0.10	0.38		0.02	0.75	
Control Delay		42.7	0.2		15.9		9.7	13.8		9.5	26.5	
Queue Delay		0.0	0.0		0.0		0.0	0.9		0.0	0.0	
Total Delay		42.7	0.2		15.9		9.7	14.7		9.5	26.5	
Queue Length 50th (ft)		151	0		5		7	99		2	282	
Queue Length 95th (ft)		#255	0		22		21	240		11	#547	
Internal Link Dist (ft)		193			78			308			255	
Turn Bay Length (ft)			95				80			85		
Base Capacity (vph)		547	701		645		371	1034		572	871	
Starvation Cap Reductn		0	0		0		0	377		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.59	0.05		0.03		0.09	0.60		0.02	0.75	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 76.7
Natural Cycle: 60
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

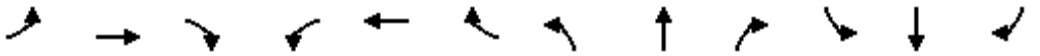
Splits and Phases: 6: NYS Route 9D & Beekman Street/W. Church Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	290	5	31	11	3	6	30	350	10	11	496	104
Future Volume (veh/h)	290	5	31	11	3	6	30	350	10	11	496	104
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1844	1844	1995	1956	1995	1919	1919	1957	1835	1835	1872
Adj Flow Rate, veh/h	315	5	34	12	3	7	33	380	11	12	539	113
Adj No. of Lanes	0	1	1	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	443	6	534	102	34	31	239	856	25	424	658	138
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.03	0.46	0.46	0.01	0.45	0.45
Sat Flow, veh/h	1039	16	1568	96	101	92	1827	1855	54	1747	1472	309
Grp Volume(v), veh/h	320	0	34	22	0	0	33	0	391	12	0	652
Grp Sat Flow(s),veh/h/ln	1055	0	1568	289	0	0	1827	0	1909	1747	0	1780
Q Serve(g_s), s	0.0	0.0	1.2	0.3	0.0	0.0	0.8	0.0	11.2	0.3	0.0	25.7
Cycle Q Clear(g_c), s	24.4	0.0	1.2	24.7	0.0	0.0	0.8	0.0	11.2	0.3	0.0	25.7
Prop In Lane	0.98		1.00	0.55		0.32	1.00		0.03	1.00		0.17
Lane Grp Cap(c), veh/h	448	0	534	167	0	0	239	0	880	424	0	796
V/C Ratio(X)	0.71	0.00	0.06	0.13	0.00	0.00	0.14	0.00	0.44	0.03	0.00	0.82
Avail Cap(c_a), veh/h	510	0	603	236	0	0	373	0	880	577	0	796
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.5	0.0	17.9	20.9	0.0	0.0	15.7	0.0	14.7	12.5	0.0	19.4
Incr Delay (d2), s/veh	4.0	0.0	0.0	0.4	0.0	0.0	0.3	0.0	1.6	0.0	0.0	9.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	0.0	0.5	0.3	0.0	0.0	0.4	0.0	6.3	0.1	0.0	14.5
LnGrp Delay(d),s/veh	29.6	0.0	17.9	21.3	0.0	0.0	15.9	0.0	16.3	12.5	0.0	28.7
LnGrp LOS	C		B	C			B		B	B		C
Approach Vol, veh/h		354			22			424			664	
Approach Delay, s/veh		28.4			21.3			16.3			28.4	
Approach LOS		C			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.9	42.1		32.5	7.1	41.0		32.5
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	8.0	36.0		31.0	8.0	36.0		31.0
Max Q Clear Time (g_c+I1), s	2.3	13.2		26.4	2.8	27.7		26.7
Green Ext Time (p_c), s	0.0	3.0		0.8	0.0	2.2		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	24.8
HCM 2010 LOS	C



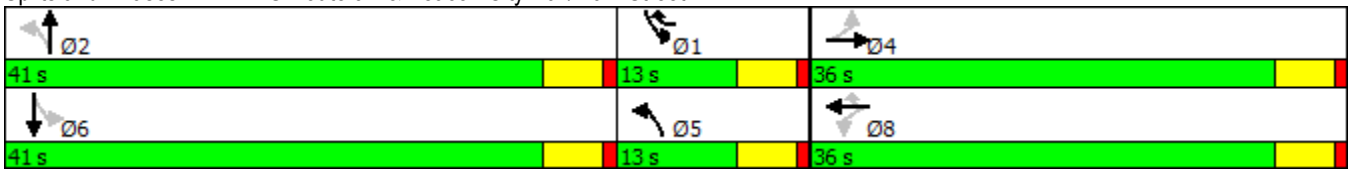
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	7	1	16	2	128	1	262	37	226	307	1
Future Volume (vph)	1	7	1	16	2	128	1	262	37	226	307	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-8%			-3%			3%	
Storage Length (ft)	0		0	0		70	0		0	120		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986				0.850		0.982				
Flt Protected		0.995			0.957		0.950			0.950		
Satd. Flow (prot)	0	1818	0	0	1854	1647	1796	1857	0	1743	1835	0
Flt Permitted							0.559			0.547		
Satd. Flow (perm)	0	1827	0	0	1937	1647	1057	1857	0	1004	1835	0
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)		1										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		76			138			182			388	
Travel Time (s)		1.7			3.1			4.1			8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	8	1	17	2	139	1	285	40	246	334	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	19	139	1	325	0	246	335	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.95	0.95	0.95	0.98	0.98	0.98	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	2	1		2	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	83		20	83	83	83	6		83	6	
Trailing Detector (ft)	0	-5		0	-5	-5	-5	0		-5	0	
Detector 1 Position(ft)	0	-5		0	-5	-5	-5	0		-5	0	
Detector 1 Size(ft)	20	43		20	43	43	43	6		43	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)		40			40	40	40			40		
Detector 2 Size(ft)		43			43	43	43			43		
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0	0.0	0.0			0.0		
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		8.0	8.0	4.0	4.0	31.0		4.0	36.0	
Minimum Split (s)	21.0	21.0		21.0	21.0	9.0	9.0	36.0		9.0	41.0	
Total Split (s)	36.0	36.0		36.0	36.0	13.0	13.0	41.0		13.0	41.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%	14.4%	14.4%	45.6%		14.4%	45.6%	
Maximum Green (s)	31.0	31.0		31.0	31.0	8.0	8.0	36.0		8.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag						Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Walk Time (s)	5.0	5.0						5.0				
Flash Dont Walk (s)	11.0	11.0						11.0				
Pedestrian Calls (#/hr)	0	0						0				
v/c Ratio		0.05			0.07	0.48	0.00	0.27		0.26	0.20	
Control Delay		23.8			23.9	25.9	2.0	6.0		2.2	3.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		23.8			23.9	25.9	2.0	6.0		2.2	3.3	
Queue Length 50th (ft)		3			5	42	0	33		0	0	
Queue Length 95th (ft)		16			25	83	1	115		42	120	
Internal Link Dist (ft)		1			58			102			308	
Turn Bay Length (ft)						70				120		
Base Capacity (vph)		1013			1073	299	936	1195		970	1665	
Starvation Cap Reductn		0			0	0	0	0		0	82	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.01			0.02	0.46	0.00	0.27		0.25	0.21	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 56.4
Natural Cycle: 75
Control Type: Semi Act-Uncoord

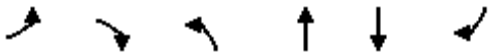
Splits and Phases: 7: NYS Route 9D & Beacon City Hall/Main Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	7	1	16	2	128	1	262	37	226	307	1
Future Volume (veh/h)	1	7	1	16	2	128	1	262	37	226	307	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1853	1890	1976	1937	1937	1891	1891	1928	1835	1835	1872
Adj Flow Rate, veh/h	1	8	1	17	2	139	1	285	40	246	334	1
Adj No. of Lanes	0	1	0	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	70	188	22	266	26	303	737	935	131	728	1053	3
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.06	0.58	0.58	0.06	0.58	0.58
Sat Flow, veh/h	57	1557	179	1299	213	1647	1801	1623	228	1747	1828	5
Grp Volume(v), veh/h	10	0	0	19	0	139	1	0	325	246	0	335
Grp Sat Flow(s),veh/h/ln	1793	0	0	1512	0	1647	1801	0	1850	1747	0	1834
Q Serve(g_s), s	0.0	0.0	0.0	0.3	0.0	0.8	0.0	0.0	5.6	0.0	0.0	5.9
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.6	0.0	0.8	0.0	0.0	5.6	0.0	0.0	5.9
Prop In Lane	0.10		0.10	0.89		1.00	1.00		0.12	1.00		0.00
Lane Grp Cap(c), veh/h	280	0	0	292	0	303	737	0	1066	728	0	1056
V/C Ratio(X)	0.04	0.00	0.00	0.07	0.00	0.46	0.00	0.00	0.30	0.34	0.00	0.32
Avail Cap(c_a), veh/h	931	0	0	853	0	920	854	0	1066	841	0	1056
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.3	0.0	0.0	24.4	0.0	22.7	6.5	0.0	6.8	8.4	0.0	6.9
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	1.1	0.0	0.0	0.7	0.3	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.3	0.0	0.4	0.0	0.0	3.1	2.5	0.0	3.2
LnGrp Delay(d),s/veh	24.3	0.0	0.0	24.5	0.0	23.8	6.5	0.0	7.6	8.6	0.0	7.7
LnGrp LOS	C			C		C	A		A	A		A
Approach Vol, veh/h		10			158			326			581	
Approach Delay, s/veh		24.3			23.9			7.6			8.1	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.9	41.0		12.6	8.9	41.0		12.6
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	8.0	36.0		31.0	8.0	36.0		31.0
Max Q Clear Time (g_c+I1), s	2.0	7.6		2.3	2.0	7.9		2.8
Green Ext Time (p_c), s	0.6	0.8		0.9	0.6	0.8		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	10.4
HCM 2010 LOS	B



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	7	15	0
Future Volume (vph)	0	0	0	7	15	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	10%			10%	-10%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1805	0	0	1805	1995	0
Flt Permitted						
Satd. Flow (perm)	1805	0	0	1805	1995	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	206			200	796	
Travel Time (s)	4.7			4.5	18.1	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	9	19	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	9	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	0.94	0.94
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	7	15	0
Future Vol, veh/h	0	0	0	7	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	10	-	-	10	-10	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	9	19	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	28	19	19	0	-	0
Stage 1	19	-	-	-	-	-
Stage 2	9	-	-	-	-	-
Critical Hdwy	8.4	7.2	4.1	-	-	-
Critical Hdwy Stg 1	7.4	-	-	-	-	-
Critical Hdwy Stg 2	7.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	977	1059	1611	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	977	1059	1611	-	-	-
Mov Cap-2 Maneuver	977	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1014	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1611	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	43	0	0	64	0	0
Future Volume (vph)	43	0	0	64	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	3%			-5%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1872	0	0	1909	1900	0
Flt Permitted						
Satd. Flow (perm)	1872	0	0	1909	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	160			236	134	
Travel Time (s)	3.6			5.4	3.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	1%	2%	0%	0%
Adj. Flow (vph)	48	0	0	71	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	0	71	0	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	1.02	1.02	0.97	0.97	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

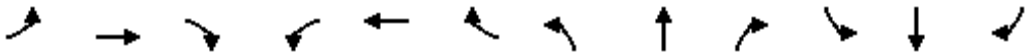
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↱	
Traffic Vol, veh/h	43	0	0	64	0	0
Future Vol, veh/h	43	0	0	64	0	0
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, %	3	-	-	-5	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	1	2	0	0
Mvmt Flow	48	0	0	71	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	119	48
Stage 1	-	-	-	-	48	-
Stage 2	-	-	-	-	71	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	0	-	882	1027
Stage 1	-	0	0	-	980	-
Stage 2	-	0	0	-	957	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	882	1027
Mov Cap-2 Maneuver	-	-	-	-	882	-
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	957	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	9	9	1	4	4	10	682	1	1	895	67
Future Volume (vph)	25	9	9	1	4	4	10	682	1	1	895	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			-1%			0%			-5%	
Storage Length (ft)	0		0	0		0	120		0	120		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.972			0.939						0.990	
Flt Protected		0.971			0.995		0.950			0.950		
Satd. Flow (prot)	0	1820	0	0	1784	0	1543	1810	0	1850	1834	0
Flt Permitted		0.971			0.995		0.950			0.950		
Satd. Flow (perm)	0	1820	0	0	1784	0	1543	1810	0	1850	1834	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		833			226			335			948	
Travel Time (s)		18.9			5.1			7.6			21.5	
Confl. Peds. (#/hr)	3			3			2			2		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	17%	5%	0%	0%	5%	7%
Adj. Flow (vph)	29	10	10	1	5	5	11	784	1	1	1029	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	0	0	11	0	11	785	0	1	1106	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.98	0.98	0.98	0.99	0.99	0.99	1.00	1.00	1.00	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	9	9	1	4	4	10	682	1	1	895	67
Future Vol, veh/h	25	9	9	1	4	4	10	682	1	1	895	67
Conflicting Peds, #/hr	3	0	0	3	0	0	2	0	0	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	120	-	-	120	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	-3	-	-	-1	-	-	0	-	-	-5	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	17	5	0	0	5	7
Mvmt Flow	29	10	10	1	5	5	11	784	1	1	1029	77

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1887	1882	1072	1892	1919	789	1108	0	0	787	0	0
Stage 1	1072	1072	-	809	809	-	-	-	-	-	-	-
Stage 2	815	810	-	1083	1110	-	-	-	-	-	-	-
Critical Hdwy	6.5	5.9	5.9	6.9	6.3	6.1	4.27	-	-	4.1	-	-
Critical Hdwy Stg 1	5.5	4.9	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.5	4.9	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.353	-	-	2.2	-	-
Pot Cap-1 Maneuver	74	98	296	60	76	403	578	-	-	841	-	-
Stage 1	322	358	-	395	415	-	-	-	-	-	-	-
Stage 2	429	453	-	282	306	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	70	96	295	55	74	401	577	-	-	839	-	-
Mov Cap-2 Maneuver	194	224	-	163	188	-	-	-	-	-	-	-
Stage 1	315	357	-	387	406	-	-	-	-	-	-	-
Stage 2	410	444	-	263	305	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.7	20.6	0.2	0
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	577	-	-	215	241	839	-	-
HCM Lane V/C Ratio	0.02	-	-	0.23	0.043	0.001	-	-
HCM Control Delay (s)	11.4	-	-	26.7	20.6	9.3	-	-
HCM Lane LOS	B	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.1	0	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	26	2	42	43	0	4
Future Volume (vph)	26	2	42	43	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-2%			1%	7%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.992				0.865	
Flt Protected				0.976		
Satd. Flow (prot)	1802	0	0	1748	1586	0
Flt Permitted				0.976		
Satd. Flow (perm)	1802	0	0	1748	1586	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	236			833	796	
Travel Time (s)	5.4			18.9	18.1	
Confl. Peds. (#/hr)			2			1
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	6%	0%	0%	11%	0%	0%
Adj. Flow (vph)	32	2	51	52	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	0	103	5	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	0.99	0.99	1.01	1.01	1.05	1.05
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

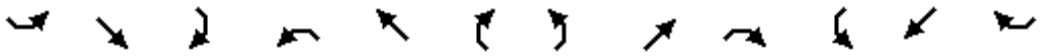
Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	26	2	42	43	0	4
Future Vol, veh/h	26	2	42	43	0	4
Conflicting Peds, #/hr	0	0	2	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	1	7	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	6	0	0	11	0	0
Mvmt Flow	32	2	51	52	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	36	0	190	36
Stage 1	-	-	-	-	35	-
Stage 2	-	-	-	-	155	-
Critical Hdwy	-	-	4.1	-	7.8	6.9
Critical Hdwy Stg 1	-	-	-	-	6.8	-
Critical Hdwy Stg 2	-	-	-	-	6.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1588	-	746	1035
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	827	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1587	-	720	1032
Mov Cap-2 Maneuver	-	-	-	-	720	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	800	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1032	-	-	1587	-
HCM Lane V/C Ratio	0.005	-	-	0.032	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	8	0	2	0	4	15	3	160	1	4	182	350
Future Volume (vph)	8	0	2	0	4	15	3	160	1	4	182	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		5%			0%			-1%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.977			0.892			0.999			0.912	
Flt Protected		0.960						0.999				
Satd. Flow (prot)	0	1737	0	0	1662	0	0	1794	0	0	1733	0
Flt Permitted		0.960						0.999				
Satd. Flow (perm)	0	1737	0	0	1662	0	0	1794	0	0	1733	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		640			137			321			353	
Travel Time (s)		14.5			3.1			7.3			8.0	
Confl. Peds. (#/hr)							1					
Peak Hour Factor	0.83	0.92	0.83	0.92	0.92	0.92	0.83	0.83	0.92	0.92	0.83	0.83
Heavy Vehicles (%)	0%	2%	0%	2%	2%	2%	67%	5%	2%	2%	1%	1%
Adj. Flow (vph)	10	0	2	0	4	16	4	193	1	4	219	422
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	20	0	0	198	0	0	645	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.00	1.00	1.00	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

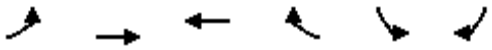
Intersection	
Int Delay, s/veh	0.6

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	8	0	2	0	4	15	3	160	1	4	182	350
Future Vol, veh/h	8	0	2	0	4	15	3	160	1	4	182	350
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	5	-	-	0	-	-	-1	-	-	-2	-
Peak Hour Factor	83	92	83	92	92	92	83	83	92	92	83	83
Heavy Vehicles, %	0	2	0	2	2	2	67	5	2	2	1	1
Mvmt Flow	10	0	2	0	4	16	4	193	1	4	219	422

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	651	641	431	641	852	193	642	0	0	194	0	0
Stage 1	440	440	-	201	201	-	-	-	-	-	-	-
Stage 2	211	201	-	440	651	-	-	-	-	-	-	-
Critical Hdwy	8.1	7.52	6.7	7.12	6.52	6.22	4.77	-	-	4.12	-	-
Critical Hdwy Stg 1	7.1	6.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	6.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.803	-	-	2.218	-	-
Pot Cap-1 Maneuver	321	329	592	388	297	849	697	-	-	1379	-	-
Stage 1	531	511	-	801	735	-	-	-	-	-	-	-
Stage 2	750	695	-	596	465	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	308	325	592	383	293	849	697	-	-	1379	-	-
Mov Cap-2 Maneuver	308	325	-	383	293	-	-	-	-	-	-	-
Stage 1	527	508	-	796	731	-	-	-	-	-	-	-
Stage 2	727	691	-	591	462	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	15.9	11.1	0.2	0.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	697	-	-	607	341	1379	-	-
HCM Lane V/C Ratio	0.005	-	-	0.034	0.035	0.003	-	-
HCM Control Delay (s)	10.2	0	-	11.1	15.9	7.6	0	-
HCM Lane LOS	B	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	7	9	357	0	1	43
Future Volume (vph)	7	9	357	0	1	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		3%	-5%		-8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.868	
Flt Protected		0.978			0.999	
Satd. Flow (prot)	0	1830	1928	0	1664	0
Flt Permitted		0.978			0.999	
Satd. Flow (perm)	0	1830	1928	0	1664	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		264	640		200	
Travel Time (s)		6.0	14.5		4.5	
Confl. Peds. (#/hr)	34			1		
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	1%	0%	0%	3%
Adj. Flow (vph)	9	11	435	0	1	52
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	20	435	0	53	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	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	1.02	1.02	0.97	0.97	0.95	0.95
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	9	357	0	1	43
Future Vol, veh/h	7	9	357	0	1	43
Conflicting Peds, #/hr	34	0	0	1	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, %	-	3	-5	-	-8	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	1	0	0	3
Mvmt Flow	9	11	435	0	1	52

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	469	0	-	0	497	469
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	28	-
Critical Hdwy	4.1	-	-	-	4.8	5.43
Critical Hdwy Stg 1	-	-	-	-	3.8	-
Critical Hdwy Stg 2	-	-	-	-	3.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.327
Pot Cap-1 Maneuver	1103	-	-	-	669	657
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	1012	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1103	-	-	-	627	638
Mov Cap-2 Maneuver	-	-	-	-	627	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	975	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1103	-	-	-	638
HCM Lane V/C Ratio	0.008	-	-	-	0.084
HCM Control Delay (s)	8.3	0	-	-	11.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	69	215	615	75	248	871
Future Volume (vph)	69	215	615	75	248	871
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	5%		3%			-1%
Storage Length (ft)	90	0		0	215	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.985			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1725	1544	1807	0	1778	1872
Flt Permitted	0.950				0.104	
Satd. Flow (perm)	1725	1544	1807	0	195	1872
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	207		948			167
Travel Time (s)	4.7		21.5			3.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	234	668	82	270	947
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	234	750	0	270	947
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			
Headway Factor	1.03	1.03	1.02	1.02	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot	pm+ov	NA		pm+pt	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8			6	
Minimum Split (s)	21.0	9.0	62.0		9.0	45.0
Total Split (s)	45.0	13.0	62.0		13.0	75.0
Total Split (%)	37.5%	10.8%	51.7%		10.8%	62.5%
Maximum Green (s)	40.0	8.0	57.0		8.0	70.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Walk Time (s)	5.0		5.0			
Flash Dont Walk (s)	11.0		11.0			
Pedestrian Calls (#/hr)	0		0			
v/c Ratio	0.13	0.34	0.87		1.23	0.87
Control Delay	28.7	23.9	41.2		159.3	31.4

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	28.7	23.9	41.2		159.3	31.4
Queue Length 50th (ft)	40	117	508		~176	586
Queue Length 95th (ft)	77	181	#754		#350	#838
Internal Link Dist (ft)	127		868			87
Turn Bay Length (ft)	90				215	
Base Capacity (vph)	575	681	858		219	1092
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.13	0.34	0.87		1.23	0.87

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWTL, Start of Green	
Natural Cycle: 95	
Control Type: Pretimed	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

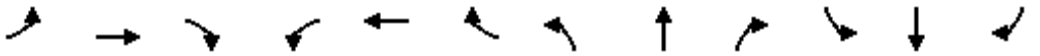
Splits and Phases: 5: NYS Route 9D & Verplanck Avenue



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	69	215	615	75	248	871
Future Volume (veh/h)	69	215	615	75	248	871
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1816	1816	1835	1872	1872	1872
Adj Flow Rate, veh/h	75	234	668	82	270	947
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	577	618	762	93	250	1092
Arrive On Green	0.33	0.33	0.47	0.47	0.07	0.58
Sat Flow, veh/h	1730	1544	1603	197	1783	1872
Grp Volume(v), veh/h	75	234	0	750	270	947
Grp Sat Flow(s),veh/h/ln	1730	1544	0	1800	1783	1872
Q Serve(g_s), s	3.6	12.9	0.0	45.0	8.0	51.2
Cycle Q Clear(g_c), s	3.6	12.9	0.0	45.0	8.0	51.2
Prop In Lane	1.00	1.00		0.11	1.00	
Lane Grp Cap(c), veh/h	577	618	0	855	250	1092
V/C Ratio(X)	0.13	0.38	0.00	0.88	1.08	0.87
Avail Cap(c_a), veh/h	577	618	0	855	250	1092
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	25.5	0.0	28.3	28.4	21.1
Incr Delay (d2), s/veh	0.5	1.8	0.0	12.3	79.6	9.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	5.8	0.0	25.2	5.5	29.1
LnGrp Delay(d),s/veh	28.3	27.2	0.0	40.6	107.9	30.4
LnGrp LOS	C	C		D	F	C
Approach Vol, veh/h	309		750			1217
Approach Delay, s/veh	27.5		40.6			47.6
Approach LOS	C		D			D

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	13.0	62.0				75.0		45.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	8.0	57.0				70.0		40.0
Max Q Clear Time (g_c+I1), s	0.0	0.0				0.0		0.0
Green Ext Time (p_c), s	0.0	0.0				0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	42.6
HCM 2010 LOS	D



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	153	4	136	3	17	11	23	528	0	1	447	457
Future Volume (vph)	153	4	136	3	17	11	23	528	0	1	447	457
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-10%			-6%			3%	
Storage Length (ft)	0		95	0		0	80		0	85		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.951						0.924	
Flt Protected		0.953			0.995		0.950			0.950		
Satd. Flow (prot)	0	1757	1567	0	1851	0	1823	1919	0	1743	1695	0
Flt Permitted		0.707			0.973		0.102			0.358		
Satd. Flow (perm)	0	1304	1567	0	1810	0	196	1919	0	657	1695	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			148		12						68	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		273			158			388			335	
Travel Time (s)		6.2			3.6			8.8			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	166	4	148	3	18	12	25	574	0	1	486	497
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	170	148	0	33	0	25	574	0	1	983	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.01	1.01	1.01	0.94	0.94	0.94	0.96	0.96	0.96	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2		2	1		2	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83		83	6		83	6	
Trailing Detector (ft)	0	-5	-5	0	-5		-5	0		-5	0	
Detector 1 Position(ft)	0	-5	-5	0	-5		-5	0		-5	0	
Detector 1 Size(ft)	20	43	43	20	43		43	6		43	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)		40	40		40		40			40		
Detector 2 Size(ft)		43	43		43		43			43		
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0		0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	16.0		4.0	16.0	
Minimum Split (s)	20.0	20.0	20.0	21.0	21.0		9.0	21.0		9.0	21.0	
Total Split (s)	36.0	36.0	36.0	36.0	36.0		13.0	41.0		13.0	41.0	
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%		14.4%	45.6%		14.4%	45.6%	
Maximum Green (s)	31.0	31.0	31.0	31.0	31.0		8.0	36.0		8.0	36.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	Max	
Walk Time (s)				5.0	5.0							
Flash Dont Walk (s)				11.0	11.0							
Pedestrian Calls (#/hr)				0	0							
v/c Ratio		0.61	0.33		0.08		0.09	0.50		0.00	0.99	
Control Delay		33.7	6.6		16.4		6.6	11.4		6.0	45.5	
Queue Delay		0.0	0.0		0.0		0.0	0.7		0.0	0.0	
Total Delay		33.7	6.6		16.4		6.6	12.0		6.0	45.5	
Queue Length 50th (ft)		54	0		6		3	96		0	248	
Queue Length 95th (ft)		130	41		28		14	323		2	#839	
Internal Link Dist (ft)		193			78			308			255	
Turn Bay Length (ft)			95				80			85		
Base Capacity (vph)		637	842		891		327	1153		537	992	
Starvation Cap Reductn		0	0		0		0	274		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.27	0.18		0.04		0.08	0.65		0.00	0.99	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 65
Natural Cycle: 90
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

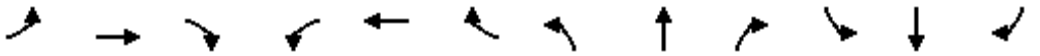
Splits and Phases: 6: NYS Route 9D & Beekman Street/W. Church Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	4	136	3	17	11	23	528	0	1	447	457
Future Volume (veh/h)	153	4	136	3	17	11	23	528	0	1	447	457
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1844	1844	1995	1956	1995	1919	1919	0	1835	1835	1872
Adj Flow Rate, veh/h	166	4	148	3	18	12	25	574	0	1	486	497
Adj No. of Lanes	0	1	1	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	0	2	2	2
Cap, veh/h	349	6	271	71	191	114	155	1131	0	457	473	484
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.02	0.59	0.00	0.00	0.57	0.57
Sat Flow, veh/h	1370	33	1568	49	1105	660	1827	1919	0	1747	833	852
Grp Volume(v), veh/h	170	0	148	33	0	0	25	574	0	1	0	983
Grp Sat Flow(s),veh/h/ln	1403	0	1568	1814	0	0	1827	1919	0	1747	0	1685
Q Serve(g_s), s	6.2	0.0	5.5	0.0	0.0	0.0	0.4	11.1	0.0	0.0	0.0	36.0
Cycle Q Clear(g_c), s	7.1	0.0	5.5	1.0	0.0	0.0	0.4	11.1	0.0	0.0	0.0	36.0
Prop In Lane	0.98		1.00	0.09		0.36	1.00		0.00	1.00		0.51
Lane Grp Cap(c), veh/h	355	0	271	376	0	0	155	1131	0	457	0	957
V/C Ratio(X)	0.48	0.00	0.55	0.09	0.00	0.00	0.16	0.51	0.00	0.00	0.00	1.03
Avail Cap(c_a), veh/h	788	0	767	932	0	0	344	1131	0	675	0	957
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.5	0.0	23.9	22.1	0.0	0.0	15.6	7.6	0.0	6.6	0.0	13.7
Incr Delay (d2), s/veh	1.0	0.0	1.7	0.1	0.0	0.0	0.5	1.6	0.0	0.0	0.0	36.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	2.5	0.5	0.0	0.0	0.3	6.3	0.0	0.0	0.0	26.1
LnGrp Delay(d),s/veh	25.5	0.0	25.7	22.2	0.0	0.0	16.1	9.3	0.0	6.6	0.0	50.0
LnGrp LOS	C		C	C			B	A		A		F
Approach Vol, veh/h		318			33			599			984	
Approach Delay, s/veh		25.6			22.2			9.5			50.0	
Approach LOS		C			C			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.1	42.4		16.0	6.4	41.0		16.0
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	8.0	36.0		31.0	8.0	36.0		31.0
Max Q Clear Time (g_c+I1), s	2.0	13.1		9.1	2.4	38.0		3.0
Green Ext Time (p_c), s	0.0	5.8		1.9	0.0	0.0		2.0

Intersection Summary	
HCM 2010 Ctrl Delay	33.0
HCM 2010 LOS	C



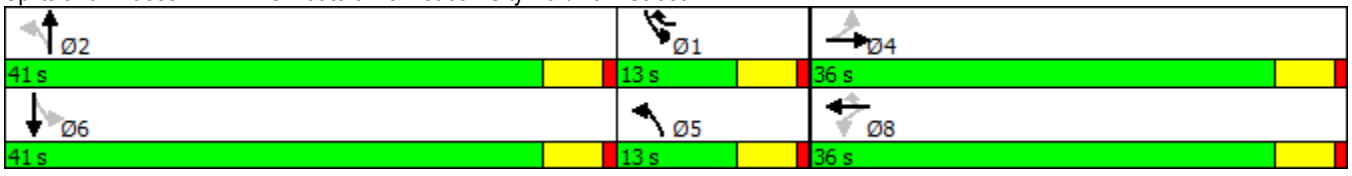
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	4	2	10	7	118	4	430	30	236	344	6
Future Volume (vph)	3	4	2	10	7	118	4	430	30	236	344	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-8%			-3%			3%	
Storage Length (ft)	0		0	0		70	0		0	120		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.970				0.850		0.990			0.997	
Flt Protected		0.984			0.972		0.950			0.950		
Satd. Flow (prot)	0	1769	0	0	1883	1647	1796	1872	0	1743	1829	0
Flt Permitted							0.536			0.412		
Satd. Flow (perm)	0	1798	0	0	1937	1647	1013	1872	0	756	1829	0
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)		2									1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		76			138			182			388	
Travel Time (s)		1.7			3.1			4.1			8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	4	2	11	8	128	4	467	33	257	374	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	0	0	19	128	4	500	0	257	381	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.95	0.95	0.95	0.98	0.98	0.98	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	2	1		2	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	83		20	83	83	83	6		83	6	
Trailing Detector (ft)	0	-5		0	-5	-5	-5	0		-5	0	
Detector 1 Position(ft)	0	-5		0	-5	-5	-5	0		-5	0	
Detector 1 Size(ft)	20	43		20	43	43	43	6		43	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)		40			40	40	40			40		
Detector 2 Size(ft)		43			43	43	43			43		
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0	0.0	0.0			0.0		
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		8.0	8.0	4.0	4.0	31.0		4.0	36.0	
Minimum Split (s)	21.0	21.0		21.0	21.0	9.0	9.0	36.0		9.0	41.0	
Total Split (s)	36.0	36.0		36.0	36.0	13.0	13.0	41.0		13.0	41.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%	14.4%	14.4%	45.6%		14.4%	45.6%	
Maximum Green (s)	31.0	31.0		31.0	31.0	8.0	8.0	36.0		8.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag						Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Walk Time (s)	5.0	5.0						5.0				
Flash Dont Walk (s)	11.0	11.0						11.0				
Pedestrian Calls (#/hr)	0	0						0				
v/c Ratio		0.05			0.07	0.44	0.00	0.41		0.33	0.23	
Control Delay		22.6			23.9	25.1	1.8	7.2		3.1	3.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		22.6			23.9	25.1	1.8	7.2		3.1	3.4	
Queue Length 50th (ft)		2			5	39	0	57		0	0	
Queue Length 95th (ft)		15			25	77	2	191		44	138	
Internal Link Dist (ft)		1			58			102			308	
Turn Bay Length (ft)						70				120		
Base Capacity (vph)		998			1074	300	909	1206		793	1660	
Starvation Cap Reductn		0			0	0	0	0		0	78	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.01			0.02	0.43	0.00	0.41		0.32	0.24	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 56.3
Natural Cycle: 75
Control Type: Semi Act-Uncoord

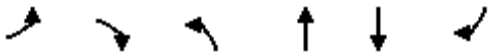
Splits and Phases: 7: NYS Route 9D & Beacon City Hall/Main Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	4	2	10	7	118	4	430	30	236	344	6
Future Volume (veh/h)	3	4	2	10	7	118	4	430	30	236	344	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1853	1890	1976	1937	1937	1891	1891	1928	1835	1835	1872
Adj Flow Rate, veh/h	3	4	2	11	8	128	4	467	33	257	374	7
Adj No. of Lanes	0	1	0	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	117	44	183	110	301	701	1007	71	598	1035	19
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.06	0.58	0.58	0.06	0.58	0.58
Sat Flow, veh/h	299	978	365	767	920	1647	1801	1746	123	1747	1795	34
Grp Volume(v), veh/h	9	0	0	19	0	128	4	0	500	257	0	381
Grp Sat Flow(s),veh/h/ln	1642	0	0	1687	0	1647	1801	0	1869	1747	0	1829
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	9.6	0.0	0.0	7.0
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.5	0.0	0.3	0.0	0.0	9.6	0.0	0.0	7.0
Prop In Lane	0.33		0.22	0.58		1.00	1.00		0.07	1.00		0.02
Lane Grp Cap(c), veh/h	273	0	0	293	0	301	701	0	1078	598	0	1055
V/C Ratio(X)	0.03	0.00	0.00	0.06	0.00	0.42	0.01	0.00	0.46	0.43	0.00	0.36
Avail Cap(c_a), veh/h	854	0	0	907	0	922	818	0	1078	711	0	1055
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.3	0.0	0.0	24.4	0.0	22.6	7.0	0.0	7.6	11.7	0.0	7.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	1.0	0.0	0.0	1.4	0.5	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.3	0.0	0.2	0.0	0.0	5.3	3.3	0.0	3.8
LnGrp Delay(d),s/veh	24.4	0.0	0.0	24.5	0.0	23.5	7.0	0.0	9.1	12.2	0.0	8.0
LnGrp LOS	C			C		C	A		A	B		A
Approach Vol, veh/h		9			147			504			638	
Approach Delay, s/veh		24.4			23.7			9.1			9.7	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.0	41.0		12.5	9.0	41.0		12.5
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	8.0	36.0		31.0	8.0	36.0		31.0
Max Q Clear Time (g_c+I1), s	2.0	11.6		2.3	2.0	9.0		2.5
Green Ext Time (p_c), s	0.7	1.3		0.8	0.7	0.9		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	11.1
HCM 2010 LOS	B



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	7	44	0
Future Volume (vph)	0	0	0	7	44	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	10%			10%	-10%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1805	0	0	1805	1937	0
Flt Permitted						
Satd. Flow (perm)	1805	0	0	1805	1937	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	206			200	796	
Travel Time (s)	4.7			4.5	18.1	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	3%	0%
Adj. Flow (vph)	0	0	0	9	54	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	9	54	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	0.94	0.94
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	7	44	0
Future Vol, veh/h	0	0	0	7	44	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	10	-	-	10	-10	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	3	0
Mvmt Flow	0	0	0	9	54	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	63	54	54	0	-	0
Stage 1	54	-	-	-	-	-
Stage 2	9	-	-	-	-	-
Critical Hdwy	8.4	7.2	4.1	-	-	-
Critical Hdwy Stg 1	7.4	-	-	-	-	-
Critical Hdwy Stg 2	7.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	915	1004	1564	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	915	1004	1564	-	-	-
Mov Cap-2 Maneuver	915	-	-	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	1014	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1564	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	40	0	0	41	0	0
Future Volume (vph)	40	0	0	41	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	3%			-5%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1817	0	0	1837	1900	0
Flt Permitted						
Satd. Flow (perm)	1817	0	0	1837	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	160			236	134	
Travel Time (s)	3.6			5.4	3.0	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	3%	0%	5%	6%	0%	3%
Adj. Flow (vph)	49	0	0	50	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	49	0	0	50	0	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	1.02	1.02	0.97	0.97	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

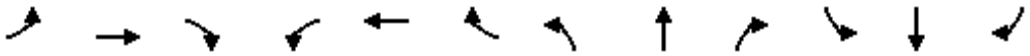
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↱	
Traffic Vol, veh/h	40	0	0	41	0	0
Future Vol, veh/h	40	0	0	41	0	0
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, %	3	-	-	-5	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	3	0	5	6	0	3
Mvmt Flow	49	0	0	50	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	99	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	50	-
Critical Hdwy	-	-	-	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.5	3.327
Pot Cap-1 Maneuver	-	0	0	-	905	1017
Stage 1	-	0	0	-	979	-
Stage 2	-	0	0	-	978	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	905	1017
Mov Cap-2 Maneuver	-	-	-	-	905	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	978	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	6	28	7	3	10	11	772	3	3	735	56
Future Volume (vph)	21	6	28	7	3	10	11	772	3	3	735	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			-1%			0%			-5%	
Storage Length (ft)	0		0	0		0	120		0	120		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.931			0.929			0.999			0.989	
Flt Protected		0.981			0.984		0.950			0.950		
Satd. Flow (prot)	0	1726	0	0	1650	0	1641	1825	0	1850	1888	0
Flt Permitted		0.981			0.984		0.950			0.950		
Satd. Flow (perm)	0	1726	0	0	1650	0	1641	1825	0	1850	1888	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		833			226			335			948	
Travel Time (s)		18.9			5.1			7.6			21.5	
Confl. Peds. (#/hr)	2		3	2		3	5			5		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	4%	0%	0%	11%	10%	4%	0%	0%	2%	2%
Adj. Flow (vph)	22	6	29	7	3	11	12	813	3	3	774	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	0	21	0	12	816	0	3	833	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.98	0.98	0.98	0.99	0.99	0.99	1.00	1.00	1.00	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	6	28	7	3	10	11	772	3	3	735	56
Future Vol, veh/h	21	6	28	7	3	10	11	772	3	3	735	56
Conflicting Peds, #/hr	2	0	3	2	0	3	5	0	0	5	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	120	-	-	120	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	-3	-	-	-1	-	-	0	-	-	-5	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	4	0	0	11	10	4	0	0	2	2
Mvmt Flow	22	6	29	7	3	11	12	813	3	3	774	59

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1661	1658	811	1672	1686	822	838	0	0	821	0	0
Stage 1	814	814	-	842	842	-	-	-	-	-	-	-
Stage 2	847	844	-	830	844	-	-	-	-	-	-	-
Critical Hdwy	6.5	5.9	5.94	6.9	6.3	6.21	4.2	-	-	4.1	-	-
Critical Hdwy Stg 1	5.5	4.9	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.5	4.9	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.336	3.5	4	3.399	2.29	-	-	2.2	-	-
Pot Cap-1 Maneuver	103	130	403	84	104	369	763	-	-	817	-	-
Stage 1	429	452	-	379	401	-	-	-	-	-	-	-
Stage 2	414	440	-	385	400	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	97	126	400	75	101	367	761	-	-	815	-	-
Mov Cap-2 Maneuver	229	257	-	195	224	-	-	-	-	-	-	-
Stage 1	420	448	-	371	393	-	-	-	-	-	-	-
Stage 2	392	431	-	349	397	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20	20	0.1	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	761	-	-	297	261	815	-	-
HCM Lane V/C Ratio	0.015	-	-	0.195	0.081	0.004	-	-
HCM Control Delay (s)	9.8	-	-	20	20	9.4	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.3	0	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	46	1	15	55	1	8
Future Volume (vph)	46	1	15	55	1	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-2%			1%	7%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.997				0.878	
Flt Protected				0.989	0.995	
Satd. Flow (prot)	1913	0	0	1789	1602	0
Flt Permitted				0.989	0.995	
Satd. Flow (perm)	1913	0	0	1789	1602	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	236			833	796	
Travel Time (s)	5.4			18.9	18.1	
Confl. Peds. (#/hr)						3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	10%	3%	0%	0%
Adj. Flow (vph)	51	1	17	61	1	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	0	0	78	10	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	0.99	0.99	1.01	1.01	1.05	1.05
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	46	1	15	55	1	8
Future Vol, veh/h	46	1	15	55	1	8
Conflicting Peds, #/hr	0	0	0	0	0	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	1	7	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	10	3	0	0
Mvmt Flow	51	1	17	61	1	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	52	0	146	55
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	94	-
Critical Hdwy	-	-	4.2	-	7.8	6.9
Critical Hdwy Stg 1	-	-	-	-	6.8	-
Critical Hdwy Stg 2	-	-	-	-	6.8	-
Follow-up Hdwy	-	-	2.29	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1504	-	804	1007
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	901	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1500	-	794	1004
Mov Cap-2 Maneuver	-	-	-	-	794	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	890	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	975	-	-	1500	-
HCM Lane V/C Ratio	0.01	-	-	0.011	-
HCM Control Delay (s)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	30	0	2	0	3	11	9	332	5	21	64	74
Future Volume (vph)	30	0	2	0	3	11	9	332	5	21	64	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		5%			0%			-1%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.892			0.999			0.933	
Flt Protected		0.955						0.999			0.996	
Satd. Flow (prot)	0	1753	0	0	1662	0	0	1875	0	0	1715	0
Flt Permitted		0.955						0.999			0.996	
Satd. Flow (perm)	0	1753	0	0	1662	0	0	1875	0	0	1715	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		640			162			321			353	
Travel Time (s)		14.5			3.7			7.3			8.0	
Peak Hour Factor	0.53	0.92	0.53	0.92	0.92	0.92	0.53	0.53	0.92	0.92	0.53	0.53
Heavy Vehicles (%)	0%	2%	0%	2%	2%	2%	25%	1%	2%	2%	2%	6%
Adj. Flow (vph)	57	0	4	0	3	12	17	626	5	23	121	140
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	15	0	0	648	0	0	284	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.00	1.00	1.00	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

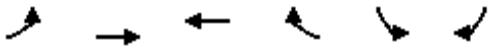
Intersection	
Int Delay, s/veh	2.4

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	0	2	0	3	11	9	332	5	21	64	74
Future Vol, veh/h	30	0	2	0	3	11	9	332	5	21	64	74
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	5	-	-	0	-	-	-1	-	-	-2	-
Peak Hour Factor	53	92	53	92	92	92	53	53	92	92	53	53
Heavy Vehicles, %	0	2	0	2	2	2	25	1	2	2	2	6
Mvmt Flow	57	0	4	0	3	12	17	626	5	23	121	140

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	907	902	191	901	969	629	260	0	0	632	0	0
Stage 1	236	236	-	663	663	-	-	-	-	-	-	-
Stage 2	671	666	-	238	306	-	-	-	-	-	-	-
Critical Hdwy	8.1	7.52	6.7	7.12	6.52	6.22	4.35	-	-	4.12	-	-
Critical Hdwy Stg 1	7.1	6.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	6.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.425	-	-	2.218	-	-
Pot Cap-1 Maneuver	201	216	833	259	254	482	1182	-	-	951	-	-
Stage 1	723	665	-	450	459	-	-	-	-	-	-	-
Stage 2	373	380	-	765	662	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	187	205	833	248	241	482	1182	-	-	951	-	-
Mov Cap-2 Maneuver	187	205	-	248	241	-	-	-	-	-	-	-
Stage 1	707	646	-	440	449	-	-	-	-	-	-	-
Stage 2	353	372	-	739	643	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	31.2	14.4	0.2	0.7
HCM LOS	D	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1182	-	-	397	197	951	-	-
HCM Lane V/C Ratio	0.014	-	-	0.038	0.306	0.024	-	-
HCM Control Delay (s)	8.1	0	-	14.4	31.2	8.9	0	-
HCM Lane LOS	A	A	-	B	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.2	0.1	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	31	82	4	1	15
Future Volume (vph)	3	31	82	4	1	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		3%	-5%		-8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.994		0.872	
Flt Protected		0.995			0.998	
Satd. Flow (prot)	0	1862	1767	0	1720	0
Flt Permitted		0.995			0.998	
Satd. Flow (perm)	0	1862	1767	0	1720	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		264	640		200	
Travel Time (s)		6.0	14.5		4.5	
Confl. Peds. (#/hr)	15					
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	10%	0%	0%	0%
Adj. Flow (vph)	4	39	103	5	1	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	43	108	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	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	1.02	1.02	0.97	0.97	0.95	0.95
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	31	82	4	1	15
Future Vol, veh/h	3	31	82	4	1	15
Conflicting Peds, #/hr	15	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, %	-	3	-5	-	-8	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	10	0	0	0
Mvmt Flow	4	39	103	5	1	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	123	0	-	0	166	120
Stage 1	-	-	-	-	120	-
Stage 2	-	-	-	-	46	-
Critical Hdwy	4.1	-	-	-	4.8	5.4
Critical Hdwy Stg 1	-	-	-	-	3.8	-
Critical Hdwy Stg 2	-	-	-	-	3.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1477	-	-	-	893	962
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	1002	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1477	-	-	-	868	950
Mov Cap-2 Maneuver	-	-	-	-	868	-
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	987	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1477	-	-	-	944
HCM Lane V/C Ratio	0.003	-	-	-	0.021
HCM Control Delay (s)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	48	278	735	68	217	724
Future Volume (vph)	48	278	735	68	217	724
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	5%		3%			-1%
Storage Length (ft)	90	0		0	215	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.989			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1725	1544	1815	0	1778	1872
Flt Permitted	0.950				0.096	
Satd. Flow (perm)	1725	1544	1815	0	180	1872
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	207		948			167
Travel Time (s)	4.7		21.5			3.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	302	799	74	236	787
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	302	873	0	236	787
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			
Headway Factor	1.03	1.03	1.02	1.02	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot	pm+ov	NA		pm+pt	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8			6	
Minimum Split (s)	21.0	9.0	62.0		9.0	45.0
Total Split (s)	35.0	14.0	71.0		14.0	85.0
Total Split (%)	29.2%	11.7%	59.2%		11.7%	70.8%
Maximum Green (s)	30.0	9.0	66.0		9.0	80.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Walk Time (s)	5.0		5.0			
Flash Dont Walk (s)	11.0		11.0			
Pedestrian Calls (#/hr)	0		0			
v/c Ratio	0.12	0.53	0.87		0.99	0.63
Control Delay	35.9	34.2	35.0		76.9	14.4

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	35.9	34.2	35.0		76.9	14.4
Queue Length 50th (ft)	31	183	561		96	321
Queue Length 95th (ft)	65	274	#848		#264	443
Internal Link Dist (ft)	127		868			87
Turn Bay Length (ft)	90				215	
Base Capacity (vph)	431	566	998		239	1248
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.12	0.53	0.87		0.99	0.63

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWTL, Start of Green	
Natural Cycle: 95	
Control Type: Pretimed	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

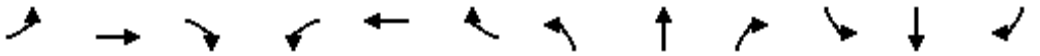
Splits and Phases: 5: NYS Route 9D & Verplanck Avenue



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	48	278	735	68	217	724
Future Volume (veh/h)	48	278	735	68	217	724
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1816	1816	1835	1872	1872	1872
Adj Flow Rate, veh/h	52	302	799	74	236	787
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	432	502	910	84	276	1248
Arrive On Green	0.25	0.25	0.55	0.55	0.08	0.67
Sat Flow, veh/h	1730	1544	1655	153	1783	1872
Grp Volume(v), veh/h	52	302	0	873	236	787
Grp Sat Flow(s),veh/h/ln	1730	1544	0	1808	1783	1872
Q Serve(g_s), s	2.8	19.7	0.0	50.4	6.6	29.0
Cycle Q Clear(g_c), s	2.8	19.7	0.0	50.4	6.6	29.0
Prop In Lane	1.00	1.00		0.08	1.00	
Lane Grp Cap(c), veh/h	432	502	0	994	276	1248
V/C Ratio(X)	0.12	0.60	0.00	0.88	0.85	0.63
Avail Cap(c_a), veh/h	432	502	0	994	276	1248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	34.0	0.0	23.5	25.4	11.5
Incr Delay (d2), s/veh	0.6	5.3	0.0	10.9	27.1	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	9.1	0.0	28.0	6.5	15.7
LnGrp Delay(d),s/veh	35.4	39.3	0.0	34.4	52.5	13.9
LnGrp LOS	D	D		C	D	B
Approach Vol, veh/h	354		873			1023
Approach Delay, s/veh	38.7		34.4			22.8
Approach LOS	D		C			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	14.0	71.0				85.0		35.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	9.0	66.0				80.0		30.0
Max Q Clear Time (g_c+I1), s	0.0	0.0				0.0		0.0
Green Ext Time (p_c), s	0.0	0.0				0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	29.8
HCM 2010 LOS	C



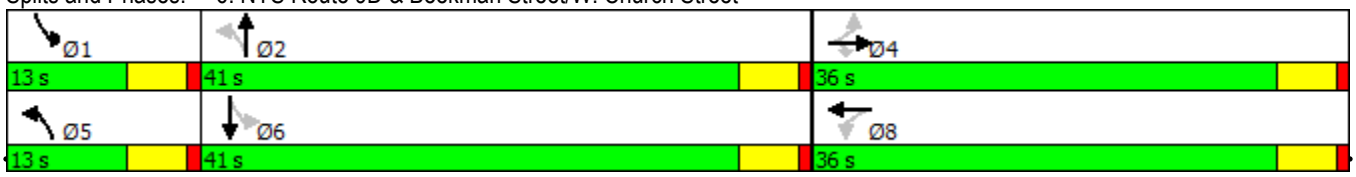
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	325	6	48	12	3	7	47	455	11	12	631	126
Future Volume (vph)	325	6	48	12	3	7	47	455	11	12	631	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-10%			-6%			3%	
Storage Length (ft)	0		95	0		0	80		0	85		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.955			0.996			0.975	
Flt Protected		0.953			0.974		0.950			0.950		
Satd. Flow (prot)	0	1757	1567	0	1819	0	1823	1911	0	1743	1789	0
Flt Permitted		0.713			0.814		0.096			0.374		
Satd. Flow (perm)	0	1315	1567	0	1520	0	184	1911	0	686	1789	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85		8			2			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		273			158			388			335	
Travel Time (s)		6.2			3.6			8.8			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	353	7	52	13	3	8	51	495	12	13	686	137
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	360	52	0	24	0	51	507	0	13	823	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.01	1.01	1.01	0.94	0.94	0.94	0.96	0.96	0.96	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2		2	1		2	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83		83	6		83	6	
Trailing Detector (ft)	0	-5	-5	0	-5		-5	0		-5	0	
Detector 1 Position(ft)	0	-5	-5	0	-5		-5	0		-5	0	
Detector 1 Size(ft)	20	43	43	20	43		43	6		43	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)		40	40		40		40			40		
Detector 2 Size(ft)		43	43		43		43			43		
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0		0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	16.0		4.0	16.0	
Minimum Split (s)	20.0	20.0	20.0	21.0	21.0		9.0	21.0		9.0	21.0	
Total Split (s)	36.0	36.0	36.0	36.0	36.0		13.0	41.0		13.0	41.0	
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%		14.4%	45.6%		14.4%	45.6%	
Maximum Green (s)	31.0	31.0	31.0	31.0	31.0		8.0	36.0		8.0	36.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	Max	
Walk Time (s)				5.0	5.0							
Flash Dont Walk (s)				11.0	11.0							
Pedestrian Calls (#/hr)				0	0							
v/c Ratio		0.86	0.09		0.05		0.21	0.50		0.03	0.98	
Control Delay		46.9	2.2		15.7		11.5	16.3		9.8	52.6	
Queue Delay		0.0	0.0		0.0		0.0	2.0		0.0	0.0	
Total Delay		46.9	2.2		15.7		11.5	18.3		9.8	52.6	
Queue Length 50th (ft)		179	0		6		12	161		3	~523	
Queue Length 95th (ft)		#328	11		23		29	331		12	#777	
Internal Link Dist (ft)		193			78			308			255	
Turn Bay Length (ft)			95				80			85		
Base Capacity (vph)		527	679		614		269	1004		466	840	
Starvation Cap Reductn		0	0		0		0	338		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.68	0.08		0.04		0.19	0.76		0.03	0.98	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 79.3
Natural Cycle: 90
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

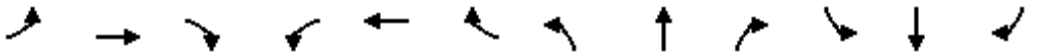
Splits and Phases: 6: NYS Route 9D & Beekman Street/W. Church Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	325	6	48	12	3	7	47	455	11	12	631	126
Future Volume (veh/h)	325	6	48	12	3	7	47	455	11	12	631	126
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1844	1844	1995	1956	1995	1919	1919	1957	1835	1835	1872
Adj Flow Rate, veh/h	353	7	52	13	3	8	51	495	12	13	686	137
Adj No. of Lanes	0	1	1	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	449	7	573	77	27	19	145	830	20	321	631	126
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.03	0.45	0.45	0.01	0.42	0.42
Sat Flow, veh/h	998	20	1568	32	75	53	1827	1865	45	1747	1486	297
Grp Volume(v), veh/h	360	0	52	24	0	0	51	0	507	13	0	823
Grp Sat Flow(s),veh/h/ln	1018	0	1568	159	0	0	1827	0	1911	1747	0	1782
Q Serve(g_s), s	0.0	0.0	1.8	0.4	0.0	0.0	1.3	0.0	17.0	0.4	0.0	36.0
Cycle Q Clear(g_c), s	29.8	0.0	1.8	30.3	0.0	0.0	1.3	0.0	17.0	0.4	0.0	36.0
Prop In Lane	0.98		1.00	0.54		0.33	1.00		0.02	1.00		0.17
Lane Grp Cap(c), veh/h	456	0	573	124	0	0	145	0	850	321	0	757
V/C Ratio(X)	0.79	0.00	0.09	0.19	0.00	0.00	0.35	0.00	0.60	0.04	0.00	1.09
Avail Cap(c_a), veh/h	456	0	573	124	0	0	257	0	850	464	0	757
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.5	0.0	17.7	22.0	0.0	0.0	20.5	0.0	17.8	14.9	0.0	24.4
Incr Delay (d2), s/veh	9.0	0.0	0.1	0.8	0.0	0.0	1.4	0.0	3.1	0.1	0.0	59.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	0.0	0.8	0.4	0.0	0.0	0.7	0.0	9.6	0.2	0.0	29.9
LnGrp Delay(d),s/veh	35.5	0.0	17.7	22.8	0.0	0.0	21.9	0.0	20.8	15.0	0.0	83.5
LnGrp LOS	D		B	C			C		C	B		F
Approach Vol, veh/h		412			24			558			836	
Approach Delay, s/veh		33.3			22.8			20.9			82.4	
Approach LOS		C			C			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.1	42.7		36.0	7.8	41.0		36.0
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	8.0	36.0		31.0	8.0	36.0		31.0
Max Q Clear Time (g_c+I1), s	2.4	19.0		31.8	3.3	38.0		32.3
Green Ext Time (p_c), s	0.0	4.0		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	51.8
HCM 2010 LOS	D



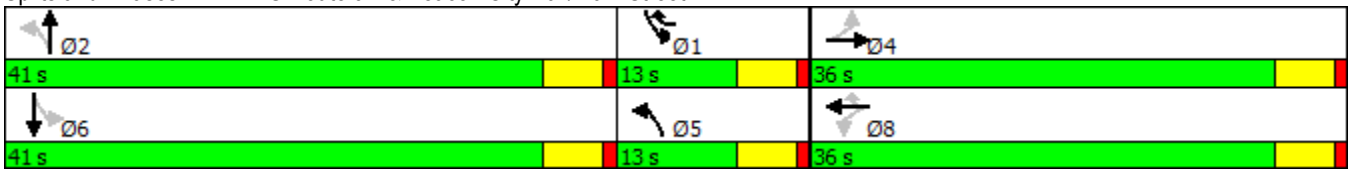
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	8	1	23	2	143	1	370	44	250	436	1
Future Volume (vph)	1	8	1	23	2	143	1	370	44	250	436	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-8%			-3%			3%	
Storage Length (ft)	0		0	0		70	0		0	120		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988				0.850		0.984				
Flt Protected		0.995			0.956		0.950			0.950		
Satd. Flow (prot)	0	1822	0	0	1852	1647	1796	1860	0	1743	1835	0
Flt Permitted		0.964					0.465			0.442		
Satd. Flow (perm)	0	1765	0	0	1937	1647	879	1860	0	811	1835	0
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)		1										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		76			138			182			388	
Travel Time (s)		1.7			3.1			4.1			8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	9	1	25	2	155	1	402	48	272	474	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	27	155	1	450	0	272	475	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.95	0.95	0.95	0.98	0.98	0.98	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	2	1		2	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	83		20	83	83	83	6		83	6	
Trailing Detector (ft)	0	-5		0	-5	-5	-5	0		-5	0	
Detector 1 Position(ft)	0	-5		0	-5	-5	-5	0		-5	0	
Detector 1 Size(ft)	20	43		20	43	43	43	6		43	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)		40			40	40	40			40		
Detector 2 Size(ft)		43			43	43	43			43		
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0	0.0	0.0			0.0		
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		8.0	8.0	4.0	4.0	31.0		4.0	36.0	
Minimum Split (s)	21.0	21.0		21.0	21.0	9.0	9.0	36.0		9.0	41.0	
Total Split (s)	36.0	36.0		36.0	36.0	13.0	13.0	41.0		13.0	41.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%	14.4%	14.4%	45.6%		14.4%	45.6%	
Maximum Green (s)	31.0	31.0		31.0	31.0	8.0	8.0	36.0		8.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag						Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Walk Time (s)	5.0	5.0						5.0				
Flash Dont Walk (s)	11.0	11.0						11.0				
Pedestrian Calls (#/hr)	0	0						0				
v/c Ratio		0.06			0.10	0.44	0.00	0.39		0.34	0.30	
Control Delay		25.3			26.1	23.5	3.0	8.4		4.1	4.7	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		25.3			26.1	23.5	3.0	8.4		4.1	4.7	
Queue Length 50th (ft)		3			8	48	0	50		0	0	
Queue Length 95th (ft)		17			31	92	1	170		48	183	
Internal Link Dist (ft)		1			58			102			308	
Turn Bay Length (ft)						70				120		
Base Capacity (vph)		937			1028	354	787	1146		796	1566	
Starvation Cap Reductn		0			0	0	0	0		0	71	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.01			0.03	0.44	0.00	0.39		0.34	0.32	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 59.1
Natural Cycle: 75
Control Type: Semi Act-Uncoord

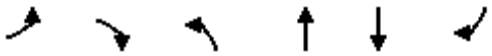
Splits and Phases: 7: NYS Route 9D & Beacon City Hall/Main Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	8	1	23	2	143	1	370	44	250	436	1
Future Volume (veh/h)	1	8	1	23	2	143	1	370	44	250	436	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1853	1890	1976	1937	1937	1891	1891	1928	1835	1835	1872
Adj Flow Rate, veh/h	1	9	1	25	2	155	1	402	48	272	474	1
Adj No. of Lanes	0	1	0	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	195	20	277	18	307	624	952	114	629	1051	2
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.06	0.57	0.57	0.06	0.57	0.57
Sat Flow, veh/h	51	1583	163	1352	148	1647	1801	1658	198	1747	1830	4
Grp Volume(v), veh/h	11	0	0	27	0	155	1	0	450	272	0	475
Grp Sat Flow(s),veh/h/ln	1798	0	0	1500	0	1647	1801	0	1856	1747	0	1834
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.0	1.3	0.0	0.0	8.5	0.0	0.0	9.3
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.9	0.0	1.3	0.0	0.0	8.5	0.0	0.0	9.3
Prop In Lane	0.09		0.09	0.93		1.00	1.00		0.11	1.00		0.00
Lane Grp Cap(c), veh/h	284	0	0	295	0	307	624	0	1066	629	0	1053
V/C Ratio(X)	0.04	0.00	0.00	0.09	0.00	0.50	0.00	0.00	0.42	0.43	0.00	0.45
Avail Cap(c_a), veh/h	931	0	0	846	0	918	740	0	1066	742	0	1053
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.2	0.0	0.0	24.5	0.0	22.9	8.2	0.0	7.5	11.1	0.0	7.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	1.3	0.0	0.0	1.2	0.5	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.4	0.0	0.7	0.0	0.0	4.6	3.3	0.0	5.0
LnGrp Delay(d),s/veh	24.3	0.0	0.0	24.6	0.0	24.2	8.2	0.0	8.7	11.5	0.0	9.1
LnGrp LOS	C			C		C	A		A	B		A
Approach Vol, veh/h		11			182			451			747	
Approach Delay, s/veh		24.3			24.2			8.7			10.0	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.0	41.0		12.7	9.0	41.0		12.7
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	8.0	36.0		31.0	8.0	36.0		31.0
Max Q Clear Time (g_c+I1), s	2.0	10.5		2.3	2.0	11.3		3.3
Green Ext Time (p_c), s	0.7	1.2		1.1	0.7	1.2		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	8	17	0
Future Volume (vph)	0	0	0	8	17	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	10%			10%	-10%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1805	0	0	1805	1995	0
Flt Permitted						
Satd. Flow (perm)	1805	0	0	1805	1995	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	206			200	796	
Travel Time (s)	4.7			4.5	18.1	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	0	10	21	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	10	21	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	0.94	0.94
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	8	17	0
Future Vol, veh/h	0	0	0	8	17	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	10	-	-	10	-10	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	10	21	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	31	21	21	0	-	0
Stage 1	21	-	-	-	-	-
Stage 2	10	-	-	-	-	-
Critical Hdwy	8.4	7.2	4.1	-	-	-
Critical Hdwy Stg 1	7.4	-	-	-	-	-
Critical Hdwy Stg 2	7.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	971	1056	1608	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	971	1056	1608	-	-	-
Mov Cap-2 Maneuver	971	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	1013	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1608	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	47	0	0	70	0	0
Future Volume (vph)	47	0	0	70	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	3%			-5%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1872	0	0	1909	1900	0
Flt Permitted						
Satd. Flow (perm)	1872	0	0	1909	1900	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	160			236	134	
Travel Time (s)	3.6			5.4	3.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	1%	2%	0%	0%
Adj. Flow (vph)	52	0	0	78	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	0	0	78	0	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	1.02	1.02	0.97	0.97	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

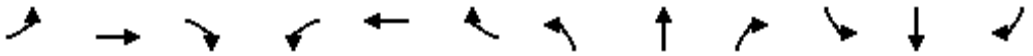
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↱	
Traffic Vol, veh/h	47	0	0	70	0	0
Future Vol, veh/h	47	0	0	70	0	0
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, %	3	-	-	-5	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	1	2	0	0
Mvmt Flow	52	0	0	78	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	130	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	78	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	0	-	869	1021
Stage 1	-	0	0	-	976	-
Stage 2	-	0	0	-	950	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	869	1021
Mov Cap-2 Maneuver	-	-	-	-	869	-
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	950	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	0	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	9	21	1	4	4	13	682	1	1	895	81
Future Volume (vph)	81	9	21	1	4	4	13	682	1	1	895	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			-1%			0%			-5%	
Storage Length (ft)	0		0	0		0	120		0	120		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.974			0.939						0.988	
Flt Protected		0.965			0.995		0.950			0.950		
Satd. Flow (prot)	0	1813	0	0	1784	0	1543	1810	0	1850	1830	0
Flt Permitted		0.965			0.995		0.950			0.950		
Satd. Flow (perm)	0	1813	0	0	1784	0	1543	1810	0	1850	1830	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		833			226			335			948	
Travel Time (s)		18.9			5.1			7.6			21.5	
Confl. Peds. (#/hr)	3			3			2			2		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	17%	5%	0%	0%	5%	7%
Adj. Flow (vph)	93	10	24	1	5	5	15	784	1	1	1029	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	127	0	0	11	0	15	785	0	1	1122	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.98	0.98	0.98	0.99	0.99	0.99	1.00	1.00	1.00	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	81	9	21	1	4	4	13	682	1	1	895	81
Future Vol, veh/h	81	9	21	1	4	4	13	682	1	1	895	81
Conflicting Peds, #/hr	3	0	0	3	0	0	2	0	0	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	120	-	-	120	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	-3	-	-	-1	-	-	0	-	-	-5	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	17	5	0	0	5	7
Mvmt Flow	93	10	24	1	5	5	15	784	1	1	1029	93

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1902	1897	1080	1914	1942	789	1124	0	0	787	0	0
Stage 1	1080	1080	-	816	816	-	-	-	-	-	-	-
Stage 2	822	817	-	1098	1126	-	-	-	-	-	-	-
Critical Hdwy	6.5	5.9	5.9	6.9	6.3	6.1	4.27	-	-	4.1	-	-
Critical Hdwy Stg 1	5.5	4.9	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.5	4.9	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.353	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 73	96	293	58	73	403	569	-	-	841	-	-
Stage 1	319	355	-	391	412	-	-	-	-	-	-	-
Stage 2	425	450	-	277	301	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 69	93	292	50	71	401	568	-	-	839	-	-
Mov Cap-2 Maneuver	191	220	-	152	183	-	-	-	-	-	-	-
Stage 1	310	354	-	380	400	-	-	-	-	-	-	-
Stage 2	403	437	-	246	300	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	46.9	21.1	0.2	0
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	568	-	-	207	234	839	-	-
HCM Lane V/C Ratio	0.026	-	-	0.616	0.044	0.001	-	-
HCM Control Delay (s)	11.5	-	-	46.9	21.1	9.3	-	-
HCM Lane LOS	B	-	-	E	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.5	0.1	0	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	95	2	42	30	0	4
Future Volume (vph)	95	2	42	30	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-2%			1%	7%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.998				0.865	
Flt Protected				0.972		
Satd. Flow (prot)	1808	0	0	1756	1586	0
Flt Permitted				0.972		
Satd. Flow (perm)	1808	0	0	1756	1586	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	236			833	796	
Travel Time (s)	5.4			18.9	18.1	
Confl. Peds. (#/hr)			2			1
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	6%	0%	0%	11%	0%	0%
Adj. Flow (vph)	116	2	51	37	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	118	0	0	88	5	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	0.99	0.99	1.01	1.01	1.05	1.05
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	95	2	42	30	0	4
Future Vol, veh/h	95	2	42	30	0	4
Conflicting Peds, #/hr	0	0	2	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	1	7	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	6	0	0	11	0	0
Mvmt Flow	116	2	51	37	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	120	0	258	120
Stage 1	-	-	-	-	119	-
Stage 2	-	-	-	-	139	-
Critical Hdwy	-	-	4.1	-	7.8	6.9
Critical Hdwy Stg 1	-	-	-	-	6.8	-
Critical Hdwy Stg 2	-	-	-	-	6.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1480	-	665	915
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	846	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1479	-	641	913
Mov Cap-2 Maneuver	-	-	-	-	641	-
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	816	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.4	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	913	-	-	1479	-
HCM Lane V/C Ratio	0.005	-	-	0.035	-
HCM Control Delay (s)	9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	20	0	2	0	4	15	14	160	1	4	182	353
Future Volume (vph)	20	0	2	0	4	15	14	160	1	4	182	353
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		5%			0%			-1%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.990			0.892			0.999			0.911	
Flt Protected		0.956						0.996				
Satd. Flow (prot)	0	1753	0	0	1662	0	0	1728	0	0	1731	0
Flt Permitted		0.956						0.996				
Satd. Flow (perm)	0	1753	0	0	1662	0	0	1728	0	0	1731	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		640			137			321			353	
Travel Time (s)		14.5			3.1			7.3			8.0	
Confl. Peds. (#/hr)							1					
Peak Hour Factor	0.83	0.92	0.83	0.92	0.92	0.92	0.83	0.83	0.92	0.92	0.83	0.83
Heavy Vehicles (%)	0%	2%	0%	2%	2%	2%	67%	5%	2%	2%	1%	1%
Adj. Flow (vph)	24	0	2	0	4	16	17	193	1	4	219	425
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	20	0	0	211	0	0	648	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.00	1.00	1.00	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

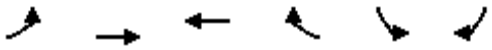
Intersection	
Int Delay, s/veh	1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	20	0	2	0	4	15	14	160	1	4	182	353
Future Vol, veh/h	20	0	2	0	4	15	14	160	1	4	182	353
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	5	-	-	0	-	-	-1	-	-	-2	-
Peak Hour Factor	83	92	83	92	92	92	83	83	92	92	83	83
Heavy Vehicles, %	0	2	0	2	2	2	67	5	2	2	1	1
Mvmt Flow	24	0	2	0	4	16	17	193	1	4	219	425

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	679	670	433	669	881	193	646	0	0	194	0	0
Stage 1	442	442	-	227	227	-	-	-	-	-	-	-
Stage 2	237	228	-	442	654	-	-	-	-	-	-	-
Critical Hdwy	8.1	7.52	6.7	7.12	6.52	6.22	4.77	-	-	4.12	-	-
Critical Hdwy Stg 1	7.1	6.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	6.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.803	-	-	2.218	-	-
Pot Cap-1 Maneuver	305	314	590	371	285	849	694	-	-	1379	-	-
Stage 1	529	510	-	776	716	-	-	-	-	-	-	-
Stage 2	722	671	-	594	463	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	288	304	590	360	276	849	694	-	-	1379	-	-
Mov Cap-2 Maneuver	288	304	-	360	276	-	-	-	-	-	-	-
Stage 1	514	507	-	755	697	-	-	-	-	-	-	-
Stage 2	685	653	-	589	460	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	18.1	11.3	0.8	0.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	694	-	-	591	302	1379	-	-
HCM Lane V/C Ratio	0.024	-	-	0.035	0.088	0.003	-	-
HCM Control Delay (s)	10.3	0	-	11.3	18.1	7.6	0	-
HCM Lane LOS	B	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.3	0	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	7	9	357	14	14	86
Future Volume (vph)	7	9	357	14	14	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		3%	-5%		-8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.995		0.884	
Flt Protected		0.978			0.993	
Satd. Flow (prot)	0	1830	1919	0	1691	0
Flt Permitted		0.978			0.993	
Satd. Flow (perm)	0	1830	1919	0	1691	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		264	640		200	
Travel Time (s)		6.0	14.5		4.5	
Confl. Peds. (#/hr)	34			1		
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	1%	0%	0%	3%
Adj. Flow (vph)	9	11	435	17	17	105
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	20	452	0	122	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	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	1.02	1.02	0.97	0.97	0.95	0.95
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	9	357	14	14	86
Future Vol, veh/h	7	9	357	14	14	86
Conflicting Peds, #/hr	34	0	0	1	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, %	-	3	-5	-	-8	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	1	0	0	3
Mvmt Flow	9	11	435	17	17	105

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	486	0	-	0	506	478
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	28	-
Critical Hdwy	4.1	-	-	-	4.8	5.43
Critical Hdwy Stg 1	-	-	-	-	3.8	-
Critical Hdwy Stg 2	-	-	-	-	3.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.327
Pot Cap-1 Maneuver	1087	-	-	-	663	651
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	1012	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1087	-	-	-	621	633
Mov Cap-2 Maneuver	-	-	-	-	621	-
Stage 1	-	-	-	-	754	-
Stage 2	-	-	-	-	975	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1087	-	-	-	631
HCM Lane V/C Ratio	0.008	-	-	-	0.193
HCM Control Delay (s)	8.3	0	-	-	12.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.7



Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	69	215	671	75	248	885
Future Volume (vph)	69	215	671	75	248	885
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	5%		3%			-1%
Storage Length (ft)	90	0		0	215	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.986			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1725	1544	1809	0	1778	1872
Flt Permitted	0.950				0.065	
Satd. Flow (perm)	1725	1544	1809	0	122	1872
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	207		948			167
Travel Time (s)	4.7		21.5			3.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	234	729	82	270	962
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	234	811	0	270	962
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			
Headway Factor	1.03	1.03	1.02	1.02	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot	pm+ov	NA		pm+pt	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8			6	
Minimum Split (s)	21.0	9.0	62.0		9.0	45.0
Total Split (s)	45.0	13.0	62.0		13.0	75.0
Total Split (%)	37.5%	10.8%	51.7%		10.8%	62.5%
Maximum Green (s)	40.0	8.0	57.0		8.0	70.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Walk Time (s)	5.0		5.0			
Flash Dont Walk (s)	11.0		11.0			
Pedestrian Calls (#/hr)	0		0			
v/c Ratio	0.13	0.34	0.94		1.49	0.88
Control Delay	28.7	23.9	50.6		273.3	32.7

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	28.7	23.9	50.6		273.3	32.7
Queue Length 50th (ft)	40	117	582		~239	606
Queue Length 95th (ft)	77	181	#857		#413	#920
Internal Link Dist (ft)	127		868			87
Turn Bay Length (ft)	90				215	
Base Capacity (vph)	575	681	859		181	1092
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.13	0.34	0.94		1.49	0.88

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWTL, Start of Green	
Natural Cycle: 95	
Control Type: Pretimed	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

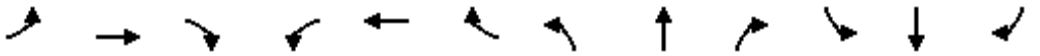
Splits and Phases: 5: NYS Route 9D & Verplanck Avenue



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	69	215	671	75	248	885
Future Volume (veh/h)	69	215	671	75	248	885
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1816	1816	1835	1872	1872	1872
Adj Flow Rate, veh/h	75	234	729	82	270	962
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	577	618	770	87	210	1092
Arrive On Green	0.33	0.33	0.47	0.47	0.07	0.58
Sat Flow, veh/h	1730	1544	1620	182	1783	1872
Grp Volume(v), veh/h	75	234	0	811	270	962
Grp Sat Flow(s),veh/h/ln	1730	1544	0	1803	1783	1872
Q Serve(g_s), s	3.6	12.9	0.0	51.5	8.0	52.9
Cycle Q Clear(g_c), s	3.6	12.9	0.0	51.5	8.0	52.9
Prop In Lane	1.00	1.00		0.10	1.00	
Lane Grp Cap(c), veh/h	577	618	0	856	210	1092
V/C Ratio(X)	0.13	0.38	0.00	0.95	1.29	0.88
Avail Cap(c_a), veh/h	577	618	0	856	210	1092
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	25.5	0.0	30.1	30.9	21.4
Incr Delay (d2), s/veh	0.5	1.8	0.0	20.3	160.7	10.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	5.8	0.0	30.3	16.3	30.1
LnGrp Delay(d),s/veh	28.3	27.2	0.0	50.4	191.6	31.7
LnGrp LOS	C	C		D	F	C
Approach Vol, veh/h	309		811			1232
Approach Delay, s/veh	27.5		50.4			66.7
Approach LOS	C		D			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	13.0	62.0				75.0		45.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	8.0	57.0				70.0		40.0
Max Q Clear Time (g_c+I1), s	0.0	0.0				0.0		0.0
Green Ext Time (p_c), s	0.0	0.0				0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	55.9
HCM 2010 LOS	E



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	153	4	148	3	17	11	26	531	0	1	459	457
Future Volume (vph)	153	4	148	3	17	11	26	531	0	1	459	457
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-10%			-6%			3%	
Storage Length (ft)	0		95	0		0	80		0	85		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.951						0.925	
Flt Protected		0.953			0.995		0.950			0.950		
Satd. Flow (prot)	0	1757	1567	0	1851	0	1823	1919	0	1743	1697	0
Flt Permitted		0.707			0.973		0.102			0.357		
Satd. Flow (perm)	0	1304	1567	0	1810	0	196	1919	0	655	1697	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			161		12						66	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		273			158			388			335	
Travel Time (s)		6.2			3.6			8.8			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	166	4	161	3	18	12	28	577	0	1	499	497
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	170	161	0	33	0	28	577	0	1	996	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.01	1.01	1.01	0.94	0.94	0.94	0.96	0.96	0.96	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2		2	1		2	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83		83	6		83	6	
Trailing Detector (ft)	0	-5	-5	0	-5		-5	0		-5	0	
Detector 1 Position(ft)	0	-5	-5	0	-5		-5	0		-5	0	
Detector 1 Size(ft)	20	43	43	20	43		43	6		43	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)		40	40		40		40			40		
Detector 2 Size(ft)		43	43		43		43			43		
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0		0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	16.0		4.0	16.0	
Minimum Split (s)	20.0	20.0	20.0	21.0	21.0		9.0	21.0		9.0	21.0	
Total Split (s)	36.0	36.0	36.0	36.0	36.0		13.0	41.0		13.0	41.0	
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%		14.4%	45.6%		14.4%	45.6%	
Maximum Green (s)	31.0	31.0	31.0	31.0	31.0		8.0	36.0		8.0	36.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	Max	
Walk Time (s)				5.0	5.0							
Flash Dont Walk (s)				11.0	11.0							
Pedestrian Calls (#/hr)				0	0							
v/c Ratio		0.61	0.35		0.08		0.10	0.50		0.00	1.01	
Control Delay		33.8	6.6		16.4		6.6	11.4		6.0	48.9	
Queue Delay		0.0	0.0		0.0		0.0	0.7		0.0	0.0	
Total Delay		33.8	6.6		16.4		6.6	12.1		6.0	48.9	
Queue Length 50th (ft)		54	0		6		3	96		0	257	
Queue Length 95th (ft)		130	42		28		15	326		2	#858	
Internal Link Dist (ft)		193			78			308			255	
Turn Bay Length (ft)			95				80			85		
Base Capacity (vph)		637	848		890		327	1154		535	991	
Starvation Cap Reductn		0	0		0		0	274		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.27	0.19		0.04		0.09	0.66		0.00	1.01	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 65.1
Natural Cycle: 90
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

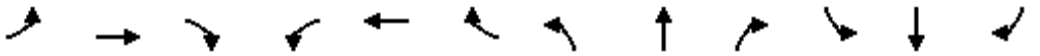
Splits and Phases: 6: NYS Route 9D & Beekman Street/W. Church Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	4	148	3	17	11	26	531	0	1	459	457
Future Volume (veh/h)	153	4	148	3	17	11	26	531	0	1	459	457
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1844	1844	1995	1956	1995	1919	1919	0	1835	1835	1872
Adj Flow Rate, veh/h	166	4	161	3	18	12	28	577	0	1	499	497
Adj No. of Lanes	0	1	1	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	0	2	2	2
Cap, veh/h	350	6	273	70	192	115	158	1131	0	454	478	476
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.02	0.59	0.00	0.00	0.57	0.57
Sat Flow, veh/h	1370	33	1568	49	1105	659	1827	1919	0	1747	845	841
Grp Volume(v), veh/h	170	0	161	33	0	0	28	577	0	1	0	996
Grp Sat Flow(s),veh/h/ln	1403	0	1568	1813	0	0	1827	1919	0	1747	0	1686
Q Serve(g_s), s	6.2	0.0	6.0	0.0	0.0	0.0	0.4	11.2	0.0	0.0	0.0	36.0
Cycle Q Clear(g_c), s	7.1	0.0	6.0	1.0	0.0	0.0	0.4	11.2	0.0	0.0	0.0	36.0
Prop In Lane	0.98		1.00	0.09		0.36	1.00		0.00	1.00		0.50
Lane Grp Cap(c), veh/h	356	0	273	377	0	0	158	1131	0	454	0	954
V/C Ratio(X)	0.48	0.00	0.59	0.09	0.00	0.00	0.18	0.51	0.00	0.00	0.00	1.04
Avail Cap(c_a), veh/h	785	0	764	928	0	0	343	1131	0	671	0	954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.6	0.0	24.2	22.1	0.0	0.0	15.6	7.7	0.0	6.7	0.0	13.8
Incr Delay (d2), s/veh	1.0	0.0	2.0	0.1	0.0	0.0	0.5	1.6	0.0	0.0	0.0	41.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	2.7	0.5	0.0	0.0	0.3	6.4	0.0	0.0	0.0	27.4
LnGrp Delay(d),s/veh	25.5	0.0	26.2	22.2	0.0	0.0	16.1	9.3	0.0	6.7	0.0	55.1
LnGrp LOS	C		C	C			B	A		A		F
Approach Vol, veh/h		331			33			605			997	
Approach Delay, s/veh		25.9			22.2			9.6			55.0	
Approach LOS		C			C			A			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.1	42.5		16.1	6.6	41.0		16.1
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	8.0	36.0		31.0	8.0	36.0		31.0
Max Q Clear Time (g_c+I1), s	2.0	13.2		9.1	2.4	38.0		3.0
Green Ext Time (p_c), s	0.0	5.9		1.9	0.0	0.0		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	35.6
HCM 2010 LOS	D



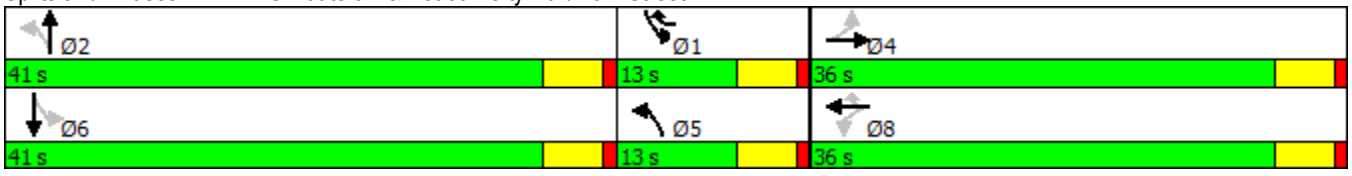
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	4	2	10	7	121	4	433	30	249	356	6
Future Volume (vph)	3	4	2	10	7	121	4	433	30	249	356	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-8%			-3%			3%	
Storage Length (ft)	0		0	0		70	0		0	120		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.970				0.850		0.990			0.997	
Flt Protected		0.984			0.972		0.950			0.950		
Satd. Flow (prot)	0	1769	0	0	1883	1647	1796	1872	0	1743	1829	0
Flt Permitted							0.529			0.409		
Satd. Flow (perm)	0	1798	0	0	1937	1647	1000	1872	0	750	1829	0
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)		2									1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		76			138			182			388	
Travel Time (s)		1.7			3.1			4.1			8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	4	2	11	8	132	4	471	33	271	387	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	0	0	19	132	4	504	0	271	394	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.95	0.95	0.95	0.98	0.98	0.98	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	2	1		2	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	83		20	83	83	83	6		83	6	
Trailing Detector (ft)	0	-5		0	-5	-5	-5	0		-5	0	
Detector 1 Position(ft)	0	-5		0	-5	-5	-5	0		-5	0	
Detector 1 Size(ft)	20	43		20	43	43	43	6		43	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)		40			40	40	40			40		
Detector 2 Size(ft)		43			43	43	43			43		
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0	0.0	0.0			0.0		
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		8.0	8.0	4.0	4.0	31.0		4.0	36.0	
Minimum Split (s)	21.0	21.0		21.0	21.0	9.0	9.0	36.0		9.0	41.0	
Total Split (s)	36.0	36.0		36.0	36.0	13.0	13.0	41.0		13.0	41.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%	14.4%	14.4%	45.6%		14.4%	45.6%	
Maximum Green (s)	31.0	31.0		31.0	31.0	8.0	8.0	36.0		8.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag						Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Walk Time (s)	5.0	5.0						5.0				
Flash Dont Walk (s)	11.0	11.0						11.0				
Pedestrian Calls (#/hr)	0	0						0				
v/c Ratio		0.05			0.07	0.45	0.00	0.42		0.35	0.24	
Control Delay		22.6			23.9	25.3	1.8	7.2		3.3	3.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		22.6			23.9	25.3	1.8	7.2		3.3	3.5	
Queue Length 50th (ft)		2			5	40	0	58		0	0	
Queue Length 95th (ft)		15			25	80	2	194		47	144	
Internal Link Dist (ft)		1			58			102			308	
Turn Bay Length (ft)						70				120		
Base Capacity (vph)		998			1074	300	900	1205		788	1660	
Starvation Cap Reductn		0			0	0	0	0		0	77	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.01			0.02	0.44	0.00	0.42		0.34	0.25	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 56.3
Natural Cycle: 75
Control Type: Semi Act-Uncoord

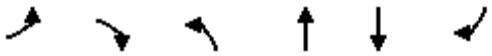
Splits and Phases: 7: NYS Route 9D & Beacon City Hall/Main Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	4	2	10	7	121	4	433	30	249	356	6
Future Volume (veh/h)	3	4	2	10	7	121	4	433	30	249	356	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1853	1890	1976	1937	1937	1891	1891	1928	1835	1835	1872
Adj Flow Rate, veh/h	3	4	2	11	8	132	4	471	33	271	387	7
Adj No. of Lanes	0	1	0	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	117	44	183	110	302	690	1007	71	595	1035	19
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.06	0.58	0.58	0.06	0.58	0.58
Sat Flow, veh/h	299	977	364	767	919	1647	1801	1747	122	1747	1797	32
Grp Volume(v), veh/h	9	0	0	19	0	132	4	0	504	271	0	394
Grp Sat Flow(s),veh/h/ln	1640	0	0	1687	0	1647	1801	0	1869	1747	0	1829
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	9.8	0.0	0.0	7.3
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.5	0.0	0.5	0.0	0.0	9.8	0.0	0.0	7.3
Prop In Lane	0.33		0.22	0.58		1.00	1.00		0.07	1.00		0.02
Lane Grp Cap(c), veh/h	274	0	0	294	0	302	690	0	1077	595	0	1054
V/C Ratio(X)	0.03	0.00	0.00	0.06	0.00	0.44	0.01	0.00	0.47	0.46	0.00	0.37
Avail Cap(c_a), veh/h	852	0	0	906	0	922	806	0	1077	708	0	1054
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.3	0.0	0.0	24.4	0.0	22.6	7.1	0.0	7.7	12.1	0.0	7.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	1.0	0.0	0.0	1.5	0.5	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.3	0.0	2.1	0.0	0.0	5.3	3.6	0.0	3.9
LnGrp Delay(d),s/veh	24.4	0.0	0.0	24.5	0.0	23.6	7.1	0.0	9.1	12.6	0.0	8.2
LnGrp LOS	C			C		C	A		A	B		A
Approach Vol, veh/h		9			151			508			665	
Approach Delay, s/veh		24.4			23.7			9.1			10.0	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.0	41.0		12.5	9.0	41.0		12.5
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	8.0	36.0		31.0	8.0	36.0		31.0
Max Q Clear Time (g_c+I1), s	2.0	11.8		2.3	2.0	9.3		2.5
Green Ext Time (p_c), s	0.7	1.3		0.9	0.7	1.0		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	11.3
HCM 2010 LOS	B



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	56	14	7	44	0
Future Volume (vph)	0	56	14	7	44	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	10%			10%	-10%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected				0.968		
Satd. Flow (prot)	1561	0	0	1747	1937	0
Flt Permitted				0.968		
Satd. Flow (perm)	1561	0	0	1747	1937	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	206			200	796	
Travel Time (s)	4.7			4.5	18.1	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	3%	0%
Adj. Flow (vph)	0	68	17	9	54	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	0	0	26	54	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	0.94	0.94
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	56	14	7	44	0
Future Vol, veh/h	0	56	14	7	44	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	10	-	-	10	-10	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	3	0
Mvmt Flow	0	68	17	9	54	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	97	54	54	0	-	0
Stage 1	54	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	8.4	7.2	4.1	-	-	-
Critical Hdwy Stg 1	7.4	-	-	-	-	-
Critical Hdwy Stg 2	7.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	860	1004	1564	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	851	1004	1564	-	-	-
Mov Cap-2 Maneuver	851	-	-	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	950	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	4.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1564	-	1004	-	-
HCM Lane V/C Ratio	0.011	-	0.068	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	40	0	17	41	0	68
Future Volume (vph)	40	0	17	41	0	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	3%			-5%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected				0.985		
Satd. Flow (prot)	1817	0	0	1815	1596	0
Flt Permitted				0.985		
Satd. Flow (perm)	1817	0	0	1815	1596	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	160			236	134	
Travel Time (s)	3.6			5.4	3.0	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	3%	0%	5%	6%	0%	3%
Adj. Flow (vph)	49	0	21	50	0	83
Shared Lane Traffic (%)						
Lane Group Flow (vph)	49	0	0	71	83	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	1.02	1.02	0.97	0.97	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

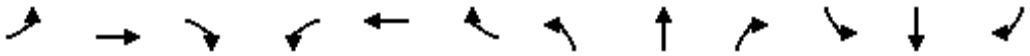
Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	0	17	41	0	68
Future Vol, veh/h	40	0	17	41	0	68
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, %	3	-	-	-5	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	3	0	5	6	0	3
Mvmt Flow	49	0	21	50	0	83

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	49	0	140	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	91	-
Critical Hdwy	-	-	4.15	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.245	-	3.5	3.327
Pot Cap-1 Maneuver	-	0	1539	-	858	1017
Stage 1	-	0	-	-	979	-
Stage 2	-	0	-	-	938	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1539	-	846	1017
Mov Cap-2 Maneuver	-	-	-	-	846	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	925	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1017	-	1539	-
HCM Lane V/C Ratio	0.082	-	0.013	-
HCM Control Delay (s)	8.9	-	7.4	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0.3	-	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	6	34	7	3	10	23	772	3	3	735	111
Future Volume (vph)	51	6	34	7	3	10	23	772	3	3	735	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			-1%			0%			-5%	
Storage Length (ft)	0		0	0		0	120		0	120		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.949			0.929			0.999			0.980	
Flt Protected		0.973			0.984		0.950			0.950		
Satd. Flow (prot)	0	1754	0	0	1650	0	1641	1825	0	1850	1871	0
Flt Permitted		0.973			0.984		0.950			0.950		
Satd. Flow (perm)	0	1754	0	0	1650	0	1641	1825	0	1850	1871	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		833			226			335			948	
Travel Time (s)		18.9			5.1			7.6			21.5	
Confl. Peds. (#/hr)	2		3	2		3	5			5		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	4%	0%	0%	11%	10%	4%	0%	0%	2%	2%
Adj. Flow (vph)	54	6	36	7	3	11	24	813	3	3	774	117
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	96	0	0	21	0	24	816	0	3	891	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.98	0.98	0.98	0.99	0.99	0.99	1.00	1.00	1.00	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	6	34	7	3	10	23	772	3	3	735	111
Future Vol, veh/h	51	6	34	7	3	10	23	772	3	3	735	111
Conflicting Peds, #/hr	2	0	3	2	0	3	5	0	0	5	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	120	-	-	120	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	-3	-	-	-1	-	-	0	-	-	-5	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	4	0	0	11	10	4	0	0	2	2
Mvmt Flow	54	6	36	7	3	11	24	813	3	3	774	117

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1715	1712	840	1730	1770	822	896	0	0	821	0	0
Stage 1	843	843	-	868	868	-	-	-	-	-	-	-
Stage 2	872	869	-	862	902	-	-	-	-	-	-	-
Critical Hdwy	6.5	5.9	5.94	6.9	6.3	6.21	4.2	-	-	4.1	-	-
Critical Hdwy Stg 1	5.5	4.9	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.5	4.9	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.336	3.5	4	3.399	2.29	-	-	2.2	-	-
Pot Cap-1 Maneuver	96	122	388	77	93	369	725	-	-	817	-	-
Stage 1	416	440	-	367	391	-	-	-	-	-	-	-
Stage 2	403	430	-	370	378	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	89	117	385	66	89	367	723	-	-	815	-	-
Mov Cap-2 Maneuver	216	247	-	179	206	-	-	-	-	-	-	-
Stage 1	401	437	-	353	376	-	-	-	-	-	-	-
Stage 2	374	414	-	329	375	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.6	20.9	0.3	0
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	723	-	-	261	247	815	-	-
HCM Lane V/C Ratio	0.033	-	-	0.367	0.085	0.004	-	-
HCM Control Delay (s)	10.2	-	-	26.6	20.9	9.4	-	-
HCM Lane LOS	B	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.6	0.3	0	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	83	1	15	122	1	8
Future Volume (vph)	83	1	15	122	1	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-2%			1%	7%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.999				0.878	
Flt Protected				0.994	0.995	
Satd. Flow (prot)	1917	0	0	1811	1602	0
Flt Permitted				0.994	0.995	
Satd. Flow (perm)	1917	0	0	1811	1602	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	236			833	796	
Travel Time (s)	5.4			18.9	18.1	
Confl. Peds. (#/hr)						3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	10%	3%	0%	0%
Adj. Flow (vph)	92	1	17	136	1	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	93	0	0	153	10	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	0.99	0.99	1.01	1.01	1.05	1.05
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	83	1	15	122	1	8
Future Vol, veh/h	83	1	15	122	1	8
Conflicting Peds, #/hr	0	0	0	0	0	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	1	7	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	10	3	0	0
Mvmt Flow	92	1	17	136	1	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	93	0	262	96
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	169	-
Critical Hdwy	-	-	4.2	-	7.8	6.9
Critical Hdwy Stg 1	-	-	-	-	6.8	-
Critical Hdwy Stg 2	-	-	-	-	6.8	-
Follow-up Hdwy	-	-	2.29	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1453	-	660	948
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	811	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1449	-	651	946
Mov Cap-2 Maneuver	-	-	-	-	651	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	800	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	901	-	-	1449	-
HCM Lane V/C Ratio	0.011	-	-	0.012	-
HCM Control Delay (s)	9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	36	0	2	0	3	11	52	332	5	21	64	87
Future Volume (vph)	36	0	2	0	3	11	52	332	5	21	64	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		5%			0%			-1%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.892			0.999			0.928	
Flt Protected		0.955						0.993			0.996	
Satd. Flow (prot)	0	1755	0	0	1662	0	0	1817	0	0	1703	0
Flt Permitted		0.955						0.993			0.996	
Satd. Flow (perm)	0	1755	0	0	1662	0	0	1817	0	0	1703	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		640			162			321			353	
Travel Time (s)		14.5			3.7			7.3			8.0	
Peak Hour Factor	0.53	0.92	0.53	0.92	0.92	0.92	0.53	0.53	0.92	0.92	0.53	0.53
Heavy Vehicles (%)	0%	2%	0%	2%	2%	2%	25%	1%	2%	2%	2%	6%
Adj. Flow (vph)	68	0	4	0	3	12	98	626	5	23	121	164
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	15	0	0	729	0	0	308	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.00	1.00	1.00	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

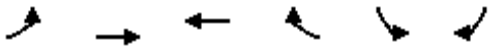
Intersection	
Int Delay, s/veh	5.2

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	36	0	2	0	3	11	52	332	5	21	64	87
Future Vol, veh/h	36	0	2	0	3	11	52	332	5	21	64	87
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	5	-	-	0	-	-	-1	-	-	-2	-
Peak Hour Factor	53	92	53	92	92	92	53	53	92	92	53	53
Heavy Vehicles, %	0	2	0	2	2	2	25	1	2	2	2	6
Mvmt Flow	68	0	4	0	3	12	98	626	5	23	121	164

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1081	1076	203	1075	1156	629	285	0	0	632	0	0
Stage 1	248	248	-	825	825	-	-	-	-	-	-	-
Stage 2	833	828	-	250	331	-	-	-	-	-	-	-
Critical Hdwy	8.1	7.52	6.7	7.12	6.52	6.22	4.35	-	-	4.12	-	-
Critical Hdwy Stg 1	7.1	6.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.1	6.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.018	3.3	3.518	4.018	3.318	2.425	-	-	2.218	-	-
Pot Cap-1 Maneuver	146	163	819	197	197	482	1156	-	-	951	-	-
Stage 1	710	655	-	367	387	-	-	-	-	-	-	-
Stage 2	290	306	-	754	645	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	123	138	819	173	166	482	1156	-	-	951	-	-
Mov Cap-2 Maneuver	123	138	-	173	166	-	-	-	-	-	-	-
Stage 1	617	636	-	319	336	-	-	-	-	-	-	-
Stage 2	243	266	-	729	626	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	63.2	16	1.1	0.7
HCM LOS	F	C		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1156	-	-	342	129	951	-	-
HCM Lane V/C Ratio	0.085	-	-	0.044	0.556	0.024	-	-
HCM Control Delay (s)	8.4	0	-	16	63.2	8.9	0	-
HCM Lane LOS	A	A	-	C	F	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	2.7	0.1	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	31	82	59	8	39
Future Volume (vph)	3	31	82	59	8	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		3%	-5%		-8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.944		0.888	
Flt Protected		0.995			0.992	
Satd. Flow (prot)	0	1862	1737	0	1741	0
Flt Permitted		0.995			0.992	
Satd. Flow (perm)	0	1862	1737	0	1741	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		264	640		200	
Travel Time (s)		6.0	14.5		4.5	
Confl. Peds. (#/hr)	15					
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	10%	0%	0%	0%
Adj. Flow (vph)	4	39	103	74	10	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	43	177	0	59	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	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	1.02	1.02	0.97	0.97	0.95	0.95
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	31	82	59	8	39
Future Vol, veh/h	3	31	82	59	8	39
Conflicting Peds, #/hr	15	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, %	-	3	-5	-	-8	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	10	0	0	0
Mvmt Flow	4	39	103	74	10	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	191	0	-	0	200	154
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	46	-
Critical Hdwy	4.1	-	-	-	4.8	5.4
Critical Hdwy Stg 1	-	-	-	-	3.8	-
Critical Hdwy Stg 2	-	-	-	-	3.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1395	-	-	-	867	928
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	1002	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1395	-	-	-	843	916
Mov Cap-2 Maneuver	-	-	-	-	843	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	987	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1395	-	-	-	903
HCM Lane V/C Ratio	0.003	-	-	-	0.065
HCM Control Delay (s)	7.6	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	48	278	765	68	217	779
Future Volume (vph)	48	278	765	68	217	779
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	5%		3%			-1%
Storage Length (ft)	90	0		0	215	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.989			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1725	1544	1815	0	1778	1872
Flt Permitted	0.950				0.075	
Satd. Flow (perm)	1725	1544	1815	0	140	1872
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	207		948			167
Travel Time (s)	4.7		21.5			3.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	302	832	74	236	847
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	302	906	0	236	847
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			
Headway Factor	1.03	1.03	1.02	1.02	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot	pm+ov	NA		pm+pt	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8			6	
Minimum Split (s)	21.0	9.0	62.0		9.0	45.0
Total Split (s)	35.0	14.0	71.0		14.0	85.0
Total Split (%)	29.2%	11.7%	59.2%		11.7%	70.8%
Maximum Green (s)	30.0	9.0	66.0		9.0	80.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Walk Time (s)	5.0		5.0			
Flash Dont Walk (s)	11.0		11.0			
Pedestrian Calls (#/hr)	0		0			
v/c Ratio	0.12	0.53	0.91		1.09	0.68
Control Delay	35.9	34.2	38.7		114.2	15.7

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	35.9	34.2	38.7		114.2	15.7
Queue Length 50th (ft)	31	183	604		~138	366
Queue Length 95th (ft)	65	274	#902		#303	505
Internal Link Dist (ft)	127		868			87
Turn Bay Length (ft)	90				215	
Base Capacity (vph)	431	566	998		216	1248
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.12	0.53	0.91		1.09	0.68

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWTL, Start of Green	
Natural Cycle: 95	
Control Type: Pretimed	
~ Volume exceeds capacity, queue is theoretically infinite.	
Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

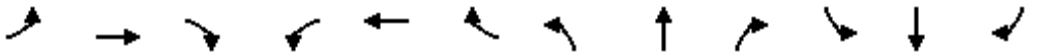
Splits and Phases: 5: NYS Route 9D & Verplanck Avenue



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	48	278	765	68	217	779
Future Volume (veh/h)	48	278	765	68	217	779
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1816	1816	1835	1872	1872	1872
Adj Flow Rate, veh/h	52	302	832	74	236	847
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	432	502	914	81	254	1248
Arrive On Green	0.25	0.25	0.55	0.55	0.08	0.67
Sat Flow, veh/h	1730	1544	1661	148	1783	1872
Grp Volume(v), veh/h	52	302	0	906	236	847
Grp Sat Flow(s),veh/h/ln	1730	1544	0	1809	1783	1872
Q Serve(g_s), s	2.8	19.7	0.0	54.2	7.6	33.1
Cycle Q Clear(g_c), s	2.8	19.7	0.0	54.2	7.6	33.1
Prop In Lane	1.00	1.00		0.08	1.00	
Lane Grp Cap(c), veh/h	432	502	0	995	254	1248
V/C Ratio(X)	0.12	0.60	0.00	0.91	0.93	0.68
Avail Cap(c_a), veh/h	432	502	0	995	254	1248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	34.0	0.0	24.3	29.4	12.2
Incr Delay (d2), s/veh	0.6	5.3	0.0	13.8	40.5	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	9.1	0.0	30.7	10.6	18.0
LnGrp Delay(d),s/veh	35.4	39.3	0.0	38.1	69.9	15.2
LnGrp LOS	D	D		D	E	B
Approach Vol, veh/h	354		906			1083
Approach Delay, s/veh	38.7		38.1			27.1
Approach LOS	D		D			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	14.0	71.0				85.0		35.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	9.0	66.0				80.0		30.0
Max Q Clear Time (g_c+I1), s	0.0	0.0				0.0		0.0
Green Ext Time (p_c), s	0.0	0.0				0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	33.1
HCM 2010 LOS	C



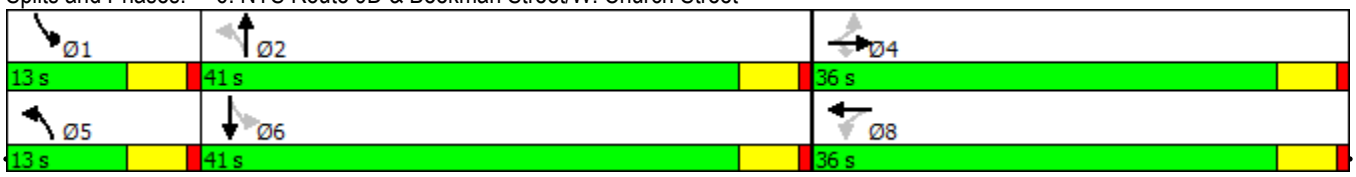
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	325	6	55	12	3	7	59	467	11	12	637	126
Future Volume (vph)	325	6	55	12	3	7	59	467	11	12	637	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-10%			-6%			3%	
Storage Length (ft)	0		95	0		0	80		0	85		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.955			0.997			0.975	
Flt Protected		0.953			0.974		0.950			0.950		
Satd. Flow (prot)	0	1757	1567	0	1819	0	1823	1913	0	1743	1789	0
Flt Permitted		0.713			0.814		0.091			0.379		
Satd. Flow (perm)	0	1315	1567	0	1520	0	175	1913	0	695	1789	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85		8			2			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		273			158			388			335	
Travel Time (s)		6.2			3.6			8.8			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	353	7	60	13	3	8	64	508	12	13	692	137
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	360	60	0	24	0	64	520	0	13	829	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.01	1.01	1.01	0.94	0.94	0.94	0.96	0.96	0.96	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2		2	1		2	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83		83	6		83	6	
Trailing Detector (ft)	0	-5	-5	0	-5		-5	0		-5	0	
Detector 1 Position(ft)	0	-5	-5	0	-5		-5	0		-5	0	
Detector 1 Size(ft)	20	43	43	20	43		43	6		43	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)		40	40		40		40			40		
Detector 2 Size(ft)		43	43		43		43			43		
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0		0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	16.0		4.0	16.0	
Minimum Split (s)	20.0	20.0	20.0	21.0	21.0		9.0	21.0		9.0	21.0	
Total Split (s)	36.0	36.0	36.0	36.0	36.0		13.0	41.0		13.0	41.0	
Total Split (%)	40.0%	40.0%	40.0%	40.0%	40.0%		14.4%	45.6%		14.4%	45.6%	
Maximum Green (s)	31.0	31.0	31.0	31.0	31.0		8.0	36.0		8.0	36.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	Max	
Walk Time (s)				5.0	5.0							
Flash Dont Walk (s)				11.0	11.0							
Pedestrian Calls (#/hr)				0	0							
v/c Ratio		0.87	0.11		0.05		0.27	0.51		0.03	1.03	
Control Delay		49.2	3.0		15.5		12.4	16.5		9.8	66.9	
Queue Delay		0.0	0.0		0.0		0.0	1.9		0.0	0.0	
Total Delay		49.2	3.0		15.5		12.4	18.3		9.8	66.9	
Queue Length 50th (ft)		181	0		6		16	167		3	~536	
Queue Length 95th (ft)		#328	16		23		35	341		12	#785	
Internal Link Dist (ft)		193			78			308			255	
Turn Bay Length (ft)			95				80			85		
Base Capacity (vph)		504	654		588		259	1023		464	805	
Starvation Cap Reductn		0	0		0		0	337		0	0	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.71	0.09		0.04		0.25	0.76		0.03	1.03	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 82.4
Natural Cycle: 90
Control Type: Semi Act-Uncoord
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

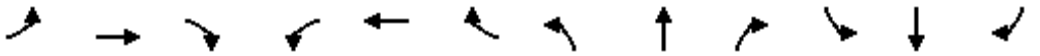
Splits and Phases: 6: NYS Route 9D & Beekman Street/W. Church Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	325	6	55	12	3	7	59	467	11	12	637	126
Future Volume (veh/h)	325	6	55	12	3	7	59	467	11	12	637	126
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1844	1844	1995	1956	1995	1919	1919	1957	1835	1835	1872
Adj Flow Rate, veh/h	353	7	60	13	3	8	64	508	12	13	692	137
Adj No. of Lanes	0	1	1	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	447	7	571	75	27	18	152	835	20	314	629	125
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.04	0.45	0.45	0.01	0.42	0.42
Sat Flow, veh/h	996	20	1568	27	73	50	1827	1867	44	1747	1488	295
Grp Volume(v), veh/h	360	0	60	24	0	0	64	0	520	13	0	829
Grp Sat Flow(s),veh/h/ln	1016	0	1568	150	0	0	1827	0	1911	1747	0	1783
Q Serve(g_s), s	0.0	0.0	2.2	0.5	0.0	0.0	1.7	0.0	17.6	0.4	0.0	36.0
Cycle Q Clear(g_c), s	30.0	0.0	2.2	30.5	0.0	0.0	1.7	0.0	17.6	0.4	0.0	36.0
Prop In Lane	0.98		1.00	0.54		0.33	1.00		0.02	1.00		0.17
Lane Grp Cap(c), veh/h	454	0	571	120	0	0	152	0	854	314	0	754
V/C Ratio(X)	0.79	0.00	0.11	0.20	0.00	0.00	0.42	0.00	0.61	0.04	0.00	1.10
Avail Cap(c_a), veh/h	454	0	571	120	0	0	256	0	854	457	0	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	17.9	22.2	0.0	0.0	20.5	0.0	17.9	15.1	0.0	24.6
Incr Delay (d2), s/veh	9.4	0.0	0.1	0.8	0.0	0.0	1.9	0.0	3.2	0.1	0.0	63.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	0.0	0.9	0.4	0.0	0.0	0.9	0.0	10.0	0.2	0.0	30.9
LnGrp Delay(d),s/veh	36.1	0.0	18.0	23.0	0.0	0.0	22.4	0.0	21.1	15.2	0.0	87.9
LnGrp LOS	D		B	C			C		C	B		F
Approach Vol, veh/h		420			24			584			842	
Approach Delay, s/veh		33.5			23.0			21.2			86.8	
Approach LOS		C			C			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.1	43.1		36.0	8.1	41.0		36.0
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	8.0	36.0		31.0	8.0	36.0		31.0
Max Q Clear Time (g_c+I1), s	2.4	19.6		32.0	3.7	38.0		32.5
Green Ext Time (p_c), s	0.0	4.0		0.0	0.1	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	53.5
HCM 2010 LOS	D



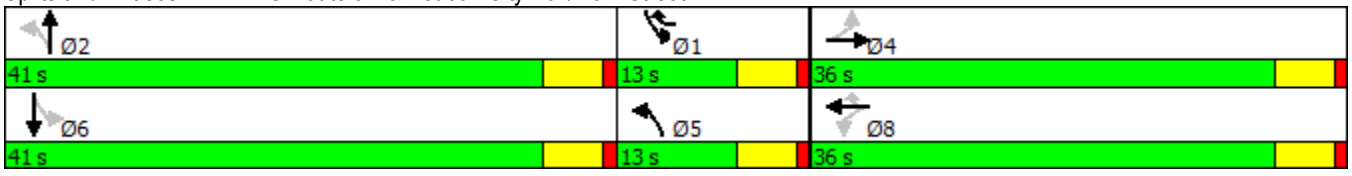
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	8	1	23	2	155	1	382	44	256	442	1
Future Volume (vph)	1	8	1	23	2	155	1	382	44	256	442	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-8%			-3%			3%	
Storage Length (ft)	0		0	0		70	0		0	120		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988				0.850		0.984				
Flt Protected		0.995			0.956		0.950			0.950		
Satd. Flow (prot)	0	1822	0	0	1852	1647	1796	1860	0	1743	1835	0
Flt Permitted		0.964					0.461			0.432		
Satd. Flow (perm)	0	1765	0	0	1937	1647	872	1860	0	793	1835	0
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)		1										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		76			138			182			388	
Travel Time (s)		1.7			3.1			4.1			8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	9	1	25	2	168	1	415	48	278	480	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	27	168	1	463	0	278	481	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.95	0.95	0.95	0.98	0.98	0.98	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	2	1		2	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	83		20	83	83	83	6		83	6	
Trailing Detector (ft)	0	-5		0	-5	-5	-5	0		-5	0	
Detector 1 Position(ft)	0	-5		0	-5	-5	-5	0		-5	0	
Detector 1 Size(ft)	20	43		20	43	43	43	6		43	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)		40			40	40	40			40		
Detector 2 Size(ft)		43			43	43	43			43		
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0	0.0	0.0			0.0		
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		8.0	8.0	4.0	4.0	31.0		4.0	36.0	
Minimum Split (s)	21.0	21.0		21.0	21.0	9.0	9.0	36.0		9.0	41.0	
Total Split (s)	36.0	36.0		36.0	36.0	13.0	13.0	41.0		13.0	41.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%	14.4%	14.4%	45.6%		14.4%	45.6%	
Maximum Green (s)	31.0	31.0		31.0	31.0	8.0	8.0	36.0		8.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag						Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Walk Time (s)	5.0	5.0						5.0				
Flash Dont Walk (s)	11.0	11.0						11.0				
Pedestrian Calls (#/hr)	0	0						0				
v/c Ratio		0.06			0.10	0.48	0.00	0.40		0.36	0.31	
Control Delay		25.3			26.1	24.3	3.0	8.5		4.3	4.7	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		25.3			26.1	24.3	3.0	8.5		4.3	4.7	
Queue Length 50th (ft)		3			8	52	0	52		0	0	
Queue Length 95th (ft)		17			31	99	1	176		49	186	
Internal Link Dist (ft)		1			58			102			308	
Turn Bay Length (ft)						70				120		
Base Capacity (vph)		936			1026	354	782	1145		782	1566	
Starvation Cap Reductn		0			0	0	0	0		0	71	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.01			0.03	0.47	0.00	0.40		0.36	0.32	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 59.2
Natural Cycle: 75
Control Type: Semi Act-Uncoord

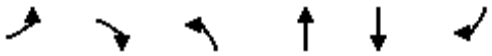
Splits and Phases: 7: NYS Route 9D & Beacon City Hall/Main Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	8	1	23	2	155	1	382	44	256	442	1
Future Volume (veh/h)	1	8	1	23	2	155	1	382	44	256	442	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1853	1890	1976	1937	1937	1891	1891	1928	1835	1835	1872
Adj Flow Rate, veh/h	1	9	1	25	2	168	1	415	48	278	480	1
Adj No. of Lanes	0	1	0	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	196	20	278	18	308	619	955	110	619	1050	2
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.06	0.57	0.57	0.06	0.57	0.57
Sat Flow, veh/h	51	1583	163	1352	148	1647	1801	1664	192	1747	1830	4
Grp Volume(v), veh/h	11	0	0	27	0	168	1	0	463	278	0	481
Grp Sat Flow(s),veh/h/ln	1797	0	0	1500	0	1647	1801	0	1857	1747	0	1834
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.0	1.8	0.0	0.0	8.9	0.0	0.0	9.5
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.9	0.0	1.8	0.0	0.0	8.9	0.0	0.0	9.5
Prop In Lane	0.09		0.09	0.93		1.00	1.00		0.10	1.00		0.00
Lane Grp Cap(c), veh/h	285	0	0	296	0	308	619	0	1065	619	0	1052
V/C Ratio(X)	0.04	0.00	0.00	0.09	0.00	0.54	0.00	0.00	0.43	0.45	0.00	0.46
Avail Cap(c_a), veh/h	929	0	0	845	0	918	734	0	1065	731	0	1052
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.2	0.0	0.0	24.5	0.0	23.1	8.3	0.0	7.6	11.5	0.0	7.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	1.5	0.0	0.0	1.3	0.5	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.4	0.0	0.9	0.0	0.0	4.9	3.6	0.0	5.1
LnGrp Delay(d),s/veh	24.3	0.0	0.0	24.6	0.0	24.6	8.3	0.0	8.9	12.0	0.0	9.2
LnGrp LOS	C			C		C	A		A	B		A
Approach Vol, veh/h		11			195			464			759	
Approach Delay, s/veh		24.3			24.6			8.9			10.2	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.0	41.0		12.8	9.0	41.0		12.8
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	8.0	36.0		31.0	8.0	36.0		31.0
Max Q Clear Time (g_c+I1), s	2.0	10.9		2.3	2.0	11.5		3.8
Green Ext Time (p_c), s	0.7	1.2		1.1	0.7	1.2		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	11.8
HCM 2010 LOS	B



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	30	55	8	17	0
Future Volume (vph)	0	30	55	8	17	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	10%			10%	-10%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected				0.958		
Satd. Flow (prot)	1561	0	0	1729	1995	0
Flt Permitted				0.958		
Satd. Flow (perm)	1561	0	0	1729	1995	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	206			200	796	
Travel Time (s)	4.7			4.5	18.1	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	38	69	10	21	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	0	0	79	21	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	0.94	0.94
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	55	8	17	0
Future Vol, veh/h	0	30	55	8	17	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	10	-	-	10	-10	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	38	69	10	21	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	169	21	21	0	-	0
Stage 1	21	-	-	-	-	-
Stage 2	148	-	-	-	-	-
Critical Hdwy	8.4	7.2	4.1	-	-	-
Critical Hdwy Stg 1	7.4	-	-	-	-	-
Critical Hdwy Stg 2	7.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	752	1056	1608	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	720	1056	1608	-	-	-
Mov Cap-2 Maneuver	720	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	780	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	6.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1608	-	1056	-	-
HCM Lane V/C Ratio	0.043	-	0.036	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	47	0	67	70	0	36
Future Volume (vph)	47	0	67	70	0	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	3%			-5%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected				0.976		
Satd. Flow (prot)	1872	0	0	1872	1644	0
Flt Permitted				0.976		
Satd. Flow (perm)	1872	0	0	1872	1644	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	160			236	134	
Travel Time (s)	3.6			5.4	3.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	1%	2%	0%	0%
Adj. Flow (vph)	52	0	74	78	0	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	0	0	152	40	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	1.02	1.02	0.97	0.97	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	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↱	
Traffic Vol, veh/h	47	0	67	70	0	36
Future Vol, veh/h	47	0	67	70	0	36
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, %	3	-	-	-5	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	1	2	0	0
Mvmt Flow	52	0	74	78	0	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	52	0	279	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	227	-
Critical Hdwy	-	-	4.11	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.209	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	1560	-	715	1021
Stage 1	-	0	-	-	976	-
Stage 2	-	0	-	-	815	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1560	-	679	1021
Mov Cap-2 Maneuver	-	-	-	-	679	-
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	774	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	8.7
HCM LOS			A

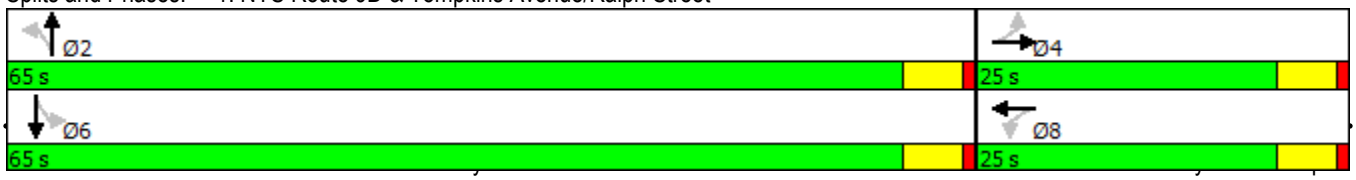
Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1021	-	1560	-
HCM Lane V/C Ratio	0.039	-	0.048	-
HCM Control Delay (s)	8.7	-	7.4	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	9	21	1	4	4	13	682	1	1	895	81
Future Volume (vph)	81	9	21	1	4	4	13	682	1	1	895	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			-1%			0%			-5%	
Storage Length (ft)	0		0	0		0	120		0	120		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			1.00							
Frt		0.974			0.939						0.988	
Flt Protected		0.965			0.995		0.950			0.950		
Satd. Flow (prot)	0	1813	0	0	1784	0	1543	1810	0	1850	1830	0
Flt Permitted		0.777			0.976		0.140			0.301		
Satd. Flow (perm)	0	1451	0	0	1749	0	227	1810	0	586	1830	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			5						11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		833			226			335			948	
Travel Time (s)		18.9			5.1			7.6			21.5	
Confl. Peds. (#/hr)	3			3			2			2		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	17%	5%	0%	0%	5%	7%
Adj. Flow (vph)	93	10	24	1	5	5	15	784	1	1	1029	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	127	0	0	11	0	15	785	0	1	1122	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.98	0.98	0.98	0.99	0.99	0.99	1.00	1.00	1.00	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		2	2		2	2	
Detector Template	Left			Left								
Leading Detector (ft)	20	83		20	83		83	83		83	83	
Trailing Detector (ft)	0	-5		0	-5		-5	-5		-5	-5	
Detector 1 Position(ft)	0	-5		0	-5		-5	-5		-5	-5	
Detector 1 Size(ft)	20	40		20	40		40	40		40	40	
Detector 1 Type	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	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43		43	43		43	43	
Detector 2 Size(ft)		40			40		40	40		40	40	
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	25.0	25.0		25.0	25.0		65.0	65.0		65.0	65.0	
Total Split (%)	27.8%	27.8%		27.8%	27.8%		72.2%	72.2%		72.2%	72.2%	
Maximum Green (s)	20.0	20.0		20.0	20.0		60.0	60.0		60.0	60.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.60			0.04		0.09	0.58		0.00	0.82	
Control Delay		43.4			23.5		5.5	7.8		4.0	15.1	
Queue Delay		0.0			0.0		0.0	4.1		0.0	0.0	
Total Delay		43.4			23.5		5.5	12.0		4.0	15.1	
Queue Length 50th (ft)		61			3		2	158		0	327	
Queue Length 95th (ft)		105			16		10	295		2	#699	
Internal Link Dist (ft)		753			146			255			868	
Turn Bay Length (ft)							120			120		
Base Capacity (vph)		332			393		170	1356		438	1374	
Starvation Cap Reductn		0			0		0	477		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.38			0.03		0.09	0.89		0.00	0.82	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 89.9	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: NYS Route 9D & Tompkins Avenue/Ralph Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	9	21	1	4	4	13	682	1	1	895	81
Future Volume (veh/h)	81	9	21	1	4	4	13	682	1	1	895	81
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1928	1928	1928	1910	1910	1910	1624	1810	1900	1948	1852	1948
Adj Flow Rate, veh/h	93	10	24	1	5	5	15	784	1	1	1029	93
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	17	5	5	0	5	5
Cap, veh/h	198	19	32	55	102	89	256	1374	2	505	1273	115
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.76	0.76	0.76	0.76	0.76	0.76
Sat Flow, veh/h	1058	167	286	47	904	793	436	1807	2	718	1674	151
Grp Volume(v), veh/h	127	0	0	11	0	0	15	0	785	1	0	1122
Grp Sat Flow(s),veh/h/ln	1511	0	0	1744	0	0	436	0	1809	718	0	1825
Q Serve(g_s), s	5.9	0.0	0.0	0.0	0.0	0.0	1.7	0.0	14.5	0.0	0.0	30.2
Cycle Q Clear(g_c), s	6.4	0.0	0.0	0.4	0.0	0.0	31.9	0.0	14.5	14.5	0.0	30.2
Prop In Lane	0.73		0.19	0.09		0.45	1.00		0.00	1.00		0.08
Lane Grp Cap(c), veh/h	249	0	0	246	0	0	256	0	1376	505	0	1388
V/C Ratio(X)	0.51	0.00	0.00	0.04	0.00	0.00	0.06	0.00	0.57	0.00	0.00	0.81
Avail Cap(c_a), veh/h	460	0	0	486	0	0	256	0	1376	505	0	1388
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.8	0.0	0.0	31.3	0.0	0.0	15.8	0.0	4.0	7.1	0.0	5.9
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.1	0.0	0.0	0.4	0.0	1.7	0.0	0.0	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	0.2	0.0	0.0	0.2	0.0	7.6	0.0	0.0	16.6
LnGrp Delay(d),s/veh	35.5	0.0	0.0	31.3	0.0	0.0	16.2	0.0	5.7	7.1	0.0	11.0
LnGrp LOS	D			C			B		A	A		B
Approach Vol, veh/h		127			11			800			1123	
Approach Delay, s/veh		35.5			31.3			5.9			11.0	
Approach LOS		D			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		65.0		13.9		65.0		13.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		60.0		20.0		60.0		20.0
Max Q Clear Time (g_c+I1), s		33.9		8.4		32.2		2.4
Green Ext Time (p_c), s		17.0		0.4		17.8		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	10.7
HCM 2010 LOS	B



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	95	2	42	30	0	4
Future Volume (vph)	95	2	42	30	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-2%			1%	7%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.998				0.865	
Flt Protected				0.972		
Satd. Flow (prot)	1808	0	0	1756	1586	0
Flt Permitted				0.972		
Satd. Flow (perm)	1808	0	0	1756	1586	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	236			833	796	
Travel Time (s)	5.4			18.9	18.1	
Confl. Peds. (#/hr)			2			1
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	6%	0%	0%	11%	0%	0%
Adj. Flow (vph)	116	2	51	37	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	118	0	0	88	5	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	0.99	0.99	1.01	1.01	1.05	1.05
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

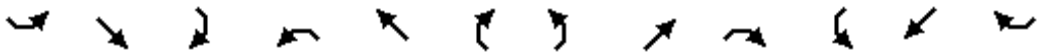
Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	95	2	42	30	0	4
Future Vol, veh/h	95	2	42	30	0	4
Conflicting Peds, #/hr	0	0	2	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	1	7	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	6	0	0	11	0	0
Mvmt Flow	116	2	51	37	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	120	0	258	120
Stage 1	-	-	-	-	119	-
Stage 2	-	-	-	-	139	-
Critical Hdwy	-	-	4.1	-	7.8	6.9
Critical Hdwy Stg 1	-	-	-	-	6.8	-
Critical Hdwy Stg 2	-	-	-	-	6.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1480	-	665	915
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	846	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1479	-	641	913
Mov Cap-2 Maneuver	-	-	-	-	641	-
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	816	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.4	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	913	-	-	1479	-
HCM Lane V/C Ratio	0.005	-	-	0.035	-
HCM Control Delay (s)	9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	20	0	2	0	4	15	14	160	1	4	182	353
Future Volume (vph)	20	0	2	0	4	15	14	160	1	4	182	353
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		5%			0%			-1%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00				
Frt		0.990			0.892			0.999			0.911	
Flt Protected		0.956						0.996				
Satd. Flow (prot)	0	1753	0	0	1662	0	0	1728	0	0	1731	0
Flt Permitted		0.728						0.933			0.998	
Satd. Flow (perm)	0	1335	0	0	1662	0	0	1618	0	0	1727	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			16			1			229	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		640			137			321			353	
Travel Time (s)		14.5			3.1			7.3			8.0	
Confl. Peds. (#/hr)							1					
Peak Hour Factor	0.83	0.92	0.83	0.92	0.92	0.92	0.83	0.83	0.92	0.92	0.83	0.83
Heavy Vehicles (%)	0%	2%	0%	2%	2%	2%	67%	5%	2%	2%	1%	1%
Adj. Flow (vph)	24	0	2	0	4	16	17	193	1	4	219	425
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	20	0	0	211	0	0	648	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.00	1.00	1.00	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	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	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		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	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	25.0	25.0		25.0	25.0		65.0	65.0		65.0	65.0	
Total Split (%)	27.8%	27.8%		27.8%	27.8%		72.2%	72.2%		72.2%	72.2%	
Maximum Green (s)	20.0	20.0		20.0	20.0		60.0	60.0		60.0	60.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.09			0.06			0.28			0.69	
Control Delay		8.1			8.8			5.6			8.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.1			8.8			5.6			8.2	
Queue Length 50th (ft)		0			1			16			37	
Queue Length 95th (ft)		14			13			35			78	
Internal Link Dist (ft)		560			57			241			273	
Turn Bay Length (ft)												
Base Capacity (vph)		903			1119			1618			1727	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.03			0.02			0.13			0.38	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 30.7
Natural Cycle: 50
Control Type: Actuated-Uncoordinated

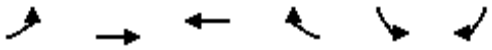
Splits and Phases: 3: Beekman Street/Beekman Street & The Views Development/W. Main Street



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (veh/h)	20	0	2	0	4	15	14	160	1	4	182	353
Future Volume (veh/h)	20	0	2	0	4	15	14	160	1	4	182	353
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1852	1852	1852	1900	1863	1900	1910	1736	1910	1919	1900	1919
Adj Flow Rate, veh/h	24	0	2	0	4	16	17	193	1	4	219	425
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.83	0.92	0.83	0.92	0.92	0.92	0.83	0.83	0.92	0.92	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	1	1	1
Cap, veh/h	359	9	13	0	40	162	145	921	5	113	331	633
Arrive On Green	0.12	0.00	0.12	0.00	0.12	0.12	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	1172	70	104	0	326	1306	43	1625	8	2	583	1116
Grp Volume(v), veh/h	26	0	0	0	0	20	211	0	0	648	0	0
Grp Sat Flow(s),veh/h/ln	1346	0	0	0	0	1632	1676	0	0	1702	0	0
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	0.0	0.0	0.0	0.0	0.4	1.9	0.0	0.0	8.6	0.0	0.0
Prop In Lane	0.92		0.08	0.00		0.80	0.08		0.00	0.01		0.66
Lane Grp Cap(c), veh/h	381	0	0	0	0	202	1070	0	0	1077	0	0
V/C Ratio(X)	0.07	0.00	0.00	0.00	0.00	0.10	0.20	0.00	0.00	0.60	0.00	0.00
Avail Cap(c_a), veh/h	1070	0	0	0	0	1010	3083	0	0	3265	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.7	0.0	0.0	0.0	0.0	12.6	3.5	0.0	0.0	4.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.0	0.2	0.1	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.0	0.0	0.2	0.9	0.0	0.0	3.9	0.0	0.0
LnGrp Delay(d),s/veh	12.8	0.0	0.0	0.0	0.0	12.8	3.5	0.0	0.0	5.4	0.0	0.0
LnGrp LOS	B					B	A			A		
Approach Vol, veh/h		26			20			211			648	
Approach Delay, s/veh		12.8			12.8			3.5			5.4	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.0		23.3		9.0		23.3
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		20.0		60.0		20.0		60.0
Max Q Clear Time (g_c+I1), s		2.4		3.9		2.7		10.6
Green Ext Time (p_c), s		0.1		7.8		0.1		7.7

Intersection Summary	
HCM 2010 Ctrl Delay	5.4
HCM 2010 LOS	A



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	7	9	357	14	14	86
Future Volume (vph)	7	9	357	14	14	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		3%	-5%		-8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.995		0.884	
Flt Protected		0.978			0.993	
Satd. Flow (prot)	0	1830	1919	0	1691	0
Flt Permitted		0.978			0.993	
Satd. Flow (perm)	0	1830	1919	0	1691	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		264	640		200	
Travel Time (s)		6.0	14.5		4.5	
Confl. Peds. (#/hr)	34			1		
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	1%	0%	0%	3%
Adj. Flow (vph)	9	11	435	17	17	105
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	20	452	0	122	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	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	1.02	1.02	0.97	0.97	0.95	0.95
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	9	357	14	14	86
Future Vol, veh/h	7	9	357	14	14	86
Conflicting Peds, #/hr	34	0	0	1	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, %	-	3	-5	-	-8	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	1	0	0	3
Mvmt Flow	9	11	435	17	17	105

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	486	0	-	0	506	478
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	28	-
Critical Hdwy	4.1	-	-	-	4.8	5.43
Critical Hdwy Stg 1	-	-	-	-	3.8	-
Critical Hdwy Stg 2	-	-	-	-	3.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.327
Pot Cap-1 Maneuver	1087	-	-	-	663	651
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	1012	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1087	-	-	-	621	633
Mov Cap-2 Maneuver	-	-	-	-	621	-
Stage 1	-	-	-	-	754	-
Stage 2	-	-	-	-	975	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1087	-	-	-	631
HCM Lane V/C Ratio	0.008	-	-	-	0.193
HCM Control Delay (s)	8.3	0	-	-	12.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.7



Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	69	215	671	75	248	885
Future Volume (vph)	69	215	671	75	248	885
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	5%		3%			-1%
Storage Length (ft)	90	0		0	215	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.986			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1725	1544	1809	0	1778	1872
Flt Permitted	0.950				0.066	
Satd. Flow (perm)	1725	1544	1809	0	124	1872
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	207		948			167
Travel Time (s)	4.7		21.5			3.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	234	729	82	270	962
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	234	811	0	270	962
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			
Headway Factor	1.03	1.03	1.02	1.02	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot	pm+ov	NA		pm+pt	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8			6	
Minimum Split (s)	21.0	9.0	55.0		9.0	45.0
Total Split (s)	40.0	19.0	61.0		19.0	80.0
Total Split (%)	33.3%	15.8%	50.8%		15.8%	66.7%
Maximum Green (s)	35.0	14.0	56.0		14.0	75.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Walk Time (s)	5.0		5.0			
Flash Dont Walk (s)	11.0		11.0			
Pedestrian Calls (#/hr)	0		0			
v/c Ratio	0.15	0.34	0.96		1.00	0.82
Control Delay	32.5	23.1	54.5		88.9	24.9

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	32.5	23.1	54.5		88.9	24.9
Queue Length 50th (ft)	43	115	593		159	537
Queue Length 95th (ft)	82	178	#869		#338	751
Internal Link Dist (ft)	127		868			87
Turn Bay Length (ft)	90				215	
Base Capacity (vph)	503	694	844		270	1170
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.15	0.34	0.96		1.00	0.82

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWTL, Start of Green	
Natural Cycle: 85	
Control Type: Pretimed	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

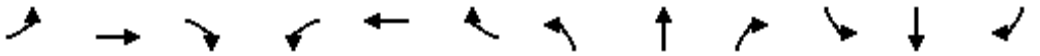
Splits and Phases: 5: NYS Route 9D & Verplanck Avenue



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	69	215	671	75	248	885
Future Volume (veh/h)	69	215	671	75	248	885
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1816	1816	1835	1872	1872	1872
Adj Flow Rate, veh/h	75	234	729	82	270	962
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	504	630	756	85	289	1170
Arrive On Green	0.29	0.29	0.47	0.47	0.12	0.63
Sat Flow, veh/h	1730	1544	1620	182	1783	1872
Grp Volume(v), veh/h	75	234	0	811	270	962
Grp Sat Flow(s),veh/h/ln	1730	1544	0	1803	1783	1872
Q Serve(g_s), s	3.9	12.7	0.0	52.3	12.5	47.6
Cycle Q Clear(g_c), s	3.9	12.7	0.0	52.3	12.5	47.6
Prop In Lane	1.00	1.00		0.10	1.00	
Lane Grp Cap(c), veh/h	504	630	0	841	289	1170
V/C Ratio(X)	0.15	0.37	0.00	0.96	0.94	0.82
Avail Cap(c_a), veh/h	504	630	0	841	289	1170
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	24.8	0.0	31.0	36.0	17.4
Incr Delay (d2), s/veh	0.6	1.7	0.0	23.4	38.8	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	5.7	0.0	31.4	12.0	26.5
LnGrp Delay(d),s/veh	32.1	26.4	0.0	54.5	74.8	23.9
LnGrp LOS	C	C		D	E	C
Approach Vol, veh/h	309		811			1232
Approach Delay, s/veh	27.8		54.5			35.1
Approach LOS	C		D			D

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	19.0	61.0				80.0		40.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	14.0	56.0				75.0		35.0
Max Q Clear Time (g_c+I1), s	0.0	0.0				0.0		0.0
Green Ext Time (p_c), s	0.0	0.0				0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	40.8
HCM 2010 LOS	D



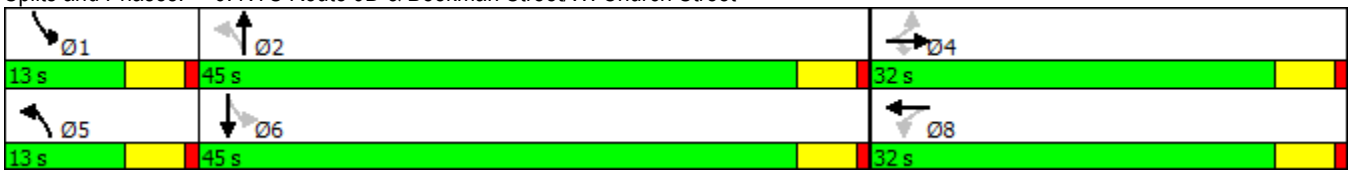
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	153	4	148	3	17	11	26	531	0	1	459	457
Future Volume (vph)	153	4	148	3	17	11	26	531	0	1	459	457
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-10%			-6%			3%	
Storage Length (ft)	0		95	0		0	80		0	85		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.951						0.925	
Flt Protected		0.953			0.995		0.950			0.950		
Satd. Flow (prot)	0	1757	1567	0	1851	0	1823	1919	0	1743	1697	0
Flt Permitted		0.707			0.973		0.093			0.362		
Satd. Flow (perm)	0	1304	1567	0	1810	0	178	1919	0	664	1697	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			161		12						72	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		273			158			388			335	
Travel Time (s)		6.2			3.6			8.8			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	166	4	161	3	18	12	28	577	0	1	499	497
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	170	161	0	33	0	28	577	0	1	996	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.01	1.01	1.01	0.94	0.94	0.94	0.96	0.96	0.96	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2		2	1		2	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83		83	6		83	6	
Trailing Detector (ft)	0	-5	-5	0	-5		-5	0		-5	0	
Detector 1 Position(ft)	0	-5	-5	0	-5		-5	0		-5	0	
Detector 1 Size(ft)	20	43	43	20	43		43	6		43	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)		40	40		40		40			40		
Detector 2 Size(ft)		43	43		43		43			43		
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0		0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	16.0		4.0	16.0	
Minimum Split (s)	20.0	20.0	20.0	21.0	21.0		9.0	21.0		9.0	21.0	
Total Split (s)	32.0	32.0	32.0	32.0	32.0		13.0	45.0		13.0	45.0	
Total Split (%)	35.6%	35.6%	35.6%	35.6%	35.6%		14.4%	50.0%		14.4%	50.0%	
Maximum Green (s)	27.0	27.0	27.0	27.0	27.0		8.0	40.0		8.0	40.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	Max	
Walk Time (s)				5.0	5.0							
Flash Dont Walk (s)				11.0	11.0							
Pedestrian Calls (#/hr)				0	0							
v/c Ratio		0.63	0.36		0.09		0.11	0.49		0.00	0.97	
Control Delay		36.6	6.9		17.5		6.7	11.0		6.0	40.1	
Queue Delay		0.0	0.0		0.0		0.0	0.8		0.0	41.3	
Total Delay		36.6	6.9		17.5		6.7	11.8		6.0	81.4	
Queue Length 50th (ft)		60	0		6		3	100		0	264	
Queue Length 95th (ft)		137	44		30		15	330		2	#880	
Internal Link Dist (ft)		193			78			308			255	
Turn Bay Length (ft)			95				80			85		
Base Capacity (vph)		517	718		725		306	1189		542	1027	
Starvation Cap Reductn		0	0		0		0	330		0	170	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.33	0.22		0.05		0.09	0.67		0.00	1.16	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 69.7
Natural Cycle: 90
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

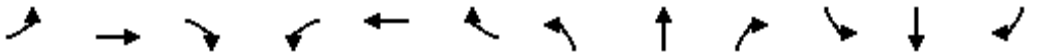
Splits and Phases: 6: NYS Route 9D & Beekman Street/W. Church Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	4	148	3	17	11	26	531	0	1	459	457
Future Volume (veh/h)	153	4	148	3	17	11	26	531	0	1	459	457
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1844	1844	1995	1956	1995	1919	1919	0	1835	1835	1872
Adj Flow Rate, veh/h	166	4	161	3	18	12	28	577	0	1	499	497
Adj No. of Lanes	0	1	1	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	0	2	2	2
Cap, veh/h	336	6	264	66	186	111	150	1171	0	471	496	494
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.02	0.61	0.00	0.00	0.59	0.59
Sat Flow, veh/h	1371	33	1568	49	1105	659	1827	1919	0	1747	845	841
Grp Volume(v), veh/h	170	0	161	33	0	0	28	577	0	1	0	996
Grp Sat Flow(s),veh/h/ln	1404	0	1568	1813	0	0	1827	1919	0	1747	0	1686
Q Serve(g_s), s	6.7	0.0	6.5	0.0	0.0	0.0	0.4	11.4	0.0	0.0	0.0	40.0
Cycle Q Clear(g_c), s	7.7	0.0	6.5	1.0	0.0	0.0	0.4	11.4	0.0	0.0	0.0	40.0
Prop In Lane	0.98		1.00	0.09		0.36	1.00		0.00	1.00		0.50
Lane Grp Cap(c), veh/h	341	0	264	363	0	0	150	1171	0	471	0	990
V/C Ratio(X)	0.50	0.00	0.61	0.09	0.00	0.00	0.19	0.49	0.00	0.00	0.00	1.01
Avail Cap(c_a), veh/h	653	0	621	764	0	0	320	1171	0	674	0	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.6	0.0	26.2	24.0	0.0	0.0	17.0	7.4	0.0	6.5	0.0	14.1
Incr Delay (d2), s/veh	1.1	0.0	2.3	0.1	0.0	0.0	0.6	1.5	0.0	0.0	0.0	30.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	3.0	0.5	0.0	0.0	0.3	6.4	0.0	0.0	0.0	26.4
LnGrp Delay(d),s/veh	27.8	0.0	28.5	24.1	0.0	0.0	17.6	8.9	0.0	6.5	0.0	44.1
LnGrp LOS	C		C	C			B	A		A		F
Approach Vol, veh/h		331			33			605			997	
Approach Delay, s/veh		28.1			24.1			9.3			44.1	
Approach LOS		C			C			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.1	46.6		16.5	6.6	45.0		16.5
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	8.0	40.0		27.0	8.0	40.0		27.0
Max Q Clear Time (g_c+I1), s	2.0	13.4		9.7	2.4	42.0		3.0
Green Ext Time (p_c), s	0.0	6.1		1.8	0.0	0.0		2.0

Intersection Summary	
HCM 2010 Ctrl Delay	30.4
HCM 2010 LOS	C



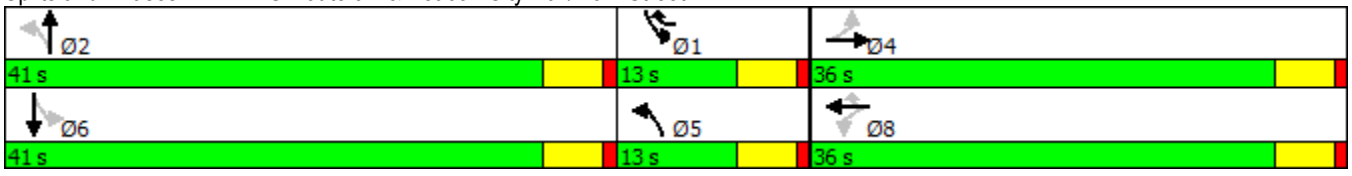
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	4	2	10	7	121	4	433	30	249	356	6
Future Volume (vph)	3	4	2	10	7	121	4	433	30	249	356	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-8%			-3%			3%	
Storage Length (ft)	0		0	0		70	0		0	120		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.970				0.850		0.990			0.997	
Flt Protected		0.984			0.972		0.950			0.950		
Satd. Flow (prot)	0	1769	0	0	1883	1647	1796	1872	0	1743	1829	0
Flt Permitted							0.529			0.409		
Satd. Flow (perm)	0	1798	0	0	1937	1647	1000	1872	0	750	1829	0
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)		2									1	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		76			138			182			388	
Travel Time (s)		1.7			3.1			4.1			8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	4	2	11	8	132	4	471	33	271	387	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	0	0	19	132	4	504	0	271	394	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.95	0.95	0.95	0.98	0.98	0.98	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	2	1		2	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	83		20	83	83	83	6		83	6	
Trailing Detector (ft)	0	-5		0	-5	-5	-5	0		-5	0	
Detector 1 Position(ft)	0	-5		0	-5	-5	-5	0		-5	0	
Detector 1 Size(ft)	20	43		20	43	43	43	6		43	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)		40			40	40	40			40		
Detector 2 Size(ft)		43			43	43	43			43		
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0	0.0	0.0			0.0		
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		8.0	8.0	4.0	4.0	31.0		4.0	36.0	
Minimum Split (s)	21.0	21.0		21.0	21.0	9.0	9.0	36.0		9.0	41.0	
Total Split (s)	36.0	36.0		36.0	36.0	13.0	13.0	41.0		13.0	41.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%	14.4%	14.4%	45.6%		14.4%	45.6%	
Maximum Green (s)	31.0	31.0		31.0	31.0	8.0	8.0	36.0		8.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag						Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Walk Time (s)	5.0	5.0						5.0				
Flash Dont Walk (s)	11.0	11.0						11.0				
Pedestrian Calls (#/hr)	0	0						0				
v/c Ratio		0.05			0.07	0.45	0.00	0.42		0.35	0.24	
Control Delay		22.6			23.9	25.3	1.8	7.2		3.3	3.5	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		22.6			23.9	25.3	1.8	7.2		3.3	3.5	
Queue Length 50th (ft)		2			5	40	0	58		0	0	
Queue Length 95th (ft)		15			25	80	2	194		47	144	
Internal Link Dist (ft)		1			58			102			308	
Turn Bay Length (ft)						70				120		
Base Capacity (vph)		998			1074	300	900	1205		788	1660	
Starvation Cap Reductn		0			0	0	0	0		0	77	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.01			0.02	0.44	0.00	0.42		0.34	0.25	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 56.3
Natural Cycle: 75
Control Type: Semi Act-Uncoord

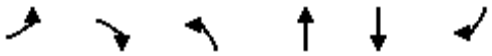
Splits and Phases: 7: NYS Route 9D & Beacon City Hall/Main Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	4	2	10	7	121	4	433	30	249	356	6
Future Volume (veh/h)	3	4	2	10	7	121	4	433	30	249	356	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1853	1890	1976	1937	1937	1891	1891	1928	1835	1835	1872
Adj Flow Rate, veh/h	3	4	2	11	8	132	4	471	33	271	387	7
Adj No. of Lanes	0	1	0	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	117	44	183	110	302	690	1007	71	595	1035	19
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.06	0.58	0.58	0.06	0.58	0.58
Sat Flow, veh/h	299	977	364	767	919	1647	1801	1747	122	1747	1797	32
Grp Volume(v), veh/h	9	0	0	19	0	132	4	0	504	271	0	394
Grp Sat Flow(s),veh/h/ln	1640	0	0	1687	0	1647	1801	0	1869	1747	0	1829
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	9.8	0.0	0.0	7.3
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.5	0.0	0.5	0.0	0.0	9.8	0.0	0.0	7.3
Prop In Lane	0.33		0.22	0.58		1.00	1.00		0.07	1.00		0.02
Lane Grp Cap(c), veh/h	274	0	0	294	0	302	690	0	1077	595	0	1054
V/C Ratio(X)	0.03	0.00	0.00	0.06	0.00	0.44	0.01	0.00	0.47	0.46	0.00	0.37
Avail Cap(c_a), veh/h	852	0	0	906	0	922	806	0	1077	708	0	1054
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.3	0.0	0.0	24.4	0.0	22.6	7.1	0.0	7.7	12.1	0.0	7.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	1.0	0.0	0.0	1.5	0.5	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.3	0.0	2.1	0.0	0.0	5.3	3.6	0.0	3.9
LnGrp Delay(d),s/veh	24.4	0.0	0.0	24.5	0.0	23.6	7.1	0.0	9.1	12.6	0.0	8.2
LnGrp LOS	C			C		C	A		A	B		A
Approach Vol, veh/h		9			151			508			665	
Approach Delay, s/veh		24.4			23.7			9.1			10.0	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.0	41.0		12.5	9.0	41.0		12.5
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	8.0	36.0		31.0	8.0	36.0		31.0
Max Q Clear Time (g_c+I1), s	2.0	11.8		2.3	2.0	9.3		2.5
Green Ext Time (p_c), s	0.7	1.3		0.9	0.7	1.0		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	11.3
HCM 2010 LOS	B



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	56	14	7	44	0
Future Volume (vph)	0	56	14	7	44	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	10%			10%	-10%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected				0.968		
Satd. Flow (prot)	1561	0	0	1747	1937	0
Flt Permitted				0.968		
Satd. Flow (perm)	1561	0	0	1747	1937	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	206			200	796	
Travel Time (s)	4.7			4.5	18.1	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	3%	0%
Adj. Flow (vph)	0	68	17	9	54	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	0	0	26	54	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	0.94	0.94
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	56	14	7	44	0
Future Vol, veh/h	0	56	14	7	44	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	10	-	-	10	-10	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	3	0
Mvmt Flow	0	68	17	9	54	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	97	54	54	0	-	0
Stage 1	54	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	8.4	7.2	4.1	-	-	-
Critical Hdwy Stg 1	7.4	-	-	-	-	-
Critical Hdwy Stg 2	7.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	860	1004	1564	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	851	1004	1564	-	-	-
Mov Cap-2 Maneuver	851	-	-	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	950	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	4.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1564	-	1004	-	-
HCM Lane V/C Ratio	0.011	-	0.068	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	40	0	17	41	0	68
Future Volume (vph)	40	0	17	41	0	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	3%			-5%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected				0.985		
Satd. Flow (prot)	1817	0	0	1815	1596	0
Flt Permitted				0.985		
Satd. Flow (perm)	1817	0	0	1815	1596	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	160			236	134	
Travel Time (s)	3.6			5.4	3.0	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	3%	0%	5%	6%	0%	3%
Adj. Flow (vph)	49	0	21	50	0	83
Shared Lane Traffic (%)						
Lane Group Flow (vph)	49	0	0	71	83	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	1.02	1.02	0.97	0.97	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

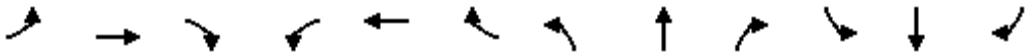
Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	0	17	41	0	68
Future Vol, veh/h	40	0	17	41	0	68
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, %	3	-	-	-5	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	3	0	5	6	0	3
Mvmt Flow	49	0	21	50	0	83

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	49	0	140	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	91	-
Critical Hdwy	-	-	4.15	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.245	-	3.5	3.327
Pot Cap-1 Maneuver	-	0	1539	-	858	1017
Stage 1	-	0	-	-	979	-
Stage 2	-	0	-	-	938	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1539	-	846	1017
Mov Cap-2 Maneuver	-	-	-	-	846	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	925	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1017	-	1539	-
HCM Lane V/C Ratio	0.082	-	0.013	-
HCM Control Delay (s)	8.9	-	7.4	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0.3	-	0	-

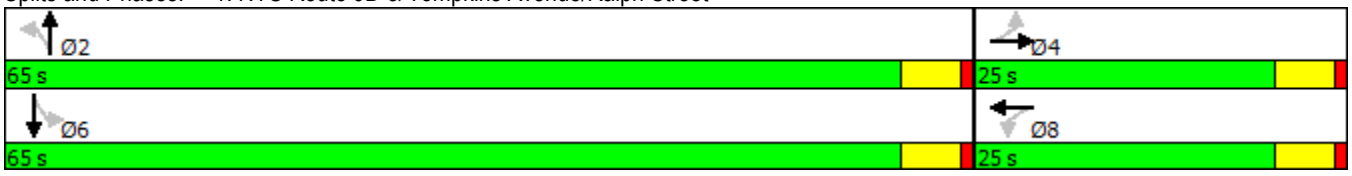


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	6	34	7	3	10	23	772	3	3	735	111
Future Volume (vph)	51	6	34	7	3	10	23	772	3	3	735	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			-1%			0%			-5%	
Storage Length (ft)	0		0	0		0	120		0	120		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.98							
Frt		0.949			0.929			0.999			0.980	
Flt Protected		0.973			0.984		0.950			0.950		
Satd. Flow (prot)	0	1736	0	0	1626	0	1641	1825	0	1850	1871	0
Flt Permitted		0.814			0.907		0.271			0.305		
Satd. Flow (perm)	0	1448	0	0	1496	0	468	1825	0	594	1871	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			11						18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		833			226			335			948	
Travel Time (s)		18.9			5.1			7.6			21.5	
Confl. Peds. (#/hr)	2		3	2		3	5			5		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	4%	0%	0%	11%	10%	4%	0%	0%	2%	2%
Adj. Flow (vph)	54	6	36	7	3	11	24	813	3	3	774	117
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	96	0	0	21	0	24	816	0	3	891	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	0.98	0.98	0.98	0.99	0.99	0.99	1.00	1.00	1.00	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1		1	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	83		20	83		0	0		0	0	
Trailing Detector (ft)	0	-5		0	-5		0	0		0	0	
Detector 1 Position(ft)	0	-5		0	-5		0	0		0	0	
Detector 1 Size(ft)	20	40		20	40		0	0		0	0	
Detector 1 Type	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	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43							
Detector 2 Size(ft)		40			40							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	25.0	25.0		25.0	25.0		65.0	65.0		65.0	65.0	
Total Split (%)	27.8%	27.8%		27.8%	27.8%		72.2%	72.2%		72.2%	72.2%	
Maximum Green (s)	20.0	20.0		20.0	20.0		60.0	60.0		60.0	60.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.52			0.12		0.06	0.55		0.01	0.59	
Control Delay		34.7			23.1		3.5	5.9		3.0	6.3	
Queue Delay		0.0			0.0		0.0	2.2		0.0	0.0	
Total Delay		34.7			23.1		3.5	8.1		3.0	6.3	
Queue Length 50th (ft)		35			5		2	137		0	154	
Queue Length 95th (ft)		75			24		10	277		3	312	
Internal Link Dist (ft)		753			146			255			868	
Turn Bay Length (ft)							120			120		
Base Capacity (vph)		362			358		380	1482		482	1523	
Starvation Cap Reductn		0			0		0	499		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.27			0.06		0.06	0.83		0.01	0.59	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 85.8	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	

Splits and Phases: 1: NYS Route 9D & Tompkins Avenue/Ralph Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	6	34	7	3	10	23	772	3	3	735	111
Future Volume (veh/h)	51	6	34	7	3	10	23	772	3	3	735	111
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.99		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1928	1900	1928	1910	1805	1910	1727	1827	1900	1948	1909	1948
Adj Flow Rate, veh/h	54	6	36	7	3	11	24	813	3	3	774	117
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
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
Percent Heavy Veh, %	0	0	0	0	0	0	10	4	4	0	2	2
Cap, veh/h	142	18	52	90	43	77	426	1417	5	512	1262	191
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.78	0.78	0.78	0.78	0.78	0.78
Sat Flow, veh/h	754	201	573	301	465	843	576	1819	7	697	1620	245
Grp Volume(v), veh/h	96	0	0	21	0	0	24	0	816	3	0	891
Grp Sat Flow(s),veh/h/ln	1529	0	0	1608	0	0	576	0	1826	697	0	1865
Q Serve(g_s), s	3.7	0.0	0.0	0.0	0.0	0.0	1.4	0.0	13.8	0.1	0.0	15.6
Cycle Q Clear(g_c), s	4.6	0.0	0.0	0.9	0.0	0.0	17.0	0.0	13.8	13.9	0.0	15.6
Prop In Lane	0.56		0.37	0.33		0.52	1.00		0.00	1.00		0.13
Lane Grp Cap(c), veh/h	213	0	0	209	0	0	426	0	1422	512	0	1452
V/C Ratio(X)	0.45	0.00	0.00	0.10	0.00	0.00	0.06	0.00	0.57	0.01	0.00	0.61
Avail Cap(c_a), veh/h	464	0	0	456	0	0	426	0	1422	512	0	1452
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.8	0.0	0.0	32.2	0.0	0.0	7.2	0.0	3.4	6.2	0.0	3.6
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.2	0.0	0.0	0.3	0.0	1.7	0.0	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	0.4	0.0	0.0	0.3	0.0	7.5	0.0	0.0	8.5
LnGrp Delay(d),s/veh	35.3	0.0	0.0	32.4	0.0	0.0	7.5	0.0	5.1	6.2	0.0	5.6
LnGrp LOS	D			C			A		A	A		A
Approach Vol, veh/h		96			21			840			894	
Approach Delay, s/veh		35.3			32.4			5.2			5.6	
Approach LOS		D			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		65.0		12.0		65.0		12.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		60.0		20.0		60.0		20.0
Max Q Clear Time (g_c+I1), s		0.0		6.6		0.0		2.9
Green Ext Time (p_c), s		0.0		0.4		0.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	7.2
HCM 2010 LOS	A



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	83	1	15	122	1	8
Future Volume (vph)	83	1	15	122	1	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-2%			1%	7%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.999				0.878	
Flt Protected				0.994	0.995	
Satd. Flow (prot)	1917	0	0	1811	1602	0
Flt Permitted				0.994	0.995	
Satd. Flow (perm)	1917	0	0	1811	1602	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	236			833	796	
Travel Time (s)	5.4			18.9	18.1	
Confl. Peds. (#/hr)						3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	10%	3%	0%	0%
Adj. Flow (vph)	92	1	17	136	1	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	93	0	0	153	10	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	0.99	0.99	1.01	1.01	1.05	1.05
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	83	1	15	122	1	8
Future Vol, veh/h	83	1	15	122	1	8
Conflicting Peds, #/hr	0	0	0	0	0	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	1	7	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	10	3	0	0
Mvmt Flow	92	1	17	136	1	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	93	0	262	96
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	169	-
Critical Hdwy	-	-	4.2	-	7.8	6.9
Critical Hdwy Stg 1	-	-	-	-	6.8	-
Critical Hdwy Stg 2	-	-	-	-	6.8	-
Follow-up Hdwy	-	-	2.29	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1453	-	660	948
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	811	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1449	-	651	946
Mov Cap-2 Maneuver	-	-	-	-	651	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	800	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	901	-	-	1449	-
HCM Lane V/C Ratio	0.011	-	-	0.012	-
HCM Control Delay (s)	9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

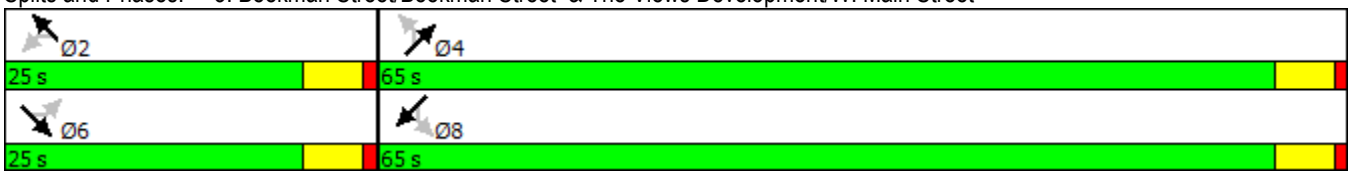
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	36	0	2	0	3	11	52	332	5	21	64	87
Future Volume (vph)	36	0	2	0	3	11	52	332	5	21	64	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		5%			0%			-1%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.892			0.999			0.928	
Flt Protected		0.955						0.993			0.996	
Satd. Flow (prot)	0	1755	0	0	1662	0	0	1817	0	0	1703	0
Flt Permitted		0.727						0.913			0.936	
Satd. Flow (perm)	0	1336	0	0	1662	0	0	1671	0	0	1601	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			12			1			137	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		640			162			321			353	
Travel Time (s)		14.5			3.7			7.3			8.0	
Peak Hour Factor	0.53	0.92	0.53	0.92	0.92	0.92	0.53	0.53	0.92	0.92	0.53	0.53
Heavy Vehicles (%)	0%	2%	0%	2%	2%	2%	25%	1%	2%	2%	2%	6%
Adj. Flow (vph)	68	0	4	0	3	12	98	626	5	23	121	164
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	15	0	0	729	0	0	308	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.03	1.03	1.00	1.00	1.00	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	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	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	25.0	25.0		25.0	25.0		65.0	65.0		65.0	65.0	
Total Split (%)	27.8%	27.8%		27.8%	27.8%		72.2%	72.2%		72.2%	72.2%	
Maximum Green (s)	20.0	20.0		20.0	20.0		60.0	60.0		60.0	60.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
v/c Ratio		0.28			0.05			0.76			0.32	
Control Delay		17.1			12.8			12.8			3.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		17.1			12.8			12.8			3.4	
Queue Length 50th (ft)		10			1			100			15	
Queue Length 95th (ft)		48			15			93			17	
Internal Link Dist (ft)		560			82			241			273	
Turn Bay Length (ft)												
Base Capacity (vph)		669			823			1652			1585	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.11			0.02			0.44			0.19	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 43.4
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

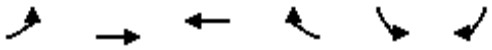
Splits and Phases: 3: Beekman Street/Beekman Street & The Views Development/W. Main Street



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (veh/h)	36	0	2	0	3	11	52	332	5	21	64	87
Future Volume (veh/h)	36	0	2	0	3	11	52	332	5	21	64	87
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1852	1852	1852	1900	1863	1900	1910	1832	1910	1919	1843	1919
Adj Flow Rate, veh/h	68	0	4	0	3	12	98	626	5	23	121	164
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.53	0.92	0.53	0.92	0.92	0.92	0.53	0.53	0.92	0.92	0.53	0.53
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	2	2	2
Cap, veh/h	350	6	9	0	39	155	207	922	7	139	424	512
Arrive On Green	0.12	0.00	0.12	0.00	0.12	0.12	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1226	48	75	0	326	1306	148	1565	12	44	718	868
Grp Volume(v), veh/h	72	0	0	0	0	15	729	0	0	308	0	0
Grp Sat Flow(s),veh/h/ln	1349	0	0	0	0	1632	1725	0	0	1630	0	0
Q Serve(g_s), s	1.5	0.0	0.0	0.0	0.0	0.3	2.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.0	0.0	0.0	0.3	9.7	0.0	0.0	3.1	0.0	0.0
Prop In Lane	0.94		0.06	0.00		0.80	0.13		0.01	0.07		0.53
Lane Grp Cap(c), veh/h	364	0	0	0	0	194	1136	0	0	1074	0	0
V/C Ratio(X)	0.20	0.00	0.00	0.00	0.00	0.08	0.64	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	1013	0	0	0	0	953	3077	0	0	2866	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.1	0.0	0.0	0.0	0.0	13.4	4.8	0.0	0.0	3.5	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.0	0.2	0.6	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.0	0.0	0.1	4.9	0.0	0.0	1.5	0.0	0.0
LnGrp Delay(d),s/veh	14.4	0.0	0.0	0.0	0.0	13.6	5.4	0.0	0.0	3.7	0.0	0.0
LnGrp LOS	B					B	A			A		
Approach Vol, veh/h		72			15			729			308	
Approach Delay, s/veh		14.4			13.6			5.4			3.7	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		9.1		25.2		9.1		25.2
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s		20.0		60.0		20.0		60.0
Max Q Clear Time (g_c+I1), s		2.3		11.7		3.8		5.1
Green Ext Time (p_c), s		0.3		8.5		0.3		8.6

Intersection Summary	
HCM 2010 Ctrl Delay	5.6
HCM 2010 LOS	A



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	31	82	59	8	39
Future Volume (vph)	3	31	82	59	8	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		3%	-5%		-8%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.944		0.888	
Flt Protected		0.995			0.992	
Satd. Flow (prot)	0	1862	1737	0	1741	0
Flt Permitted		0.995			0.992	
Satd. Flow (perm)	0	1862	1737	0	1741	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		264	640		200	
Travel Time (s)		6.0	14.5		4.5	
Confl. Peds. (#/hr)	15					
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	10%	0%	0%	0%
Adj. Flow (vph)	4	39	103	74	10	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	43	177	0	59	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	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	1.02	1.02	0.97	0.97	0.95	0.95
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	31	82	59	8	39
Future Vol, veh/h	3	31	82	59	8	39
Conflicting Peds, #/hr	15	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, %	-	3	-5	-	-8	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	10	0	0	0
Mvmt Flow	4	39	103	74	10	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	191	0	-	0	200	154
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	46	-
Critical Hdwy	4.1	-	-	-	4.8	5.4
Critical Hdwy Stg 1	-	-	-	-	3.8	-
Critical Hdwy Stg 2	-	-	-	-	3.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1395	-	-	-	867	928
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	1002	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1395	-	-	-	843	916
Mov Cap-2 Maneuver	-	-	-	-	843	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	987	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1395	-	-	-	903
HCM Lane V/C Ratio	0.003	-	-	-	0.065
HCM Control Delay (s)	7.6	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	48	278	765	68	217	779
Future Volume (vph)	48	278	765	68	217	779
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	5%		3%			-1%
Storage Length (ft)	90	0		0	215	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.989			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1725	1544	1815	0	1778	1872
Flt Permitted	0.950				0.067	
Satd. Flow (perm)	1725	1544	1815	0	125	1872
Right Turn on Red		No		No		
Satd. Flow (RTOR)						
Link Speed (mph)	30		30			30
Link Distance (ft)	207		948			167
Travel Time (s)	4.7		21.5			3.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	302	832	74	236	847
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	302	906	0	236	847
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			
Headway Factor	1.03	1.03	1.02	1.02	0.99	0.99
Turning Speed (mph)	15	9		9	15	
Turn Type	Prot	pm+ov	NA		pm+pt	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8			6	
Minimum Split (s)	21.0	9.0	62.0		9.0	45.0
Total Split (s)	30.0	20.0	70.0		20.0	90.0
Total Split (%)	25.0%	16.7%	58.3%		16.7%	75.0%
Maximum Green (s)	25.0	15.0	65.0		15.0	85.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0	5.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Walk Time (s)	5.0		5.0			
Flash Dont Walk (s)	11.0		11.0			
Pedestrian Calls (#/hr)	0		0			
v/c Ratio	0.14	0.52	0.92		0.80	0.64
Control Delay	40.2	33.1	41.2		47.9	12.1

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	40.2	33.1	41.2		47.9	12.1
Queue Length 50th (ft)	33	180	616		117	312
Queue Length 95th (ft)	69	270	#915		#246	431
Internal Link Dist (ft)	127		868			87
Turn Bay Length (ft)	90				215	
Base Capacity (vph)	359	579	983		295	1326
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.14	0.52	0.92		0.80	0.64

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWTL, Start of Green	
Natural Cycle: 95	
Control Type: Pretimed	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 5: NYS Route 9D & Verplanck Avenue



Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	48	278	765	68	217	779
Future Volume (veh/h)	48	278	765	68	217	779
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1816	1816	1835	1872	1872	1872
Adj Flow Rate, veh/h	52	302	832	74	236	847
Adj No. of Lanes	1	1	1	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	360	515	900	80	333	1326
Arrive On Green	0.21	0.21	0.54	0.54	0.13	0.71
Sat Flow, veh/h	1730	1544	1661	148	1783	1872
Grp Volume(v), veh/h	52	302	0	906	236	847
Grp Sat Flow(s),veh/h/ln	1730	1544	0	1809	1783	1872
Q Serve(g_s), s	2.9	19.5	0.0	55.2	7.5	28.9
Cycle Q Clear(g_c), s	2.9	19.5	0.0	55.2	7.5	28.9
Prop In Lane	1.00	1.00		0.08	1.00	
Lane Grp Cap(c), veh/h	360	515	0	980	333	1326
V/C Ratio(X)	0.14	0.59	0.00	0.92	0.71	0.64
Avail Cap(c_a), veh/h	360	515	0	980	333	1326
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.8	33.2	0.0	25.3	28.7	9.3
Incr Delay (d2), s/veh	0.8	4.8	0.0	15.5	12.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	9.0	0.0	31.6	8.5	15.7
LnGrp Delay(d),s/veh	39.6	38.0	0.0	40.7	40.7	11.7
LnGrp LOS	D	D		D	D	B
Approach Vol, veh/h	354		906			1083
Approach Delay, s/veh	38.2		40.7			18.0
Approach LOS	D		D			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	20.0	70.0				90.0		30.0
Change Period (Y+Rc), s	5.0	5.0				5.0		5.0
Max Green Setting (Gmax), s	15.0	65.0				85.0		25.0
Max Q Clear Time (g_c+I1), s	0.0	0.0				0.0		0.0
Green Ext Time (p_c), s	0.0	0.0				0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	29.9
HCM 2010 LOS	C

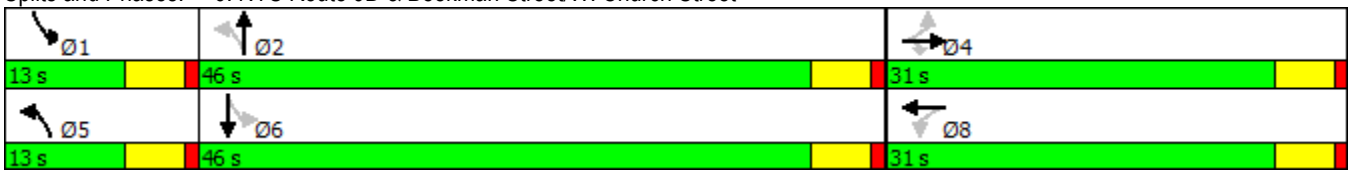
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	325	6	55	12	3	7	59	467	11	12	637	126
Future Volume (vph)	325	6	55	12	3	7	59	467	11	12	637	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			-10%			-6%			3%	
Storage Length (ft)	0		95	0		0	80		0	85		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.955			0.997			0.975	
Flt Protected		0.953			0.974		0.950			0.950		
Satd. Flow (prot)	0	1757	1567	0	1819	0	1823	1913	0	1743	1789	0
Flt Permitted		0.713			0.809		0.082			0.393		
Satd. Flow (perm)	0	1315	1567	0	1511	0	157	1913	0	721	1789	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85		8			2			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		273			158			388			335	
Travel Time (s)		6.2			3.6			8.8			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	353	7	60	13	3	8	64	508	12	13	692	137
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	360	60	0	24	0	64	520	0	13	829	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.01	1.01	1.01	0.94	0.94	0.94	0.96	0.96	0.96	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2		2	1		2	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	83	83	20	83		83	6		83	6	
Trailing Detector (ft)	0	-5	-5	0	-5		-5	0		-5	0	
Detector 1 Position(ft)	0	-5	-5	0	-5		-5	0		-5	0	
Detector 1 Size(ft)	20	43	43	20	43		43	6		43	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)		40	40		40		40			40		
Detector 2 Size(ft)		43	43		43		43			43		
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0		0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	16.0		4.0	16.0	
Minimum Split (s)	20.0	20.0	20.0	21.0	21.0		9.0	21.0		9.0	21.0	
Total Split (s)	31.0	31.0	31.0	31.0	31.0		13.0	46.0		13.0	46.0	
Total Split (%)	34.4%	34.4%	34.4%	34.4%	34.4%		14.4%	51.1%		14.4%	51.1%	
Maximum Green (s)	26.0	26.0	26.0	26.0	26.0		8.0	41.0		8.0	41.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Max		None	Max	
Walk Time (s)				5.0	5.0							
Flash Dont Walk (s)				11.0	11.0							
Pedestrian Calls (#/hr)				0	0							
v/c Ratio		0.94	0.12		0.05		0.28	0.48		0.03	0.96	
Control Delay		65.2	3.5		18.1		10.8	14.0		7.8	46.6	
Queue Delay		0.0	0.0		0.0		0.0	2.2		0.0	43.0	
Total Delay		65.2	3.5		18.1		10.8	16.2		7.8	89.6	
Queue Length 50th (ft)		197	0		6		14	148		3	445	
Queue Length 95th (ft)		#372	17		25		30	303		10	#723	
Internal Link Dist (ft)		193			78			308			255	
Turn Bay Length (ft)			95				80			85		
Base Capacity (vph)		399	535		464		247	1081		492	864	
Starvation Cap Reductn		0	0		0		0	409		0	205	
Spillback Cap Reductn		0	0		0		0	0		0	0	
Storage Cap Reductn		0	0		0		0	0		0	0	
Reduced v/c Ratio		0.90	0.11		0.05		0.26	0.77		0.03	1.26	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 86.2
Natural Cycle: 90
Control Type: Semi Act-Uncoord
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

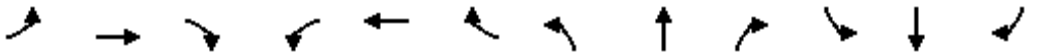
Splits and Phases: 6: NYS Route 9D & Beekman Street/W. Church Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	325	6	55	12	3	7	59	467	11	12	637	126
Future Volume (veh/h)	325	6	55	12	3	7	59	467	11	12	637	126
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1844	1844	1995	1956	1995	1919	1919	1957	1835	1835	1872
Adj Flow Rate, veh/h	353	7	60	13	3	8	64	508	12	13	692	137
Adj No. of Lanes	0	1	1	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	387	6	479	65	24	12	173	944	22	384	717	142
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.04	0.51	0.51	0.01	0.48	0.48
Sat Flow, veh/h	992	20	1568	0	80	40	1827	1867	44	1747	1488	295
Grp Volume(v), veh/h	360	0	60	24	0	0	64	0	520	13	0	829
Grp Sat Flow(s),veh/h/ln	1011	0	1568	120	0	0	1827	0	1911	1747	0	1783
Q Serve(g_s), s	0.0	0.0	2.4	0.0	0.0	0.0	1.5	0.0	15.7	0.3	0.0	38.3
Cycle Q Clear(g_c), s	26.0	0.0	2.4	26.0	0.0	0.0	1.5	0.0	15.7	0.3	0.0	38.3
Prop In Lane	0.98		1.00	0.54		0.33	1.00		0.02	1.00		0.17
Lane Grp Cap(c), veh/h	393	0	479	102	0	0	173	0	967	384	0	859
V/C Ratio(X)	0.92	0.00	0.13	0.24	0.00	0.00	0.37	0.00	0.54	0.03	0.00	0.97
Avail Cap(c_a), veh/h	393	0	479	102	0	0	277	0	967	527	0	859
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.4	0.0	21.3	24.3	0.0	0.0	19.7	0.0	14.3	12.1	0.0	21.4
Incr Delay (d2), s/veh	25.9	0.0	0.1	1.2	0.0	0.0	1.3	0.0	2.1	0.0	0.0	23.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	0.0	1.0	0.4	0.0	0.0	0.8	0.0	8.8	0.2	0.0	24.2
LnGrp Delay(d),s/veh	57.3	0.0	21.5	25.4	0.0	0.0	21.0	0.0	16.4	12.1	0.0	44.7
LnGrp LOS	E		C	C			C		B	B		D
Approach Vol, veh/h		420			24			584			842	
Approach Delay, s/veh		52.2			25.4			16.9			44.2	
Approach LOS		D			C			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.1	48.1		31.0	8.1	46.0		31.0
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	8.0	41.0		26.0	8.0	41.0		26.0
Max Q Clear Time (g_c+I1), s	2.3	17.7		28.0	3.5	40.3		28.0
Green Ext Time (p_c), s	0.0	4.3		0.0	0.1	0.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	37.3
HCM 2010 LOS	D



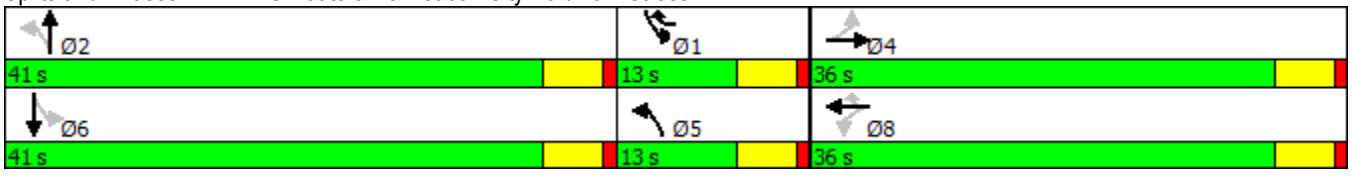
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	8	1	23	2	155	1	382	44	256	442	1
Future Volume (vph)	1	8	1	23	2	155	1	382	44	256	442	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-8%			-3%			3%	
Storage Length (ft)	0		0	0		70	0		0	120		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988				0.850		0.984				
Flt Protected		0.995			0.956		0.950			0.950		
Satd. Flow (prot)	0	1822	0	0	1852	1647	1796	1860	0	1743	1835	0
Flt Permitted		0.964					0.461			0.432		
Satd. Flow (perm)	0	1765	0	0	1937	1647	872	1860	0	793	1835	0
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)		1										
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		76			138			182			388	
Travel Time (s)		1.7			3.1			4.1			8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	9	1	25	2	168	1	415	48	278	480	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	27	168	1	463	0	278	481	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.95	0.95	0.95	0.98	0.98	0.98	1.02	1.02	1.02
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	2	1		2	1	
Detector Template	Left			Left								
Leading Detector (ft)	20	83		20	83	83	83	6		83	6	
Trailing Detector (ft)	0	-5		0	-5	-5	-5	0		-5	0	
Detector 1 Position(ft)	0	-5		0	-5	-5	-5	0		-5	0	
Detector 1 Size(ft)	20	43		20	43	43	43	6		43	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)		40			40	40	40			40		
Detector 2 Size(ft)		43			43	43	43			43		
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0	0.0	0.0			0.0		
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8	1	5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		8.0	8.0	4.0	4.0	31.0		4.0	36.0	
Minimum Split (s)	21.0	21.0		21.0	21.0	9.0	9.0	36.0		9.0	41.0	
Total Split (s)	36.0	36.0		36.0	36.0	13.0	13.0	41.0		13.0	41.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%	14.4%	14.4%	45.6%		14.4%	45.6%	
Maximum Green (s)	31.0	31.0		31.0	31.0	8.0	8.0	36.0		8.0	36.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag						Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Walk Time (s)	5.0	5.0						5.0				
Flash Dont Walk (s)	11.0	11.0						11.0				
Pedestrian Calls (#/hr)	0	0						0				
v/c Ratio		0.06			0.10	0.48	0.00	0.40		0.36	0.31	
Control Delay		25.3			26.1	24.3	3.0	8.5		4.3	4.7	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		25.3			26.1	24.3	3.0	8.5		4.3	4.7	
Queue Length 50th (ft)		3			8	52	0	52		0	0	
Queue Length 95th (ft)		17			31	99	1	176		49	186	
Internal Link Dist (ft)		1			58			102			308	
Turn Bay Length (ft)						70				120		
Base Capacity (vph)		936			1026	354	782	1145		782	1566	
Starvation Cap Reductn		0			0	0	0	0		0	71	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.01			0.03	0.47	0.00	0.40		0.36	0.32	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 59.2
Natural Cycle: 75
Control Type: Semi Act-Uncoord

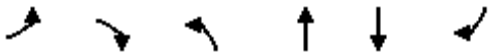
Splits and Phases: 7: NYS Route 9D & Beacon City Hall/Main Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	8	1	23	2	155	1	382	44	256	442	1
Future Volume (veh/h)	1	8	1	23	2	155	1	382	44	256	442	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1890	1853	1890	1976	1937	1937	1891	1891	1928	1835	1835	1872
Adj Flow Rate, veh/h	1	9	1	25	2	168	1	415	48	278	480	1
Adj No. of Lanes	0	1	0	0	1	1	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	69	196	20	278	18	308	619	955	110	619	1050	2
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.06	0.57	0.57	0.06	0.57	0.57
Sat Flow, veh/h	51	1583	163	1352	148	1647	1801	1664	192	1747	1830	4
Grp Volume(v), veh/h	11	0	0	27	0	168	1	0	463	278	0	481
Grp Sat Flow(s),veh/h/ln	1797	0	0	1500	0	1647	1801	0	1857	1747	0	1834
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.0	1.8	0.0	0.0	8.9	0.0	0.0	9.5
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.9	0.0	1.8	0.0	0.0	8.9	0.0	0.0	9.5
Prop In Lane	0.09		0.09	0.93		1.00	1.00		0.10	1.00		0.00
Lane Grp Cap(c), veh/h	285	0	0	296	0	308	619	0	1065	619	0	1052
V/C Ratio(X)	0.04	0.00	0.00	0.09	0.00	0.54	0.00	0.00	0.43	0.45	0.00	0.46
Avail Cap(c_a), veh/h	929	0	0	845	0	918	734	0	1065	731	0	1052
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.2	0.0	0.0	24.5	0.0	23.1	8.3	0.0	7.6	11.5	0.0	7.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	1.5	0.0	0.0	1.3	0.5	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.4	0.0	0.9	0.0	0.0	4.9	3.6	0.0	5.1
LnGrp Delay(d),s/veh	24.3	0.0	0.0	24.6	0.0	24.6	8.3	0.0	8.9	12.0	0.0	9.2
LnGrp LOS	C			C		C	A		A	B		A
Approach Vol, veh/h		11			195			464			759	
Approach Delay, s/veh		24.3			24.6			8.9			10.2	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.0	41.0		12.8	9.0	41.0		12.8
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	8.0	36.0		31.0	8.0	36.0		31.0
Max Q Clear Time (g_c+I1), s	2.0	10.9		2.3	2.0	11.5		3.8
Green Ext Time (p_c), s	0.7	1.2		1.1	0.7	1.2		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	11.8
HCM 2010 LOS	B



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	30	55	8	17	0
Future Volume (vph)	0	30	55	8	17	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	10%			10%	-10%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected				0.958		
Satd. Flow (prot)	1561	0	0	1729	1995	0
Flt Permitted				0.958		
Satd. Flow (perm)	1561	0	0	1729	1995	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	206			200	796	
Travel Time (s)	4.7			4.5	18.1	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	38	69	10	21	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	0	0	79	21	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	0.94	0.94
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	55	8	17	0
Future Vol, veh/h	0	30	55	8	17	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	10	-	-	10	-10	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	38	69	10	21	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	169	21	21	0	-	0
Stage 1	21	-	-	-	-	-
Stage 2	148	-	-	-	-	-
Critical Hdwy	8.4	7.2	4.1	-	-	-
Critical Hdwy Stg 1	7.4	-	-	-	-	-
Critical Hdwy Stg 2	7.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	752	1056	1608	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	720	1056	1608	-	-	-
Mov Cap-2 Maneuver	720	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	780	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	6.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1608	-	1056	-	-
HCM Lane V/C Ratio	0.043	-	0.036	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	47	0	67	70	0	36
Future Volume (vph)	47	0	67	70	0	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	3%			-5%	0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.865	
Flt Protected				0.976		
Satd. Flow (prot)	1872	0	0	1872	1644	0
Flt Permitted				0.976		
Satd. Flow (perm)	1872	0	0	1872	1644	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	160			236	134	
Travel Time (s)	3.6			5.4	3.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	1%	2%	0%	0%
Adj. Flow (vph)	52	0	74	78	0	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	0	0	152	40	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	1.02	1.02	0.97	0.97	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	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↱	
Traffic Vol, veh/h	47	0	67	70	0	36
Future Vol, veh/h	47	0	67	70	0	36
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, %	3	-	-	-5	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	1	2	0	0
Mvmt Flow	52	0	74	78	0	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	52	0	279	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	227	-
Critical Hdwy	-	-	4.11	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.209	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	1560	-	715	1021
Stage 1	-	0	-	-	976	-
Stage 2	-	0	-	-	815	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1560	-	679	1021
Mov Cap-2 Maneuver	-	-	-	-	679	-
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	774	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	1021	-	1560	-
HCM Lane V/C Ratio	0.039	-	0.048	-
HCM Control Delay (s)	8.7	-	7.4	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-

EDGEWATER

REVISED APPENDIX E – TRAFFIC COUNT DATA

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 1-TOMPKINS_AVE_AT_BANK_ST_COLONIAL_RD_373532_12-14-2016
Site Code :
Start Date : 12/14/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	COLONIAL RD From North					TOMPKINS AVE From East					BANK ST From South					TOMPKINS AVE From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
06:45 AM	0	0	0	0	0	0	2	7	2	11	0	0	0	2	2	0	7	0	0	7	20
Total	0	0	0	0	0	0	4	7	2	13	0	0	0	2	2	0	12	0	0	12	27
07:00 AM	0	0	0	0	0	0	3	5	0	8	0	0	0	1	1	0	9	0	0	9	18
07:15 AM	0	0	0	0	0	0	2	23	0	25	2	0	0	1	3	0	4	0	0	4	32
07:30 AM	0	0	0	0	0	0	5	3	0	8	2	0	0	0	2	2	4	0	0	6	16
07:45 AM	0	0	0	1	1	0	4	9	0	13	1	0	0	1	2	0	4	0	0	4	20
Total	0	0	0	1	1	0	14	40	0	54	5	0	0	3	8	2	21	0	0	23	86
08:00 AM	0	0	0	0	0	0	3	7	0	10	1	0	0	0	1	0	6	0	0	6	17
08:15 AM	0	0	0	1	1	0	4	3	0	7	2	0	0	6	8	1	10	0	1	12	28
08:30 AM	0	0	0	0	0	0	5	2	0	7	1	0	0	4	5	0	9	0	1	10	22
08:45 AM	0	0	0	0	0	0	11	2	0	13	1	0	0	2	3	0	6	0	0	6	22
Total	0	0	0	1	1	0	23	14	0	37	5	0	0	12	17	1	31	0	2	34	89
09:00 AM	0	0	0	0	0	0	8	1	1	10	2	0	0	0	2	0	8	0	0	8	20
09:15 AM	0	0	0	0	0	0	7	0	2	9	2	0	1	1	4	0	8	0	0	8	21
Grand Total	0	0	0	2	2	0	56	62	5	123	14	0	1	18	33	3	80	0	2	85	243
Apprch %	0	0	0	100		0	45.5	50.4	4.1		42.4	0	3	54.5		3.5	94.1	0	2.4		
Total %	0	0	0	0.8	0.8	0	23	25.5	2.1	50.6	5.8	0	0.4	7.4	13.6	1.2	32.9	0	0.8	35	
Lights	0	0	0	0	0	0	51	61	0	112	13	0	1	0	14	3	76	0	0	79	205
% Lights	0	0	0	0	0	0	91.1	98.4	0	91.1	92.9	0	100	0	42.4	100	95	0	0	92.9	84.4
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Buses	0	0	0	0	0	0	1.8	0	0	0.8	0	0	0	0	0	0	1.2	0	0	1.2	0.8
Trucks	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	0	3	0	0	3	9
% Trucks	0	0	0	0	0	0	7.1	1.6	0	4.1	7.1	0	0	0	3	0	3.8	0	0	3.5	3.7
Pedestrians	0	0	0	2	2	0	0	0	5	5	0	0	0	18	18	0	0	0	2	2	27
% Pedestrians	0	0	0	100	100	0	0	0	100	4.1	0	0	0	100	54.5	0	0	0	100	2.4	11.1

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 1-TOMPKINS_AVE_AT_BANK_ST_COLONIAL_RD_373532_12-14-2016
Site Code :
Start Date : 12/14/2016

	COLONIAL RD From North					TOMPKINS AVE From East					BANK ST From South					TOMPKINS AVE From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	0	0	0	1	1	0	4	3	0	7	2	0	0	6	8	1	10	0	1	12	28
08:30 AM	0	0	0	0	0	0	5	2	0	7	1	0	0	4	5	0	9	0	1	10	22
08:45 AM	0	0	0	0	0	0	11	2	0	13	1	0	0	2	3	0	6	0	0	6	22
09:00 AM	0	0	0	0	0	0	8	1	1	10	2	0	0	0	2	0	8	0	0	8	20
Total Volume	0	0	0	1	1	0	28	8	1	37	6	0	0	12	18	1	33	0	2	36	92
% App. Total	0	0	0	100		0	75.7	21.6	2.7		33.3	0	0	66.7		2.8	91.7	0	5.6		
PHF	.000	.000	.000	.250	.250	.000	.636	.667	.250	.712	.750	.000	.000	.500	.563	.250	.825	.000	.500	.750	.821
Lights	0	0	0	0	0	0	25	8	0	33	6	0	0	0	6	1	31	0	0	32	71
% Lights	0	0	0	0	0	0	89.3	100	0	89.2	100	0	0	0	33.3	100	93.9	0	0	88.9	77.2
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Buses	0	0	0	0	0	0	3.6	0	0	2.7	0	0	0	0	0	0	3.0	0	0	2.8	2.2
Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
% Trucks	0	0	0	0	0	0	7.1	0	0	5.4	0	0	0	0	0	0	3.0	0	0	2.8	3.3
Pedestrians	0	0	0	1	1	0	0	0	1	1	0	0	0	12	12	0	0	0	2	2	16
% Pedestrians	0	0	0	100	100	0	0	0	100	2.7	0	0	0	100	66.7	0	0	0	100	5.6	17.4

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Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	COLONIAL RD From North					TOMPKINS AVE From East					BANK ST From South					TOMPKINS AVE From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	0	0	0	3	3	0	10	3	2	15	4	0	0	3	7	0	6	0	0	6	31
03:45 PM	0	0	0	0	0	0	11	2	0	13	0	0	0	2	2	0	12	0	0	12	27
Total	0	0	0	3	3	0	21	5	2	28	4	0	0	5	9	0	18	0	0	18	58
04:00 PM	0	0	0	0	0	0	7	2	1	10	2	0	1	5	8	0	8	0	0	8	26
04:15 PM	0	0	0	0	0	0	8	3	1	12	0	0	0	6	6	1	8	0	0	9	27
04:30 PM	0	0	0	0	0	0	10	5	0	15	1	0	0	1	2	1	8	0	0	9	26
04:45 PM	0	0	0	0	0	0	9	1	0	10	0	0	0	2	2	0	6	0	2	8	20
Total	0	0	0	0	0	0	34	11	2	47	3	0	1	14	18	2	30	0	2	34	99
05:00 PM	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	7	0	0	7	16
05:15 PM	0	0	0	0	0	0	4	3	0	7	1	0	0	1	2	0	11	0	0	11	20
05:30 PM	0	0	0	0	0	0	11	4	1	16	1	0	0	1	2	1	5	0	0	6	24
05:45 PM	0	0	0	0	0	0	12	2	0	14	2	0	1	2	5	1	3	0	0	4	23
Total	0	0	0	0	0	0	35	9	1	45	4	0	2	4	10	2	26	0	0	28	83
06:00 PM	0	0	0	0	0	0	8	4	0	12	0	0	0	1	1	0	7	0	0	7	20
06:15 PM	0	0	0	0	0	0	6	2	0	8	1	0	0	2	3	0	6	0	0	6	17
Grand Total	0	0	0	3	3	0	104	31	5	140	12	0	3	26	41	4	87	0	2	93	277
Apprch %	0	0	0	100		0	74.3	22.1	3.6		29.3	0	7.3	63.4		4.3	93.5	0	2.2		
Total %	0	0	0	1.1	1.1	0	37.5	11.2	1.8	50.5	4.3	0	1.1	9.4	14.8	1.4	31.4	0	0.7	33.6	
Lights	0	0	0	0	0	0	99	30	0	129	12	0	3	0	15	4	86	0	0	90	234
% Lights	0	0	0	0	0	0	95.2	96.8	0	92.1	100	0	100	0	36.6	100	98.9	0	0	96.8	84.5
Buses	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	3.2	0	0.7	0	0	0	0	0	0	0	0	0	0	0.4
Trucks	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
% Trucks	0	0	0	0	0	0	4.8	0	0	3.6	0	0	0	0	0	0	1.1	0	0	1.1	2.2
Pedestrians	0	0	0	3	3	0	0	0	5	5	0	0	0	26	26	0	0	0	2	2	36
% Pedestrians	0	0	0	100	100	0	0	0	100	3.6	0	0	0	100	63.4	0	0	0	100	2.2	13

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	0	0	3	3	0	10	3	2	15	4	0	0	3	7	0	6	0	0	6	31
03:45 PM	0	0	0	0	0	0	11	2	0	13	0	0	0	2	2	0	12	0	0	12	27
04:00 PM	0	0	0	0	0	0	7	2	1	10	2	0	1	5	8	0	8	0	0	8	26
04:15 PM	0	0	0	0	0	0	8	3	1	12	0	0	0	6	6	1	8	0	0	9	27
Total Volume	0	0	0	3	3	0	36	10	4	50	6	0	1	16	23	1	34	0	0	35	111
% App. Total	0	0	0	100		0	72	20	8		26.1	0	4.3	69.6		2.9	97.1	0	0		
PHF	.000	.000	.000	.250	.250	.000	.818	.833	.500	.833	.375	.000	.250	.667	.719	.250	.708	.000	.000	.729	.895
Lights	0	0	0	0	0	0	35	9	0	44	6	0	1	0	7	1	34	0	0	35	86
% Lights	0	0	0	0	0	0	97.2	90.0	0	88.0	100	0	100	0	30.4	100	100	0	0	100	77.5
Buses	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	10.0	0	2.0	0	0	0	0	0	0	0	0	0	0	0.9
Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	2.8	0	0	2.0	0	0	0	0	0	0	0	0	0	0	0.9
Pedestrians	0	0	0	3	3	0	0	0	4	4	0	0	0	16	16	0	0	0	0	0	23
% Pedestrians	0	0	0	100	100	0	0	0	100	8.0	0	0	0	100	69.6	0	0	0	0	0	20.7

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 2-NYS_ROUTE_9D_AT_TOMPKINS_AVE_RALPH_ST_373533_12-14-2016
Site Code :
Start Date : 12/14/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS ROUTE 9D From North					RALPH ST From East					NYS ROUTE 9D From South					TOMPKINS AVE From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	2	140	1	0	143	0	0	1	1	2	0	67	0	1	68	1	0	4	0	5	218
06:45 AM	8	174	0	0	182	1	1	0	0	2	0	88	0	1	89	4	0	3	1	8	281
Total	10	314	1	0	325	1	1	1	1	4	0	155	0	2	157	5	0	7	1	13	499
07:00 AM	7	181	0	0	188	0	0	0	0	0	0	88	2	0	90	0	3	7	1	11	289
07:15 AM	23	160	0	0	183	1	2	1	1	5	0	138	0	1	139	2	1	3	1	7	334
07:30 AM	5	139	0	0	144	2	0	0	0	2	0	108	4	0	112	0	2	4	0	6	264
07:45 AM	8	120	0	0	128	3	1	0	0	4	2	121	4	0	127	3	1	3	0	7	266
Total	43	600	0	0	643	6	3	1	1	11	2	455	10	1	468	5	7	17	2	31	1153
08:00 AM	8	131	1	0	140	1	1	1	1	4	2	100	2	2	106	5	0	4	0	9	259
08:15 AM	2	139	0	0	141	2	2	2	4	10	0	96	2	2	100	6	3	5	0	14	265
08:30 AM	3	152	0	0	155	2	1	1	1	5	0	100	3	2	105	3	4	4	1	12	277
08:45 AM	7	141	2	0	150	3	0	1	0	4	1	133	7	0	141	5	1	3	0	9	304
Total	20	563	3	0	586	8	4	5	6	23	3	429	14	6	452	19	8	16	1	44	1105
09:00 AM	6	146	0	0	152	3	0	1	0	4	2	115	3	1	121	2	0	10	1	13	290
09:15 AM	5	89	0	0	94	4	0	0	1	5	0	79	2	3	84	9	0	2	0	11	194
Grand Total	84	1712	4	0	1800	22	8	8	9	47	7	1233	29	13	1282	40	15	52	5	112	3241
Apprch %	4.7	95.1	0.2	0		46.8	17	17	19.1		0.5	96.2	2.3	1		35.7	13.4	46.4	4.5		
Total %	2.6	52.8	0.1	0	55.5	0.7	0.2	0.2	0.3	1.5	0.2	38	0.9	0.4	39.6	1.2	0.5	1.6	0.2	3.5	
Lights	81	1624	2	0	1707	21	7	8	0	36	6	1166	23	0	1195	37	14	51	0	102	3040
% Lights	96.4	94.9	50	0	94.8	95.5	87.5	100	0	76.6	85.7	94.6	79.3	0	93.2	92.5	93.3	98.1	0	91.1	93.8
Buses	3	37	0	0	40	0	0	0	0	0	0	37	1	0	38	0	1	0	0	1	79
% Buses	3.6	2.2	0	0	2.2	0	0	0	0	0	0	3	3.4	0	3	0	6.7	0	0	0.9	2.4
Trucks	0	51	2	0	53	1	1	0	0	2	1	30	5	0	36	3	0	1	0	4	95
% Trucks	0	3	50	0	2.9	4.5	12.5	0	0	4.3	14.3	2.4	17.2	0	2.8	7.5	0	1.9	0	3.6	2.9
Pedestrians	0	0	0	0	0	0	0	0	9	9	0	0	0	13	13	0	0	0	5	5	27
% Pedestrians	0	0	0	0	0	0	0	0	100	19.1	0	0	0	100	1	0	0	0	100	4.5	0.8

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Customer Loyalty through Client Satisfaction

File Name : 2-NYS_ROUTE_9D_AT_TOMPKINS_AVE_RALPH_ST_373533_12-14-2016
Site Code :
Start Date : 12/14/2016

	NYS ROUTE 9D From North					RALPH ST From East					NYS ROUTE 9D From South					TOMPKINS AVE From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	8	174	0	0	182	1	1	0	0	2	0	88	0	1	89	4	0	3	1	8	281
07:00 AM	7	181	0	0	188	0	0	0	0	0	0	88	2	0	90	0	3	7	1	11	289
07:15 AM	23	160	0	0	183	1	2	1	1	5	0	138	0	1	139	2	1	3	1	7	334
07:30 AM	5	139	0	0	144	2	0	0	0	2	0	108	4	0	112	0	2	4	0	6	264
Total Volume	43	654	0	0	697	4	3	1	1	9	0	422	6	2	430	6	6	17	3	32	1168
% App. Total	6.2	93.8	0	0		44.4	33.3	11.1	11.1		0	98.1	1.4	0.5		18.8	18.8	53.1	9.4		
PHF	.467	.903	.000	.000	.927	.500	.375	.250	.250	.450	.000	.764	.375	.500	.773	.375	.500	.607	.750	.727	.874
Lights	40	621	0	0	661	4	3	1	0	8	0	400	5	0	405	6	6	17	0	29	1103
% Lights	93.0	95.0	0	0	94.8	100	100	100	0	88.9	0	94.8	83.3	0	94.2	100	100	100	0	90.6	94.4
Buses	3	16	0	0	19	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	35
% Buses	7.0	2.4	0	0	2.7	0	0	0	0	0	0	3.8	0	0	3.7	0	0	0	0	0	3.0
Trucks	0	17	0	0	17	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	24
% Trucks	0	2.6	0	0	2.4	0	0	0	0	0	0	1.4	16.7	0	1.6	0	0	0	0	0	2.1
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	3	3	6
% Pedestrians	0	0	0	0	0	0	0	0	100	11.1	0	0	0	100	0.5	0	0	0	100	9.4	0.5

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Customer Loyalty through Client Satisfaction

File Name : 2-NYS_ROUTE_9D_AT_TOMPKINS_AVE_RALPH_ST_373533_12-14-2016
Site Code :
Start Date : 12/14/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS ROUTE 9D From North					RALPH ST From East					NYS ROUTE 9D From South					TOMPKINS AVE From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	7	109	1	0	117	6	0	0	0	6	1	153	5	10	169	3	1	7	2	13	305
03:45 PM	8	135	2	0	145	1	3	1	3	8	0	120	4	0	124	6	2	6	0	14	291
Total	15	244	3	0	262	7	3	1	3	14	1	273	9	10	293	9	3	13	2	27	596
04:00 PM	12	122	0	0	134	2	1	2	1	6	1	150	2	1	154	7	2	6	0	15	309
04:15 PM	11	121	1	0	133	1	1	2	0	4	1	192	1	3	197	5	0	4	2	11	345
04:30 PM	17	131	0	0	148	6	1	2	0	9	0	167	3	1	171	4	2	3	0	9	337
04:45 PM	11	136	2	0	149	0	0	0	1	1	1	151	4	0	156	9	1	6	1	17	323
Total	51	510	3	0	564	9	3	6	2	20	3	660	10	5	678	25	5	19	3	52	1314
05:00 PM	6	117	1	0	124	1	0	2	0	3	0	154	5	2	161	3	0	9	0	12	300
05:15 PM	9	137	2	0	148	5	0	0	0	5	2	131	2	2	137	5	3	5	0	13	303
05:30 PM	13	162	3	0	178	0	1	0	0	1	0	162	6	0	168	3	0	5	0	8	355
05:45 PM	13	122	0	0	135	0	1	0	0	1	0	95	2	0	97	2	1	3	0	6	239
Total	41	538	6	0	585	6	2	2	0	10	2	542	15	4	563	13	4	22	0	39	1197
06:00 PM	15	132	1	0	148	0	1	0	1	2	0	80	3	1	84	1	3	9	0	13	247
06:15 PM	7	97	1	4	109	2	0	0	0	2	1	220	0	4	225	6	1	0	0	7	343
Grand Total	129	1521	14	4	1668	24	9	9	6	48	7	1775	37	24	1843	54	16	63	5	138	3697
Apprch %	7.7	91.2	0.8	0.2		50	18.8	18.8	12.5		0.4	96.3	2	1.3		39.1	11.6	45.7	3.6		
Total %	3.5	41.1	0.4	0.1	45.1	0.6	0.2	0.2	0.2	1.3	0.2	48	1	0.6	49.9	1.5	0.4	1.7	0.1	3.7	
Lights	126	1489	14	0	1629	22	9	9	0	40	7	1707	33	0	1747	53	16	63	0	132	3548
% Lights	97.7	97.9	100	0	97.7	91.7	100	100	0	83.3	100	96.2	89.2	0	94.8	98.1	100	100	0	95.7	96
Buses	0	18	0	0	18	0	0	0	0	0	0	27	2	0	29	0	0	0	0	0	47
% Buses	0	1.2	0	0	1.1	0	0	0	0	0	0	1.5	5.4	0	1.6	0	0	0	0	0	1.3
Trucks	3	14	0	0	17	2	0	0	0	2	0	41	2	0	43	1	0	0	0	1	63
% Trucks	2.3	0.9	0	0	1	8.3	0	0	0	4.2	0	2.3	5.4	0	2.3	1.9	0	0	0	0.7	1.7
Pedestrians	0	0	0	4	4	0	0	0	6	6	0	0	0	24	24	0	0	0	5	5	39
% Pedestrians	0	0	0	100	0.2	0	0	0	100	12.5	0	0	0	100	1.3	0	0	0	100	3.6	1.1

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Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 2-NYS_ROUTE_9D_AT_TOMPKINS_AVE_RALPH_ST_373533_12-14-2016
Site Code :
Start Date : 12/14/2016

	NYS ROUTE 9D From North					RALPH ST From East					NYS ROUTE 9D From South					TOMPKINS AVE From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	12	122	0	0	134	2	1	2	1	6	1	150	2	1	154	7	2	6	0	15	309
04:15 PM	11	121	1	0	133	1	1	2	0	4	1	192	1	3	197	5	0	4	2	11	345
04:30 PM	17	131	0	0	148	6	1	2	0	9	0	167	3	1	171	4	2	3	0	9	337
04:45 PM	11	136	2	0	149	0	0	0	1	1	1	151	4	0	156	9	1	6	1	17	323
Total Volume	51	510	3	0	564	9	3	6	2	20	3	660	10	5	678	25	5	19	3	52	1314
% App. Total	9	90.4	0.5	0		45	15	30	10		0.4	97.3	1.5	0.7		48.1	9.6	36.5	5.8		
PHF	.750	.938	.375	.000	.946	.375	.750	.750	.500	.556	.750	.859	.625	.417	.860	.694	.625	.792	.375	.765	.952
Lights	50	500	3	0	553	8	3	6	0	17	3	630	9	0	642	24	5	19	0	48	1260
% Lights	98.0	98.0	100	0	98.0	88.9	100	100	0	85.0	100	95.5	90.0	0	94.7	96.0	100	100	0	92.3	95.9
Buses	0	5	0	0	5	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	17
% Buses	0	1.0	0	0	0.9	0	0	0	0	0	0	1.8	0	0	1.8	0	0	0	0	0	1.3
Trucks	1	5	0	0	6	1	0	0	0	1	0	18	1	0	19	1	0	0	0	1	27
% Trucks	2.0	1.0	0	0	1.1	11.1	0	0	0	5.0	0	2.7	10.0	0	2.8	4.0	0	0	0	1.9	2.1
Pedestrians	0	0	0	0	0	0	0	0	2	2	0	0	0	5	5	0	0	0	3	3	10
% Pedestrians	0	0	0	0	0	0	0	0	100	10.0	0	0	0	100	0.7	0	0	0	100	5.8	0.8

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Customer Loyalty through Client Satisfaction

File Name : 3-BEEKMAN_ST_AT_WEST_MAIN_ST_373534_12-14-2016
Site Code :
Start Date : 12/14/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BEEKMAN ST From North					From East					BEEKMAN ST From South					W. MAIN ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	61	32	0	0	93	0	0	0	0	0	0	22	1	0	23	0	0	1	0	1	117
06:45 AM	85	45	0	0	130	0	0	0	0	0	0	29	0	0	29	0	0	2	0	2	161
Total	146	77	0	0	223	0	0	0	0	0	0	51	1	0	52	0	0	3	0	3	278
07:00 AM	76	49	0	0	125	0	0	0	0	0	0	32	2	0	34	0	0	2	1	3	162
07:15 AM	88	39	0	0	127	0	0	0	0	0	0	61	0	0	61	1	0	0	0	1	189
07:30 AM	39	25	0	0	64	0	0	0	0	0	0	13	0	0	13	0	0	3	0	3	80
07:45 AM	27	13	0	1	41	0	0	0	0	0	0	39	0	0	39	0	0	3	0	3	83
Total	230	126	0	1	357	0	0	0	0	0	0	145	2	0	147	1	0	8	1	10	514
08:00 AM	43	22	0	0	65	0	0	0	0	0	0	10	1	0	11	0	0	1	0	1	77
08:15 AM	24	15	0	0	39	0	0	0	0	0	0	29	0	0	29	1	0	2	0	3	71
08:30 AM	21	31	0	2	54	0	0	0	0	0	0	14	0	0	14	1	0	7	0	8	76
08:45 AM	14	11	0	0	25	0	0	0	0	0	0	25	1	0	26	0	0	10	0	10	61
Total	102	79	0	2	183	0	0	0	0	0	0	78	2	0	80	2	0	20	0	22	285
09:00 AM	46	21	0	0	67	0	0	0	0	0	0	35	2	0	37	0	0	2	0	2	106
09:15 AM	15	14	0	0	29	0	0	0	0	0	0	28	1	0	29	0	0	2	0	2	60
Grand Total	539	317	0	3	859	0	0	0	0	0	0	337	8	0	345	3	0	35	1	39	1243
Apprch %	62.7	36.9	0	0.3		0	0	0	0		0	97.7	2.3	0		7.7	0	89.7	2.6		
Total %	43.4	25.5	0	0.2	69.1	0	0	0	0	0	0	27.1	0.6	0	27.8	0.2	0	2.8	0.1	3.1	
Lights	526	304	0	0	830	0	0	0	0	0	0	324	4	0	328	3	0	30	0	33	1191
% Lights	97.6	95.9	0	0	96.6	0	0	0	0	0	0	96.1	50	0	95.1	100	0	85.7	0	84.6	95.8
Buses	7	2	0	0	9	0	0	0	0	0	0	10	3	0	13	0	0	0	0	0	22
% Buses	1.3	0.6	0	0	1	0	0	0	0	0	0	3	37.5	0	3.8	0	0	0	0	0	1.8
Trucks	6	11	0	0	17	0	0	0	0	0	0	3	1	0	4	0	0	5	0	5	26
% Trucks	1.1	3.5	0	0	2	0	0	0	0	0	0	0.9	12.5	0	1.2	0	0	14.3	0	12.8	2.1
Pedestrians	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4
% Pedestrians	0	0	0	100	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	100	2.6	0.3

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Customer Loyalty through Client Satisfaction

File Name : 3-BEEKMAN_ST_AT_WEST_MAIN_ST_373534_12-14-2016
Site Code :
Start Date : 12/14/2016

	BEEKMAN ST From North					From East					BEEKMAN ST From South					W. MAIN ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	61	32	0	0	93	0	0	0	0	0	0	22	1	0	23	0	0	1	0	1	117
06:45 AM	85	45	0	0	130	0	0	0	0	0	0	29	0	0	29	0	0	2	0	2	161
07:00 AM	76	49	0	0	125	0	0	0	0	0	0	32	2	0	34	0	0	2	1	3	162
07:15 AM	88	39	0	0	127	0	0	0	0	0	0	61	0	0	61	1	0	0	0	1	189
Total Volume	310	165	0	0	475	0	0	0	0	0	0	144	3	0	147	1	0	5	1	7	629
% App. Total	65.3	34.7	0	0		0	0	0	0		0	98	2	0		14.3	0	71.4	14.3		
PHF	.881	.842	.000	.000	.913	.000	.000	.000	.000	.000	.000	.590	.375	.000	.602	.250	.000	.625	.250	.583	.832
Lights	306	163	0	0	469	0	0	0	0	0	0	137	1	0	138	1	0	5	0	6	613
% Lights	98.7	98.8	0	0	98.7	0	0	0	0	0	0	95.1	33.3	0	93.9	100	0	100	0	85.7	97.5
Buses	3	1	0	0	4	0	0	0	0	0	0	6	2	0	8	0	0	0	0	0	12
% Buses	1.0	0.6	0	0	0.8	0	0	0	0	0	0	4.2	66.7	0	5.4	0	0	0	0	0	1.9
Trucks	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Trucks	0.3	0.6	0	0	0.4	0	0	0	0	0	0	0.7	0	0	0.7	0	0	0	0	0	0.5
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	14.3	0.2

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 3-BEEKMAN_ST_AT_WEST_MAIN_ST_373534_12-14-2016
Site Code :
Start Date : 12/14/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BEEKMAN ST From North					From East					BEEKMAN ST From South					W. MAIN ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	7	6	0	0	13	0	0	0	0	0	0	11	0	0	11	0	0	7	0	7	31
03:45 PM	10	26	0	0	36	0	0	0	0	0	0	14	2	0	16	0	0	0	0	0	52
Total	17	32	0	0	49	0	0	0	0	0	0	25	2	0	27	0	0	7	0	7	83
04:00 PM	12	12	0	2	26	0	0	0	0	0	0	21	0	0	21	0	0	6	1	7	54
04:15 PM	6	16	0	0	22	0	0	0	0	0	0	78	0	0	78	0	0	9	0	9	109
04:30 PM	14	17	0	0	31	0	0	0	0	0	0	66	1	0	67	2	0	7	0	9	107
04:45 PM	13	13	0	1	27	0	0	0	0	0	0	38	1	0	39	0	0	5	0	5	71
Total	45	58	0	3	106	0	0	0	0	0	0	203	2	0	205	2	0	27	1	30	341
05:00 PM	13	7	0	1	21	0	0	0	0	0	0	65	1	0	66	0	0	14	0	14	101
05:15 PM	10	10	0	0	20	0	0	0	0	0	0	26	0	0	26	2	0	9	0	11	57
05:30 PM	18	13	0	1	32	0	0	0	0	0	0	85	3	0	88	0	0	11	0	11	131
05:45 PM	11	12	0	0	23	0	0	0	0	0	0	25	1	0	26	1	0	1	0	2	51
Total	52	42	0	2	96	0	0	0	0	0	0	201	5	0	206	3	0	35	0	38	340
06:00 PM	17	22	0	0	39	0	0	0	0	0	0	10	2	0	12	0	0	7	0	7	58
06:15 PM	17	11	0	3	31	0	0	0	0	0	0	174	2	0	176	1	0	8	0	9	216
Grand Total	148	165	0	8	321	0	0	0	0	0	0	613	13	0	626	6	0	84	1	91	1038
Apprch %	46.1	51.4	0	2.5		0	0	0	0		0	97.9	2.1	0		6.6	0	92.3	1.1		
Total %	14.3	15.9	0	0.8	30.9	0	0	0	0	0	0	59.1	1.3	0	60.3	0.6	0	8.1	0.1	8.8	
Lights	136	164	0	0	300	0	0	0	0	0	0	603	8	0	611	6	0	81	0	87	998
% Lights	91.9	99.4	0	0	93.5	0	0	0	0	0	0	98.4	61.5	0	97.6	100	0	96.4	0	95.6	96.1
Buses	8	0	0	0	8	0	0	0	0	0	0	8	5	0	13	0	0	0	0	0	21
% Buses	5.4	0	0	0	2.5	0	0	0	0	0	0	1.3	38.5	0	2.1	0	0	0	0	0	2
Trucks	4	1	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	10
% Trucks	2.7	0.6	0	0	1.6	0	0	0	0	0	0	0.3	0	0	0.3	0	0	3.6	0	3.3	1
Pedestrians	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	9
% Pedestrians	0	0	0	100	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0	100	1.1	0.9

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 3-BEEKMAN_ST_AT_WEST_MAIN_ST_373534_12-14-2016
Site Code :
Start Date : 12/14/2016

	BEEKMAN ST From North					From East					BEEKMAN ST From South					W. MAIN ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	18	13	0	1	32	0	0	0	0	0	0	85	3	0	88	0	0	11	0	11	131
05:45 PM	11	12	0	0	23	0	0	0	0	0	0	25	1	0	26	1	0	1	0	2	51
06:00 PM	17	22	0	0	39	0	0	0	0	0	0	10	2	0	12	0	0	7	0	7	58
06:15 PM	17	11	0	3	31	0	0	0	0	0	0	174	2	0	176	1	0	8	0	9	216
Total Volume	63	58	0	4	125	0	0	0	0	0	0	294	8	0	302	2	0	27	0	29	456
% App. Total	50.4	46.4	0	3.2		0	0	0	0		0	97.4	2.6	0		6.9	0	93.1	0		
PHF	.875	.659	.000	.333	.801	.000	.000	.000	.000	.000	.000	.422	.667	.000	.429	.500	.000	.614	.000	.659	.528
Lights	59	57	0	0	116	0	0	0	0	0	0	290	6	0	296	2	0	27	0	29	441
% Lights	93.7	98.3	0	0	92.8	0	0	0	0	0	0	98.6	75.0	0	98.0	100	0	100	0	100	96.7
Buses	4	0	0	0	4	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	9
% Buses	6.3	0	0	0	3.2	0	0	0	0	0	0	1.0	25.0	0	1.7	0	0	0	0	0	2.0
Trucks	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Trucks	0	1.7	0	0	0.8	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.4
Pedestrians	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% Pedestrians	0	0	0	100	3.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 4-WEST_MAIN_ST_AT_BANK_ST_373535_12-14-2016
Site Code :
Start Date : 12/14/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BANK ST From North					W. MAIN ST From East					From South					W. MAIN ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	1	0	1	0	59	0	0	59	0	0	0	0	0	0	0	0	0	0	60
06:45 AM	5	0	1	6	12	0	81	0	0	81	0	0	0	0	0	0	1	0	0	1	94
Total	5	0	2	6	13	0	140	0	0	140	0	0	0	0	0	0	1	0	0	1	154
07:00 AM	6	0	0	9	15	0	85	0	1	86	0	0	0	0	0	0	2	0	0	2	103
07:15 AM	23	0	0	9	32	0	80	0	0	80	0	0	0	0	0	0	2	0	1	3	115
07:30 AM	5	0	0	10	15	0	44	0	0	44	0	0	0	0	0	0	3	2	0	5	64
07:45 AM	9	0	1	4	14	1	18	0	0	19	0	0	0	0	0	0	2	0	0	2	35
Total	43	0	1	32	76	1	227	0	1	229	0	0	0	0	0	0	9	2	1	12	317
08:00 AM	5	0	1	5	11	1	46	0	0	47	0	0	0	0	0	0	0	2	0	2	60
08:15 AM	4	0	1	1	6	0	21	0	0	21	0	0	0	0	0	0	3	2	0	5	32
08:30 AM	2	0	0	5	7	0	16	0	0	16	0	0	0	0	0	0	6	1	0	7	30
08:45 AM	2	0	0	1	3	0	15	0	0	15	0	0	0	0	0	0	7	0	0	7	25
Total	13	0	2	12	27	1	98	0	0	99	0	0	0	0	0	0	16	5	0	21	147
09:00 AM	2	0	0	7	9	3	33	0	0	36	0	0	0	0	0	0	1	0	0	1	46
09:15 AM	1	0	0	1	2	0	9	0	0	9	0	0	0	0	0	0	2	1	0	3	14
Grand Total	64	0	5	58	127	5	507	0	1	513	0	0	0	0	0	0	29	8	1	38	678
Apprch %	50.4	0	3.9	45.7		1	98.8	0	0.2		0	0	0	0		0	76.3	21.1	2.6		
Total %	9.4	0	0.7	8.6	18.7	0.7	74.8	0	0.1	75.7	0	0	0	0	0	0	4.3	1.2	0.1	5.6	
Lights	62	0	4	0	66	4	492	0	0	496	0	0	0	0	0	0	25	8	0	33	595
% Lights	96.9	0	80	0	52	80	97	0	0	96.7	0	0	0	0	0	0	86.2	100	0	86.8	87.8
Buses	1	0	0	0	1	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	11
% Buses	1.6	0	0	0	0.8	0	2	0	0	1.9	0	0	0	0	0	0	0	0	0	0	1.6
Trucks	1	0	1	0	2	1	5	0	0	6	0	0	0	0	0	0	4	0	0	4	12
% Trucks	1.6	0	20	0	1.6	20	1	0	0	1.2	0	0	0	0	0	0	13.8	0	0	10.5	1.8
Pedestrians	0	0	0	58	58	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	60
% Pedestrians	0	0	0	100	45.7	0	0	0	100	0.2	0	0	0	0	0	0	0	0	100	2.6	8.8

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 4-WEST_MAIN_ST_AT_BANK_ST_373535_12-14-2016
Site Code :
Start Date : 12/14/2016

	BANK ST From North					W. MAIN ST From East					From South					W. MAIN ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	5	0	1	6	12	0	81	0	0	81	0	0	0	0	0	0	1	0	0	1	94
07:00 AM	6	0	0	9	15	0	85	0	1	86	0	0	0	0	0	0	2	0	0	2	103
07:15 AM	23	0	0	9	32	0	80	0	0	80	0	0	0	0	0	0	2	0	1	3	115
07:30 AM	5	0	0	10	15	0	44	0	0	44	0	0	0	0	0	0	3	2	0	5	64
Total Volume	39	0	1	34	74	0	290	0	1	291	0	0	0	0	0	0	8	2	1	11	376
% App. Total	52.7	0	1.4	45.9		0	99.7	0	0.3		0	0	0	0		0	72.7	18.2	9.1		
PHF	.424	.000	.250	.850	.578	.000	.853	.000	.250	.846	.000	.000	.000	.000	.000	.000	.667	.250	.250	.550	.817
Lights	38	0	1	0	39	0	286	0	0	286	0	0	0	0	0	0	8	2	0	10	335
% Lights	97.4	0	100	0	52.7	0	98.6	0	0	98.3	0	0	0	0	0	0	100	100	0	90.9	89.1
Buses	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
% Buses	2.6	0	0	0	1.4	0	1.0	0	0	1.0	0	0	0	0	0	0	0	0	0	0	1.1
Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0.3
Pedestrians	0	0	0	34	34	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	36
% Pedestrians	0	0	0	100	45.9	0	0	0	100	0.3	0	0	0	0	0	0	0	0	100	9.1	9.6

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 4-WEST_MAIN_ST_AT_BANK_ST_373535_12-14-2016
Site Code :
Start Date : 12/14/2016
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	BANK ST From North					W. MAIN ST From East					From South					W. MAIN ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	1	0	2	0	3	2	7	0	0	9	0	0	0	0	0	0	2	0	0	2	14
03:45 PM	2	0	1	2	5	2	9	0	0	11	0	0	0	0	0	0	0	1	0	1	17
Total	3	0	3	2	8	4	16	0	0	20	0	0	0	0	0	0	2	1	0	3	31
04:00 PM	0	0	1	2	3	1	10	0	0	11	0	0	0	0	0	0	0	1	1	2	16
04:15 PM	4	0	1	6	11	0	4	0	1	5	0	0	0	0	0	0	2	0	0	2	18
04:30 PM	3	0	0	5	8	0	13	0	0	13	0	0	0	0	0	0	6	1	1	8	29
04:45 PM	0	0	0	2	2	1	10	0	2	13	0	0	0	0	0	0	0	0	0	0	15
Total	7	0	2	15	24	2	37	0	3	42	0	0	0	0	0	0	8	2	2	12	78
05:00 PM	0	0	1	6	7	0	10	0	1	11	0	0	0	0	0	0	5	1	0	6	24
05:15 PM	2	0	1	0	3	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	17
05:30 PM	3	0	0	2	5	0	20	0	0	20	0	0	0	0	0	0	10	0	0	10	35
05:45 PM	2	0	0	0	2	2	14	0	0	16	0	0	0	0	0	0	1	0	0	1	19
Total	7	0	2	8	17	2	54	0	1	57	0	0	0	0	0	0	20	1	0	21	95
06:00 PM	3	0	1	1	5	1	14	0	0	15	0	0	0	0	0	0	3	1	0	4	24
06:15 PM	0	0	0	12	12	1	14	0	0	15	0	0	0	0	0	0	6	1	0	7	34
Grand Total	20	0	8	38	66	10	135	0	4	149	0	0	0	0	0	0	39	6	2	47	262
Apprch %	30.3	0	12.1	57.6		6.7	90.6	0	2.7		0	0	0	0		0	83	12.8	4.3		
Total %	7.6	0	3.1	14.5	25.2	3.8	51.5	0	1.5	56.9	0	0	0	0	0	0	14.9	2.3	0.8	17.9	
Lights	19	0	8	0	27	10	121	0	0	131	0	0	0	0	0	0	39	6	0	45	203
% Lights	95	0	100	0	40.9	100	89.6	0	0	87.9	0	0	0	0	0	0	100	100	0	95.7	77.5
Buses	1	0	0	0	1	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	13
% Buses	5	0	0	0	1.5	0	8.9	0	0	8.1	0	0	0	0	0	0	0	0	0	0	5
Trucks	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Trucks	0	0	0	0	0	0	1.5	0	0	1.3	0	0	0	0	0	0	0	0	0	0	0.8
Pedestrians	0	0	0	38	38	0	0	0	4	4	0	0	0	0	0	0	0	0	2	2	44
% Pedestrians	0	0	0	100	57.6	0	0	0	100	2.7	0	0	0	0	0	0	0	0	100	4.3	16.8

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : 4-WEST_MAIN_ST_AT_BANK_ST_373535_12-14-2016
Site Code :
Start Date : 12/14/2016

	BANK ST From North					W. MAIN ST From East					From South					W. MAIN ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	3	0	0	2	5	0	20	0	0	20	0	0	0	0	0	0	10	0	0	10	35
05:45 PM	2	0	0	0	2	2	14	0	0	16	0	0	0	0	0	0	1	0	0	1	19
06:00 PM	3	0	1	1	5	1	14	0	0	15	0	0	0	0	0	0	3	1	0	4	24
06:15 PM	0	0	0	12	12	1	14	0	0	15	0	0	0	0	0	0	6	1	0	7	34
Total Volume	8	0	1	15	24	4	62	0	0	66	0	0	0	0	0	0	20	2	0	22	112
% App. Total	33.3	0	4.2	62.5		6.1	93.9	0	0		0	0	0	0		0	90.9	9.1	0		
PHF	.667	.000	.250	.313	.500	.500	.775	.000	.000	.825	.000	.000	.000	.000	.000	.000	.500	.500	.000	.550	.800
Lights	8	0	1	0	9	4	56	0	0	60	0	0	0	0	0	0	20	2	0	22	91
% Lights	100	0	100	0	37.5	100	90.3	0	0	90.9	0	0	0	0	0	0	100	100	0	100	81.3
Buses	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5
% Buses	0	0	0	0	0	0	8.1	0	0	7.6	0	0	0	0	0	0	0	0	0	0	4.5
Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	1.6	0	0	1.5	0	0	0	0	0	0	0	0	0	0	0.9
Pedestrians	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
% Pedestrians	0	0	0	100	62.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.4

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Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : NYS_ROUTE_9D_AND_BEEKMAN_ST_W_CHURCH_ST_389048_03-07-2017
Site Code :
Start Date : 3/7/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	ROUTE 9D From North					W CHURCH ST From East					BEEKMAN ST From South					ROUTE 9D From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	108	43	0	0	151	0	1	0	2	3	0	47	4	0	51	2	0	26	0	28	233
06:45 AM	126	66	0	0	192	3	5	3	0	11	0	56	3	0	59	6	2	38	0	46	308
Total	234	109	0	0	343	3	6	3	2	14	0	103	7	0	110	8	2	64	0	74	541
07:00 AM	122	60	0	2	184	0	4	0	2	6	0	58	2	0	60	2	2	29	0	33	283
07:15 AM	101	44	0	1	146	6	4	0	1	11	0	77	4	0	81	4	0	45	1	50	288
07:30 AM	65	74	1	3	143	1	2	0	2	5	0	103	2	0	105	2	0	19	1	22	275
07:45 AM	31	100	0	0	131	4	1	1	0	6	0	69	2	0	71	8	1	24	0	33	241
Total	319	278	1	6	604	11	11	1	5	28	0	307	10	0	317	16	3	117	2	138	1087
08:00 AM	52	79	2	1	134	1	1	1	0	3	2	88	7	0	97	3	1	15	0	19	253
08:15 AM	24	107	0	3	134	4	2	4	2	12	1	66	4	0	71	3	1	23	0	27	244
08:30 AM	31	119	0	1	151	4	2	5	0	11	0	123	9	0	132	2	2	17	1	22	316
08:45 AM	36	113	0	0	149	4	0	2	0	6	1	96	4	0	101	1	1	31	0	33	289
Total	143	418	2	5	568	13	5	12	2	32	4	373	24	0	401	9	5	86	1	101	1102
09:00 AM	42	87	1	1	131	0	0	0	2	2	0	91	8	1	100	9	0	20	0	29	262
09:15 AM	13	88	1	1	103	0	0	3	1	4	0	72	4	0	76	2	0	18	0	20	203
Grand Total	751	980	5	13	1749	27	22	19	12	80	4	946	53	1	1004	44	10	305	3	362	3195
Apprch %	42.9	56	0.3	0.7		33.8	27.5	23.8	15		0.4	94.2	5.3	0.1		12.2	2.8	84.3	0.8		
Total %	23.5	30.7	0.2	0.4	54.7	0.8	0.7	0.6	0.4	2.5	0.1	29.6	1.7	0	31.4	1.4	0.3	9.5	0.1	11.3	
Lights	740	917	4	0	1661	27	22	18	0	67	3	891	48	0	942	43	10	289	0	342	3012
% Lights	98.5	93.6	80	0	95	100	100	94.7	0	83.8	75	94.2	90.6	0	93.8	97.7	100	94.8	0	94.5	94.3
Buses	6	27	1	0	34	0	0	1	0	1	0	23	4	0	27	0	0	8	0	8	70
% Buses	0.8	2.8	20	0	1.9	0	0	5.3	0	1.2	0	2.4	7.5	0	2.7	0	0	2.6	0	2.2	2.2
Trucks	5	36	0	0	41	0	0	0	0	0	1	32	1	0	34	1	0	8	0	9	84
% Trucks	0.7	3.7	0	0	2.3	0	0	0	0	0	25	3.4	1.9	0	3.4	2.3	0	2.6	0	2.5	2.6
Pedestrians	0	0	0	13	13	0	0	0	12	12	0	0	0	1	1	0	0	0	3	3	29
% Pedestrians	0	0	0	100	0.7	0	0	0	100	15	0	0	0	100	0.1	0	0	0	100	0.8	0.9

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : NYS_ROUTE_9D_AND_BEEKMAN_ST_W_CHURCH_ST_389048_03-07-2017
Site Code :
Start Date : 3/7/2017

	ROUTE 9D From North					W CHURCH ST From East					BEEKMAN ST From South					ROUTE 9D From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	126	66	0	0	192	3	5	3	0	11	0	56	3	0	59	6	2	38	0	46	308
07:00 AM	122	60	0	2	184	0	4	0	2	6	0	58	2	0	60	2	2	29	0	33	283
07:15 AM	101	44	0	1	146	6	4	0	1	11	0	77	4	0	81	4	0	45	1	50	288
07:30 AM	65	74	1	3	143	1	2	0	2	5	0	103	2	0	105	2	0	19	1	22	275
Total Volume	414	244	1	6	665	10	15	3	5	33	0	294	11	0	305	14	4	131	2	151	1154
% App. Total	62.3	36.7	0.2	0.9		30.3	45.5	9.1	15.2		0	96.4	3.6	0		9.3	2.6	86.8	1.3		
PHF	.821	.824	.250	.500	.866	.417	.750	.250	.625	.750	.000	.714	.688	.000	.726	.583	.500	.728	.500	.755	.937
Lights	410	217	1	0	628	10	15	2	0	27	0	278	10	0	288	14	4	124	0	142	1085
% Lights	99.0	88.9	100	0	94.4	100	100	66.7	0	81.8	0	94.6	90.9	0	94.4	100	100	94.7	0	94.0	94.0
Buses	1	15	0	0	16	0	0	1	0	1	0	8	1	0	9	0	0	6	0	6	32
% Buses	0.2	6.1	0	0	2.4	0	0	33.3	0	3.0	0	2.7	9.1	0	3.0	0	0	4.6	0	4.0	2.8
Trucks	3	12	0	0	15	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	24
% Trucks	0.7	4.9	0	0	2.3	0	0	0	0	0	0	2.7	0	0	2.6	0	0	0.8	0	0.7	2.1
Pedestrians	0	0	0	6	6	0	0	0	5	5	0	0	0	0	0	0	0	0	2	2	13
% Pedestrians	0	0	0	100	0.9	0	0	0	100	15.2	0	0	0	0	0	0	0	0	100	1.3	1.1

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Customer Loyalty through Client Satisfaction

File Name : NYS_ROUTE_9D_AND_BEEKMAN_ST_W_CHURCH_ST_389048_03-07-2017
Site Code :
Start Date : 3/7/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	ROUTE 9D From North					W CHURCH ST From East					BEEKMAN ST From South					ROUTE 9D From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	24	90	1	0	115	4	0	1	3	8	1	105	7	0	113	6	1	13	2	22	258
03:45 PM	21	99	1	2	123	1	1	1	5	8	0	72	4	2	78	4	1	19	0	24	233
Total	45	189	2	2	238	5	1	2	8	16	1	177	11	2	191	10	2	32	2	46	491
04:00 PM	29	106	2	0	137	4	3	1	4	12	1	94	3	5	103	5	2	51	3	61	313
04:15 PM	19	87	0	1	107	3	0	1	1	5	0	80	3	1	84	4	2	61	3	70	266
04:30 PM	26	111	1	2	140	2	2	1	2	7	0	117	2	0	119	5	2	55	1	63	329
04:45 PM	29	98	0	5	132	4	1	0	3	8	0	81	5	0	86	10	1	75	2	88	314
Total	103	402	3	8	516	13	6	3	10	32	1	372	13	6	392	24	7	242	9	282	1222
05:00 PM	25	88	0	1	114	1	0	0	2	3	0	89	6	0	95	5	2	63	2	72	284
05:15 PM	17	121	3	0	141	1	0	2	4	7	4	82	2	0	88	11	0	55	0	66	302
05:30 PM	21	132	3	0	156	0	0	4	0	4	6	93	6	0	105	5	2	97	1	105	370
05:45 PM	11	123	2	0	136	6	1	1	1	9	2	81	3	0	86	6	1	21	0	28	259
Total	74	464	8	1	547	8	1	7	7	23	12	345	17	0	374	27	5	236	3	271	1215
Grand Total	222	1055	13	11	1301	26	8	12	25	71	14	894	41	8	957	61	14	510	14	599	2928
Apprch %	17.1	81.1	1	0.8		36.6	11.3	16.9	35.2		1.5	93.4	4.3	0.8		10.2	2.3	85.1	2.3		
Total %	7.6	36	0.4	0.4	44.4	0.9	0.3	0.4	0.9	2.4	0.5	30.5	1.4	0.3	32.7	2.1	0.5	17.4	0.5	20.5	
Lights	214	1032	13	0	1259	24	8	12	0	44	14	864	35	0	913	60	14	499	0	573	2789
% Lights	96.4	97.8	100	0	96.8	92.3	100	100	0	62	100	96.6	85.4	0	95.4	98.4	100	97.8	0	95.7	95.3
Buses	5	16	0	0	21	1	0	0	0	1	0	20	6	0	26	0	0	6	0	6	54
% Buses	2.3	1.5	0	0	1.6	3.8	0	0	0	1.4	0	2.2	14.6	0	2.7	0	0	1.2	0	1	1.8
Trucks	3	7	0	0	10	1	0	0	0	1	0	10	0	0	10	1	0	5	0	6	27
% Trucks	1.4	0.7	0	0	0.8	3.8	0	0	0	1.4	0	1.1	0	0	1	1.6	0	1	0	1	0.9
Pedestrians	0	0	0	11	11	0	0	0	25	25	0	0	0	8	8	0	0	0	14	14	58
% Pedestrians	0	0	0	100	0.8	0	0	0	100	35.2	0	0	0	100	0.8	0	0	0	100	2.3	2

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Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : NYS_ROUTE_9D_AND_BEEKMAN_ST_W_CHURCH_ST_389048_03-07-2017
Site Code :
Start Date : 3/7/2017

	ROUTE 9D From North					W CHURCH ST From East					BEEKMAN ST From South					ROUTE 9D From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	29	98	0	5	132	4	1	0	3	8	0	81	5	0	86	10	1	75	2	88	314
05:00 PM	25	88	0	1	114	1	0	0	2	3	0	89	6	0	95	5	2	63	2	72	284
05:15 PM	17	121	3	0	141	1	0	2	4	7	4	82	2	0	88	11	0	55	0	66	302
05:30 PM	21	132	3	0	156	0	0	4	0	4	6	93	6	0	105	5	2	97	1	105	370
Total Volume	92	439	6	6	543	6	1	6	9	22	10	345	19	0	374	31	5	290	5	331	1270
% App. Total	16.9	80.8	1.1	1.1		27.3	4.5	27.3	40.9		2.7	92.2	5.1	0		9.4	1.5	87.6	1.5		
PHF	.793	.831	.500	.300	.870	.375	.250	.375	.563	.688	.417	.927	.792	.000	.890	.705	.625	.747	.625	.788	.858
Lights	88	435	6	0	529	5	1	6	0	12	10	340	16	0	366	30	5	285	0	320	1227
% Lights	95.7	99.1	100	0	97.4	83.3	100	100	0	54.5	100	98.6	84.2	0	97.9	96.8	100	98.3	0	96.7	96.6
Buses	2	1	0	0	3	1	0	0	0	1	0	3	3	0	6	0	0	3	0	3	13
% Buses	2.2	0.2	0	0	0.6	16.7	0	0	0	4.5	0	0.9	15.8	0	1.6	0	0	1.0	0	0.9	1.0
Trucks	2	3	0	0	5	0	0	0	0	0	0	2	0	0	2	1	0	2	0	3	10
% Trucks	2.2	0.7	0	0	0.9	0	0	0	0	0	0	0.6	0	0	0.5	3.2	0	0.7	0	0.9	0.8
Pedestrians	0	0	0	6	6	0	0	0	9	9	0	0	0	0	0	0	0	0	5	5	20
% Pedestrians	0	0	0	100	1.1	0	0	0	100	40.9	0	0	0	0	0	0	0	0	100	1.5	1.6

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Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : NYS_ROUTE_9D_AND_BEEKMAN_ST_W_CHURCH_ST_389358_03-09-2017
Site Code :
Start Date : 3/9/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	NYS ROUTE 9W From North					W CHURCH ST From East					NYS ROUTE 9W From South					BEEKMAN ST 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
05:30 PM	34	121	2	2	159	2	2	1	2	7	1	89	9	0	99	9	0	59	2	70	335
05:45 PM	15	131	3	0	149	2	0	0	1	3	0	102	12	0	114	5	3	65	5	78	344
Total	49	252	5	2	308	4	2	1	3	10	1	191	21	0	213	14	3	124	7	148	679
06:00 PM	28	93	3	1	125	3	0	0	1	4	1	85	5	0	91	4	0	21	0	25	245
06:15 PM	27	105	3	5	140	4	1	1	2	8	1	82	5	1	89	14	1	147	5	167	404
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	104	450	11	8	573	11	3	2	6	22	3	358	31	1	393	32	4	292	12	340	1328
Apprch %	18.2	78.5	1.9	1.4		50	13.6	9.1	27.3		0.8	91.1	7.9	0.3		9.4	1.2	85.9	3.5		
Total %	7.8	33.9	0.8	0.6	43.1	0.8	0.2	0.2	0.5	1.7	0.2	27	2.3	0.1	29.6	2.4	0.3	22	0.9	25.6	
Lights	99	448	11	0	558	10	3	2	0	15	3	354	29	0	386	31	4	289	0	324	1283
% Lights	95.2	99.6	100	0	97.4	90.9	100	100	0	68.2	100	98.9	93.5	0	98.2	96.9	100	99	0	95.3	96.6
Buses	4	1	0	0	5	0	0	0	0	0	0	2	2	0	4	0	0	2	0	2	11
% Buses	3.8	0.2	0	0	0.9	0	0	0	0	0	0	0.6	6.5	0	1	0	0	0.7	0	0.6	0.8
Trucks	1	1	0	0	2	1	0	0	0	1	0	2	0	0	2	1	0	1	0	2	7
% Trucks	1	0.2	0	0	0.3	9.1	0	0	0	4.5	0	0.6	0	0	0.5	3.1	0	0.3	0	0.6	0.5
Pedestrians	0	0	0	8	8	0	0	0	6	6	0	0	0	1	1	0	0	0	12	12	27
% Pedestrians	0	0	0	100	1.4	0	0	0	100	27.3	0	0	0	100	0.3	0	0	0	100	3.5	2

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11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : NYS_ROUTE_9D_AND_BEEKMAN_ST_W_CHURCH_ST_389358_03-09-2017
Site Code :
Start Date : 3/9/2017

	NYS ROUTE 9W From North					W CHURCH ST From East					NYS ROUTE 9W From South					BEEKMAN ST 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 05:30 PM to 06:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:30 PM																					
05:30 PM	34	121	2	2	159	2	2	1	2	7	1	89	9	0	99	9	0	59	2	70	335
05:45 PM	15	131	3	0	149	2	0	0	1	3	0	102	12	0	114	5	3	65	5	78	344
06:00 PM	28	93	3	1	125	3	0	0	1	4	1	85	5	0	91	4	0	21	0	25	245
06:15 PM	27	105	3	5	140	4	1	1	2	8	1	82	5	1	89	14	1	147	5	167	404
Total Volume	104	450	11	8	573	11	3	2	6	22	3	358	31	1	393	32	4	292	12	340	1328
% App. Total	18.2	78.5	1.9	1.4		50	13.6	9.1	27.3		0.8	91.1	7.9	0.3		9.4	1.2	85.9	3.5		
PHF	.765	.859	.917	.400	.901	.688	.375	.500	.750	.688	.750	.877	.646	.250	.862	.571	.333	.497	.600	.509	.822
Lights	99	448	11	0	558	10	3	2	0	15	3	354	29	0	386	31	4	289	0	324	1283
% Lights	95.2	99.6	100	0	97.4	90.9	100	100	0	68.2	100	98.9	93.5	0	98.2	96.9	100	99.0	0	95.3	96.6
Buses	4	1	0	0	5	0	0	0	0	0	0	2	2	0	4	0	0	2	0	2	11
% Buses	3.8	0.2	0	0	0.9	0	0	0	0	0	0	0.6	6.5	0	1.0	0	0	0.7	0	0.6	0.8
Trucks	1	1	0	0	2	1	0	0	0	1	0	2	0	0	2	1	0	1	0	2	7
% Trucks	1.0	0.2	0	0	0.3	9.1	0	0	0	4.5	0	0.6	0	0	0.5	3.1	0	0.3	0	0.6	0.5
Pedestrians	0	0	0	8	8	0	0	0	6	6	0	0	0	1	1	0	0	0	12	12	27
% Pedestrians	0	0	0	100	1.4	0	0	0	100	27.3	0	0	0	100	0.3	0	0	0	100	3.5	2.0

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Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : NYS_ROUTE_9D_AND_MAIN_ST_CITY_HALL_DRIVEWAY_389053_03-07-2017
Site Code :
Start Date : 3/7/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	ROUTE 9D From North					MAIN ST From East					ROUTE 9D From South					MINICIPAL PLAZA From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	29	16	1	46	10	2	1	3	16	1	42	0	4	47	0	0	0	0	0	109
06:45 AM	0	49	27	0	76	16	0	0	0	16	0	37	0	5	42	0	0	0	0	0	134
Total	0	78	43	1	122	26	2	1	3	32	1	79	0	9	89	0	0	0	0	0	243
07:00 AM	1	51	14	0	66	8	0	0	0	8	3	56	0	4	63	0	0	0	0	0	137
07:15 AM	1	29	22	0	52	23	2	6	0	31	2	67	1	5	75	0	1	0	1	2	160
07:30 AM	1	45	28	0	74	16	1	3	0	20	7	80	2	3	92	1	0	0	0	1	187
07:45 AM	6	65	38	0	109	15	2	2	0	19	3	54	1	1	59	0	0	0	0	0	187
Total	9	190	102	0	301	62	5	11	0	78	15	257	4	13	289	1	1	0	1	3	671
08:00 AM	0	41	39	0	80	31	0	2	1	34	0	65	2	4	71	0	4	1	0	5	190
08:15 AM	0	59	49	0	108	22	3	1	0	26	9	53	3	2	67	0	0	1	0	1	202
08:30 AM	2	78	53	0	133	25	1	1	0	27	6	106	0	4	116	0	2	2	1	5	281
08:45 AM	2	54	61	0	117	24	1	3	0	28	8	79	1	3	91	1	2	0	0	3	239
Total	4	232	202	0	438	102	5	7	1	115	23	303	6	13	345	1	8	4	1	14	912
09:00 AM	1	44	50	0	95	36	1	3	1	41	1	55	0	2	58	1	0	0	0	1	195
09:15 AM	0	44	49	0	93	30	0	1	0	31	4	46	1	3	54	0	1	0	1	2	180
Grand Total	14	588	446	1	1049	256	13	23	5	297	44	740	11	40	835	3	10	4	3	20	2201
Apprch %	1.3	56.1	42.5	0.1		86.2	4.4	7.7	1.7		5.3	88.6	1.3	4.8		15	50	20	15		
Total %	0.6	26.7	20.3	0	47.7	11.6	0.6	1	0.2	13.5	2	33.6	0.5	1.8	37.9	0.1	0.5	0.2	0.1	0.9	
Lights	14	557	411	0	982	242	13	23	0	278	37	697	11	0	745	3	10	4	0	17	2022
% Lights	100	94.7	92.2	0	93.6	94.5	100	100	0	93.6	84.1	94.2	100	0	89.2	100	100	100	0	85	91.9
Buses	0	14	13	0	27	3	0	0	0	3	4	25	0	0	29	0	0	0	0	0	59
% Buses	0	2.4	2.9	0	2.6	1.2	0	0	0	1	9.1	3.4	0	0	3.5	0	0	0	0	0	2.7
Trucks	0	17	22	0	39	11	0	0	0	11	3	18	0	0	21	0	0	0	0	0	71
% Trucks	0	2.9	4.9	0	3.7	4.3	0	0	0	3.7	6.8	2.4	0	0	2.5	0	0	0	0	0	3.2
Pedestrians	0	0	0	1	1	0	0	0	5	5	0	0	0	40	40	0	0	0	3	3	49
% Pedestrians	0	0	0	100	0.1	0	0	0	100	1.7	0	0	0	100	4.8	0	0	0	100	15	2.2

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File Name : NYS_ROUTE_9D_AND_MAIN_ST_CITY_HALL_DRIVEWAY_389053_03-07-2017
Site Code :
Start Date : 3/7/2017

	ROUTE 9D From North					MAIN ST From East					ROUTE 9D From South					MINICIPAL PLAZA From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	0	59	49	0	108	22	3	1	0	26	9	53	3	2	67	0	0	1	0	1	202
08:30 AM	2	78	53	0	133	25	1	1	0	27	6	106	0	4	116	0	2	2	1	5	281
08:45 AM	2	54	61	0	117	24	1	3	0	28	8	79	1	3	91	1	2	0	0	3	239
09:00 AM	1	44	50	0	95	36	1	3	1	41	1	55	0	2	58	1	0	0	0	1	195
Total Volume	5	235	213	0	453	107	6	8	1	122	24	293	4	11	332	2	4	3	1	10	917
% App. Total	1.1	51.9	47	0		87.7	4.9	6.6	0.8		7.2	88.3	1.2	3.3		20	40	30	10		
PHF	.625	.753	.873	.000	.852	.743	.500	.667	.250	.744	.667	.691	.333	.688	.716	.500	.500	.375	.250	.500	.816
Lights	5	225	200	0	430	104	6	8	0	118	19	271	4	0	294	2	4	3	0	9	851
% Lights	100	95.7	93.9	0	94.9	97.2	100	100	0	96.7	79.2	92.5	100	0	88.6	100	100	100	0	90.0	92.8
Buses	0	2	5	0	7	1	0	0	0	1	3	13	0	0	16	0	0	0	0	0	24
% Buses	0	0.9	2.3	0	1.5	0.9	0	0	0	0.8	12.5	4.4	0	0	4.8	0	0	0	0	0	2.6
Trucks	0	8	8	0	16	2	0	0	0	2	2	9	0	0	11	0	0	0	0	0	29
% Trucks	0	3.4	3.8	0	3.5	1.9	0	0	0	1.6	8.3	3.1	0	0	3.3	0	0	0	0	0	3.2
Pedestrians	0	0	0	0	0	0	0	0	1	1	0	0	0	11	11	0	0	0	1	1	13
% Pedestrians	0	0	0	0	0	0	0	0	100	0.8	0	0	0	100	3.3	0	0	0	100	10.0	1.4

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File Name : NYS_ROUTE_9D_AND_MAIN_ST_CITY_HALL_DRIVEWAY_389053_03-07-2017
Site Code :
Start Date : 3/7/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	ROUTE 9D From North					MAIN ST From East					ROUTE 9D From South					MINICIPAL PLAZA From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:30 PM	1	46	53	0	100	25	0	4	0	29	4	76	0	2	82	3	1	1	3	8	219
03:45 PM	1	50	51	0	102	25	0	2	3	30	1	58	0	5	64	1	3	4	0	8	204
Total	2	96	104	0	202	50	0	6	3	59	5	134	0	7	146	4	4	5	3	16	423
04:00 PM	0	58	56	0	114	25	1	4	1	31	3	69	0	0	72	1	2	3	0	6	223
04:15 PM	0	49	45	0	94	18	2	6	0	26	5	61	1	7	74	0	1	1	1	3	197
04:30 PM	0	67	47	0	114	33	0	5	1	39	3	78	0	1	82	0	0	2	0	2	237
04:45 PM	0	48	62	0	110	25	0	0	0	25	9	60	1	3	73	0	0	1	1	2	210
Total	0	222	210	0	432	101	3	15	2	121	20	268	2	11	301	1	3	7	2	13	867
05:00 PM	0	51	43	0	94	34	1	5	2	42	8	66	0	0	74	0	0	0	0	0	210
05:15 PM	0	71	62	0	133	27	0	4	0	31	12	57	0	3	72	1	1	0	0	2	238
05:30 PM	0	79	64	1	144	39	1	3	1	44	14	66	1	6	87	0	5	0	0	5	280
05:45 PM	0	65	57	0	122	28	0	4	0	32	3	52	0	8	63	0	1	0	0	1	218
Total	0	266	226	1	493	128	2	16	3	149	37	241	1	17	296	1	7	0	0	8	946
06:00 PM	0	42	49	0	91	34	0	5	0	39	3	56	1	3	63	0	0	0	0	0	193
06:15 PM	0	52	58	2	112	18	2	2	0	22	18	70	0	3	91	0	1	0	0	1	226
Grand Total	2	678	647	3	1330	331	7	44	8	390	83	769	4	41	897	6	15	12	5	38	2655
Apprch %	0.2	51	48.6	0.2		84.9	1.8	11.3	2.1		9.3	85.7	0.4	4.6		15.8	39.5	31.6	13.2		
Total %	0.1	25.5	24.4	0.1	50.1	12.5	0.3	1.7	0.3	14.7	3.1	29	0.2	1.5	33.8	0.2	0.6	0.5	0.2	1.4	
Lights	2	660	635	0	1297	324	7	42	0	373	75	735	4	0	814	6	15	12	0	33	2517
% Lights	100	97.3	98.1	0	97.5	97.9	100	95.5	0	95.6	90.4	95.6	100	0	90.7	100	100	100	0	86.8	94.8
Buses	0	11	8	0	19	3	0	0	0	3	7	25	0	0	32	0	0	0	0	0	54
% Buses	0	1.6	1.2	0	1.4	0.9	0	0	0	0.8	8.4	3.3	0	0	3.6	0	0	0	0	0	2
Trucks	0	7	4	0	11	4	0	2	0	6	1	9	0	0	10	0	0	0	0	0	27
% Trucks	0	1	0.6	0	0.8	1.2	0	4.5	0	1.5	1.2	1.2	0	0	1.1	0	0	0	0	0	1
Pedestrians	0	0	0	3	3	0	0	0	8	8	0	0	0	41	41	0	0	0	5	5	57
% Pedestrians	0	0	0	100	0.2	0	0	0	100	2.1	0	0	0	100	4.6	0	0	0	100	13.2	2.1

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Customer Loyalty through Client Satisfaction

File Name : NYS_ROUTE_9D_AND_MAIN_ST_CITY_HALL_DRIVEWAY_389053_03-07-2017
Site Code :
Start Date : 3/7/2017

	ROUTE 9D From North					MAIN ST From East					ROUTE 9D From South					MINICIPAL PLAZA 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 01:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	51	43	0	94	34	1	5	2	42	8	66	0	0	74	0	0	0	0	0	210
05:15 PM	0	71	62	0	133	27	0	4	0	31	12	57	0	3	72	1	1	0	0	2	238
05:30 PM	0	79	64	1	144	39	1	3	1	44	14	66	1	6	87	0	5	0	0	5	280
05:45 PM	0	65	57	0	122	28	0	4	0	32	3	52	0	8	63	0	1	0	0	1	218
Total Volume	0	266	226	1	493	128	2	16	3	149	37	241	1	17	296	1	7	0	0	8	946
% App. Total	0	54	45.8	0.2		85.9	1.3	10.7	2		12.5	81.4	0.3	5.7		12.5	87.5	0	0		
PHF	.000	.842	.883	.250	.856	.821	.500	.800	.375	.847	.661	.913	.250	.531	.851	.250	.350	.000	.000	.400	.845
Lights	0	263	224	0	487	126	2	16	0	144	34	238	1	0	273	1	7	0	0	8	912
% Lights	0	98.9	99.1	0	98.8	98.4	100	100	0	96.6	91.9	98.8	100	0	92.2	100	100	0	0	100	96.4
Buses	0	1	0	0	1	1	0	0	0	1	3	3	0	0	6	0	0	0	0	0	8
% Buses	0	0.4	0	0	0.2	0.8	0	0	0	0.7	8.1	1.2	0	0	2.0	0	0	0	0	0	0.8
Trucks	0	2	2	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
% Trucks	0	0.8	0.9	0	0.8	0.8	0	0	0	0.7	0	0	0	0	0	0	0	0	0	0	0.5
Pedestrians	0	0	0	1	1	0	0	0	3	3	0	0	0	17	17	0	0	0	0	0	21
% Pedestrians	0	0	0	100	0.2	0	0	0	100	2.0	0	0	0	100	5.7	0	0	0	0	0	2.2

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August 3, 2017

VIA EMAIL

Mr. James Sheers
Beacon Planning Board
City of Beacon City Hall
1 Municipal Plaza
Beacon, NY 12508

Re: Edgewater and West End Lofts
City of Beacon, New York
MC Project No. 16003078A/17000432A

Dear Chairman Sheers:

In response to comments on the Traffic Impact Studies for both the Edgewater and West End Lofts projects received from the Members of the Planning Board at the July 11, 2017 Planning Board Meeting we are providing you with the below information along with the attached Tables and Maps.

Exhibits No. 1, 2 and 3 (attached) have been prepared to respond to the Planning Board's request for a simpler summary of the traffic impacts of each project and proposed mitigation. Exhibit No. 1 provides a summary of the total intersection volume under Existing, No-Build and Build conditions for the AM and PM Peak Hour periods at each of the intersections studied in the area of the projects. The project related traffic increases for each project are identified along with the Percentage increase over No-Build conditions without the project. As can be seen from the table the majority of the studied intersections will experience an increase of 7% or less as a result of either project. As noted on the table the traffic projections shown **do not take any credit for the anticipated use of Metro North and/or pedestrian trips to the train** by residents of each development, which will likely reduce the actual peak vehicular traffic generated by each development. It should also be noted that the majority of the project generated traffic would be in the **opposite travel direction** of commuters to the train station in the morning and from the train station in the afternoon, which is the predominant direction of flow at the key intersections.

Exhibit No. 2 and 3 provide a summary of the delay increase from No-Build to Build conditions at each of the studied intersection as a result of the proposed projects. The proposed mitigation measures are also identified along with the anticipated delays after mitigation. For the intersection

so NYS Route 9D/Verplanck Avenue and NYS Route 9D/Beekman Street, traffic signal timing modifications are proposed to address the project related delay increases. With these traffic signal timing modifications, the intersections will operate similar to No-Build conditions without the projects. The intersections of NYS Route 9D/Tompkins Avenue and Beekman Street/West Main Street are proposed to be monitored after occupancy of the projects to assess whether traffic signal warrants will be satisfied at these locations.

Relative to the traffic signal timing modifications, the New York State Department of Transportation (NYSDOT) has been contacted and has now indicated that approval for any signal timing changes will be required prior to implementation. As such, a formal Highway Work Permit Application will be made to NYSDOT for their review of the proposed signal timing modifications and coordination with the nearby traffic signals at the Interstate 84 ramps to the north. The traffic signal timing modifications will be coordinated with NYSDOT and City of Beacon.

If you have any questions regarding the above, please do not hesitate to contact us.

Very truly yours,

MASER CONSULTING P.A.

Philip J. Grealy, Ph.D., P.E.
Principal/Department Manager

Richard G. D'Andrea, P.E., PTOE
Associate/Project Manager

PJG/rgd
Enclosures
cc:

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EXHIBIT NO. 1

SUMMARY OF TOTAL INTERSECTION VOLUMES

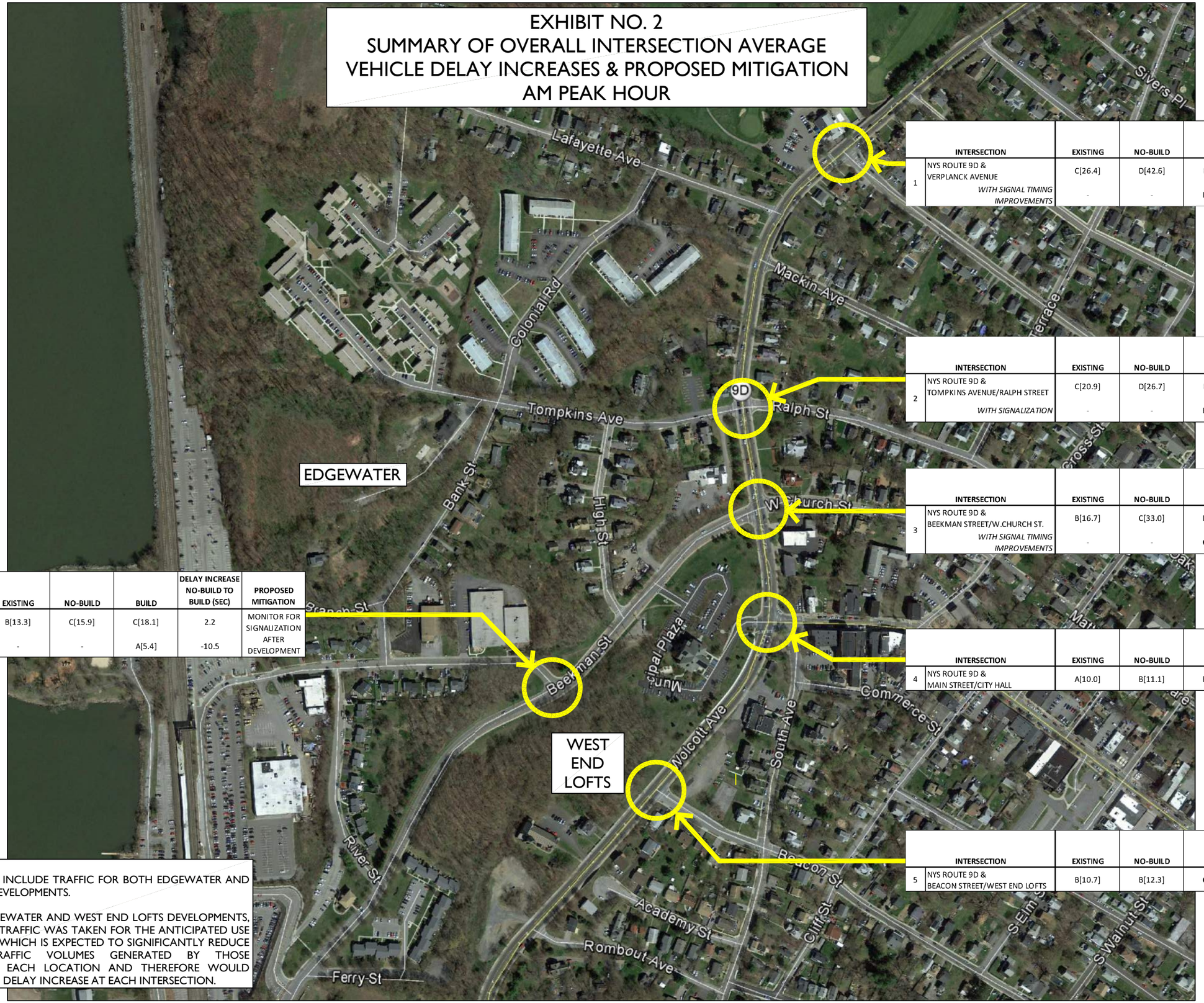
AM PEAK HOUR								
	INTERSECTION	EXISTING	NO-BUILD	EDGEWATER GENERATED	WEST END LOFTS GENERATED	TOTAL BUILD	% INCREASE DUE TO EDGEWATER	% INCREASE DUE TO WEST END LOFTS
1	NYS ROUTE 9D & VERPLANCK AVENUE	1761	2070	70	20	2160	3.4%	1.0%
2	NYS ROUTE 9D & TOMPKINS AVENUE/RALPH STREET	1411	1686	85	20	1791	5.0%	1.2%
3	NYS ROUTE 9D & BEEKMAN STREET/W.CHURCH ST.	1460	1752	30	28	1810	1.7%	1.6%
4	NYS ROUTE 9D & MAIN STREET/CITY HALL	933	1160	30	34	1224	2.6%	2.9%
5	NYS ROUTE 9D & BEACON STREET/WEST END LOFTS	606	852	15	52	919	1.8%	6.1%
6	BEEKMAN STREET & W. MAIN STREET	631	774	26	8	808	3.4%	1.0%
PM PEAK HOUR								
	INTERSECTION	EXISTING	NO-BUILD	EDGEWATER GENERATED	WEST END LOFTS GENERATED	TOTAL BUILD	% INCREASE DUE TO EDGEWATER	% INCREASE DUE TO WEST END LOFTS
1	NYS ROUTE 9D & VERPLANCK AVENUE	1725	2041	85	29	2155	4.2%	1.4%
2	NYS ROUTE 9D & TOMPKINS AVENUE/RALPH STREET	1347	1626	104	29	1759	6.4%	1.8%
3	NYS ROUTE 9D & BEEKMAN STREET/W.CHURCH ST.	1347	1643	38	40	1721	2.3%	2.4%
4	NYS ROUTE 9D & MAIN STREET/CITY HALL	987	1330	38	48	1416	2.9%	3.6%
5	NYS ROUTE 9D & BEACON STREET/WEST END LOFTS	596	852	19	72	943	2.2%	8.5%
6	BEEKMAN STREET & W. MAIN STREET	452	540	62	11	613	11.5%	2.0%

NOTES:

1) THE ABOVE VOLUMES REPRESENT THE TOTAL INTERSECTION VOLUMES FOR EACH LOCATION.

2) NOTE THAT FOR BOTH THE EDGEWATER AND WEST END LOFTS DEVELOPMENTS, **NO REDUCTION IN TRAFFIC WAS TAKEN FOR THE ANTICIPATED USE OF METRO NORTH**, WHICH IS EXPECTED TO SIGNIFICANTLY REDUCE THE ACTUAL TRAFFIC VOLUMES GENERATED BY THOSE DEVELOPMENTS AT EACH LOCATION AND WOULD LOWER THE PERCENTAGE VOLUME INCREASE SHOWN ABOVE.

EXHIBIT NO. 2
SUMMARY OF OVERALL INTERSECTION AVERAGE VEHICLE DELAY INCREASES & PROPOSED MITIGATION
AM PEAK HOUR



	INTERSECTION	EXISTING	NO-BUILD	BUILD	DELAY INCREASE NO-BUILD TO BUILD (SEC)	PROPOSED MITIGATION
1	NYS ROUTE 9D & VERPLANCK AVENUE	C[26.4]	D[42.6]	E[55.9]	13.3	SIGNAL TIMING IMPROVEMENTS
	WITH SIGNAL TIMING IMPROVEMENTS	-	-	D[40.8]	-1.8	

	INTERSECTION	EXISTING	NO-BUILD	BUILD	DELAY INCREASE NO-BUILD TO BUILD (SEC)	PROPOSED MITIGATION
2	NYS ROUTE 9D & TOMPKINS AVENUE/RALPH STREET	C[20.9]	D[26.7]	E[46.9]	20.2	MONITOR FOR SIGNALIZATION AFTER DEVELOPMENT
	WITH SIGNALIZATION	-	-	B[10.7]	-16.0	

	INTERSECTION	EXISTING	NO-BUILD	BUILD	DELAY INCREASE NO-BUILD TO BUILD (SEC)	PROPOSED MITIGATION
3	NYS ROUTE 9D & BEEKMAN STREET/W.CHURCH ST.	B[16.7]	C[33.0]	D[35.6]	2.6	SIGNAL TIMING IMPROVEMENTS
	WITH SIGNAL TIMING IMPROVEMENTS	-	-	C[30.4]	-2.6	

	INTERSECTION	EXISTING	NO-BUILD	BUILD	DELAY INCREASE NO-BUILD TO BUILD (SEC)	PROPOSED MITIGATION
4	NYS ROUTE 9D & MAIN STREET/CITY HALL	A[10.0]	B[11.1]	B[11.3]	0.2	NO MITIGATION REQUIRED

	INTERSECTION	EXISTING	NO-BUILD	BUILD	DELAY INCREASE NO-BUILD TO BUILD (SEC)	PROPOSED MITIGATION
5	NYS ROUTE 9D & BEACON STREET/WEST END LOFTS	B[10.7]	B[12.3]	C[24.6]	12.3	NO MITIGATION REQUIRED

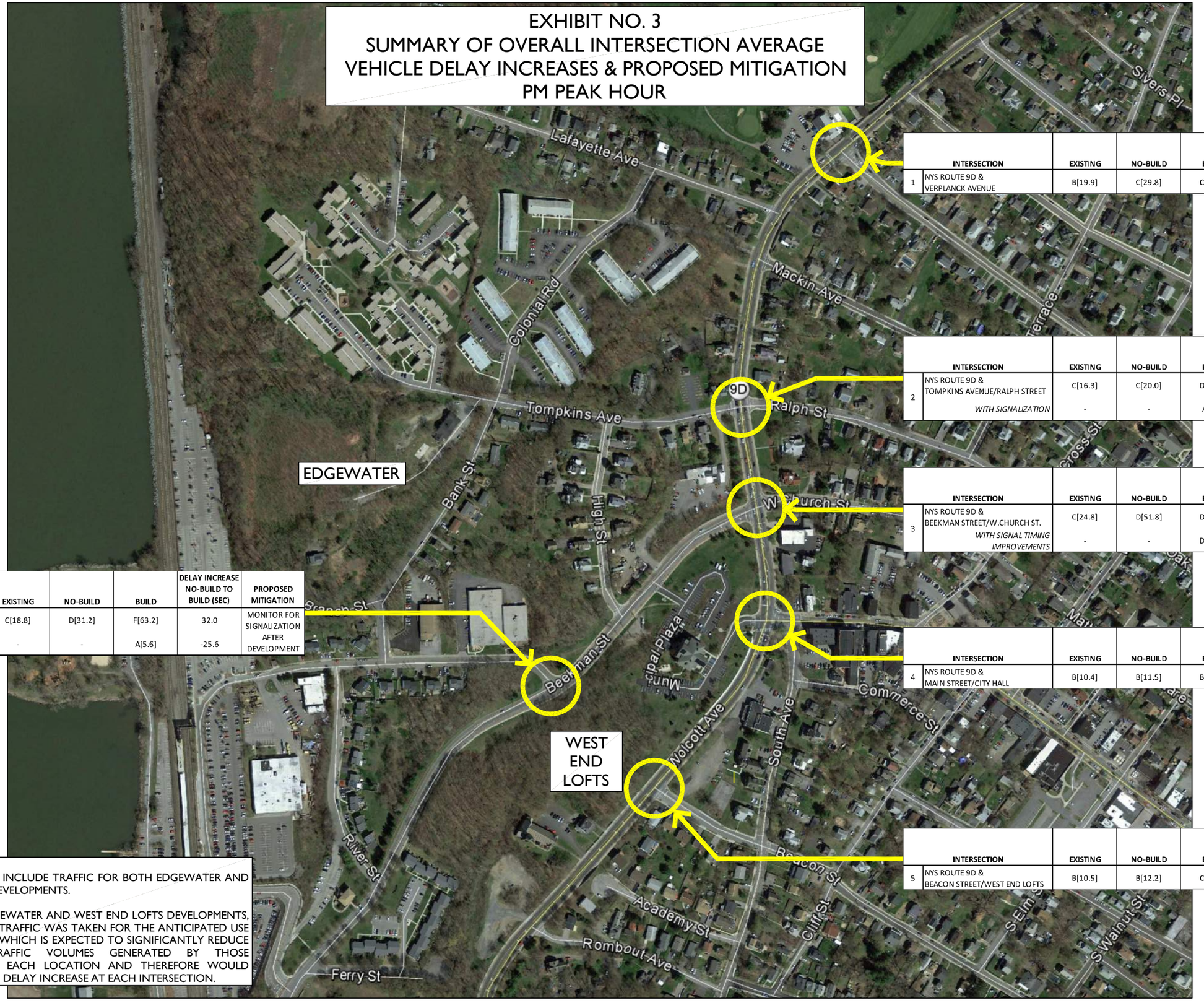
	INTERSECTION	EXISTING	NO-BUILD	BUILD	DELAY INCREASE NO-BUILD TO BUILD (SEC)	PROPOSED MITIGATION
6	BEEKMAN STREET & W. MAIN STREET	B[13.3]	C[15.9]	C[18.1]	2.2	MONITOR FOR SIGNALIZATION AFTER DEVELOPMENT
	WITH SIGNALIZATION	-	-	A[5.4]	-10.5	

NOTES:

1. BUILD CONDITIONS INCLUDE TRAFFIC FOR BOTH EDGEWATER AND WEST END LOFTS DEVELOPMENTS.

2. FOR BOTH THE EDGEWATER AND WEST END LOFTS DEVELOPMENTS, NO REDUCTION IN TRAFFIC WAS TAKEN FOR THE ANTICIPATED USE OF METRO NORTH, WHICH IS EXPECTED TO SIGNIFICANTLY REDUCE THE ACTUAL TRAFFIC VOLUMES GENERATED BY THOSE DEVELOPMENTS AT EACH LOCATION AND THEREFORE WOULD REDUCE THE TOTAL DELAY INCREASE AT EACH INTERSECTION.

EXHIBIT NO. 3
SUMMARY OF OVERALL INTERSECTION AVERAGE VEHICLE DELAY INCREASES & PROPOSED MITIGATION
PM PEAK HOUR



	INTERSECTION	EXISTING	NO-BUILD	BUILD	DELAY INCREASE NO-BUILD TO BUILD (SEC)	PROPOSED MITIGATION
1	NYS ROUTE 9D & VERPLANCK AVENUE	B[19.9]	C[29.8]	C[33.1]	3.3	NO MITIGATION REQUIRED

	INTERSECTION	EXISTING	NO-BUILD	BUILD	DELAY INCREASE NO-BUILD TO BUILD (SEC)	PROPOSED MITIGATION
2	NYS ROUTE 9D & TOMPKINS AVENUE/RALPH STREET	C[16.3]	C[20.0]	D[26.6]	6.6	MONITOR FOR SIGNALIZATION AFTER DEVELOPMENT
	WITH SIGNALIZATION	-	-	A[7.2]	-12.8	

	INTERSECTION	EXISTING	NO-BUILD	BUILD	DELAY INCREASE NO-BUILD TO BUILD (SEC)	PROPOSED MITIGATION
3	NYS ROUTE 9D & BEEKMAN STREET/W.CHURCH ST.	C[24.8]	D[51.8]	D[53.5]	1.7	SIGNAL TIMING IMPROVEMENTS
	WITH SIGNAL TIMING IMPROVEMENTS	-	-	D[37.3]	-14.5	

	INTERSECTION	EXISTING	NO-BUILD	BUILD	DELAY INCREASE NO-BUILD TO BUILD (SEC)	PROPOSED MITIGATION
4	NYS ROUTE 9D & MAIN STREET/CITY HALL	B[10.4]	B[11.5]	B[11.8]	0.3	NO MITIGATION REQUIRED

	INTERSECTION	EXISTING	NO-BUILD	BUILD	DELAY INCREASE NO-BUILD TO BUILD (SEC)	PROPOSED MITIGATION
5	NYS ROUTE 9D & BEACON STREET/WEST END LOFTS	B[10.5]	B[12.2]	C[23.1]	10.9	NO MITIGATION REQUIRED

	INTERSECTION	EXISTING	NO-BUILD	BUILD	DELAY INCREASE NO-BUILD TO BUILD (SEC)	PROPOSED MITIGATION
6	BEEKMAN STREET & W. MAIN STREET	C[18.8]	D[31.2]	F[63.2]	32.0	MONITOR FOR SIGNALIZATION AFTER DEVELOPMENT
	WITH SIGNALIZATION	-	-	A[5.6]	-25.6	

NOTES:

1. BUILD CONDITIONS INCLUDE TRAFFIC FOR BOTH EDGEWATER AND WEST END LOFTS DEVELOPMENTS.

2. FOR BOTH THE EDGEWATER AND WEST END LOFTS DEVELOPMENTS, NO REDUCTION IN TRAFFIC WAS TAKEN FOR THE ANTICIPATED USE OF METRO NORTH, WHICH IS EXPECTED TO SIGNIFICANTLY REDUCE THE ACTUAL TRAFFIC VOLUMES GENERATED BY THOSE DEVELOPMENTS AT EACH LOCATION AND THEREFORE WOULD REDUCE THE TOTAL DELAY INCREASE AT EACH INTERSECTION.

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MEMORANDUM

To: **Taylor M. Palmer, Esq.**

From: **Philip J. Grealy, Ph.D., P.E.**
Richard D'Andrea, P.E., PTOE

Date: **August 23, 2017**

Re: **Edgewater Development**
City of Beacon, New York
MC Project No. 16003078A

This memorandum is provided in response to comments made by the City's Planning Consultant, John Clarke during the SEQR Public Hearing and in furtherance of our comment letter dated August 3, 2017. At the August 8th Public Hearing, Mr. Clarke suggested that we provide information regarding the effect on our Traffic Impact Study dated February 27, 2017, considering the project as a Transit Oriented Development (TOD) and how that might change the vehicle trip generation for the site. As previously indicated, no mass transit trip credit was taken in the Traffic Impact Study in order to provide a conservative analysis of future traffic operating conditions. The trip generation/traffic estimates utilized in our analysis for the Edgewater project are summarized in Table No. 1 from our Traffic Impact Study.

Based on the proximity of the Edgewater site to the Beacon Metro-North station, it can be anticipated that a significant number of trips will be walking trips or vehicle trips that would not leave the immediate area. The attached Table No. 1-TOD reflects the traffic generation with a 25% mass transit usage credit, which could be obtainable at a site such as the Edgewater site. The overall peak hour trip generation would be reduced from approximately 188 to 142 vehicles per hour during the highest hour. Additionally, as we discussed at the Public Hearing, it should also be noted that the majority of the project generated traffic would be in the opposite travel direction of commuters to the train station.

We also note that even with this reduction in traffic volume it is also likely to still require monitoring for signalization at the intersections of NYS Route 9D/Tompkins Avenue and Beekman Street/West Main Street, as identified in our Traffic Impact Study. However, the expected delays would be less at the study area intersections as a result of the lower vehicular traffic generation from the project.

TABLE 1

HOURLY TRIP GENERATION RATES (HTGR) AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

EDGEWATER BEACON, NY	ENTRY		EXIT	
	HTGR*	VOLUME	HTGR*	VOLUME
APARTMENT (309 DWELLING UNITS)				
PEAK AM HOUR	0.10	31	0.40	124
PEAK PM HOUR	0.39	122	0.21	66

NOTES:

1) * HTGR-HOURLY TRIP GENERATION RATES EXPRESSED IN TERMS OF TRIPS PER 1000 S.F. FOR LAND USES - 220 APARTMENT; BASED ON THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) PUBLICATION ENTITLED "TRIP GENERATION", 9TH EDITION, 2012.

TABLE 1-TOD

HOURLY TRIP GENERATION RATES (HTGR) AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

EDGEWATER BEACON, NY	ENTRY				EXIT			
	HTGR*	VOLUME	MASS TRANSIT TRIPS	TOTAL VEHICULAR TRIPS	HTGR*	VOLUME	MASS TRANSIT TRIPS	TOTAL VEHICULAR TRIPS
APARTMENT (309 DWELLING UNITS)								
PEAK AM HOUR	0.10	31	8	23	0.40	124	31	93
PEAK PM HOUR	0.39	122	31	92	0.21	66	17	50

NOTES:

1) * HTGR-HOURLY TRIP GENERATION RATES EXPRESSED IN TERMS OF TRIPS PER 1000 S.F. FOR LAND USES - 220 APARTMENT; BASED ON THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) PUBLICATION ENTITLED "TRIP GENERATION", 9TH EDITION, 2012.

2) TOTAL VEHICULAR TRIPS INCLUDING A 25% MASS TRANSIT USAGE CREDIT IN THE FORM OF PEDESTRIAN TRIPS TO THE BEACON METRO NORTH STATION.

City of Beacon Workshop Agenda
4/9/2018

Title:

Short-term Rentals

Subject:

Background:

ATTACHMENTS:

Description	Type
DCPB comments Short term rental LL	Backup Material
LL Short term rentals with changes	Backup Material

Dutchess County Department of Planning and Development

Fax Info			
	To	Date	# pgs
	Dept	From	
	Fax #	Phone #	

239 Planning/Zoning Referral - Exemption Communities

Please fill in this section

Municipality: City of Beacon

Referring Agency: ☐ Planning Board ☐ Zoning Board of Appeals ☑ Municipal Board

Tax Parcel Number(s):

Project Name: LL Regulate Short-Term Rentals

Applicant: City Council

Address of Property:

Parcel(s) within 500 feet of:

- ☑ State Road
- ☐ County Road
- ☐ State Property (w/public building or recreation area)
- ☐ County Property (w/public building or recreation area)
- ☑ Municipal Boundary
- ☐ Farm operation in an Agricultural District

Actions Requiring 239 Review

- ☐ Comprehensive/Master Plans
- ☑ Zoning Amendments (standards, uses, definitions, district regulations, etc.)
- ☐ Rezonings involving all map changes
- ☐ Other Local Laws associated with zoning (wetlands, historic preservation, affordable housing, architectural review, etc.)
- ☐ Site Plans (all)
- ☐ Special Permits for all non-residential uses
- ☐ Use Variances for all non-residential uses
- ☐ Area Variances for all non-residential uses

Exempt Actions:* 239 Review is NOT Required

- Administrative Amendments (fees, procedures, penalties, etc.)
- Special Permits for residential uses (accessory apts, home occupations, etc.)
- Use Variances for residential uses
- Area Variances for residential uses
- Renewals/Extension of Site Plans or Special Permits that have no changes from previous approvals
- Subdivisions / Lot Line Adjustments
- Interpretations

☐ Exempt Action submitted for informal review

Date Response Requested (if less than 30 days):

If subject of a previous referral, please note County referral number(s):

** These actions are only exempt in municipalities that signed an intermunicipal agreement with Dutchess County to that effect.*

FOR COUNTY OFFICE USE ONLY

Response from Dutchess County Department of Planning and Development

No Comments:

- ☑ Matter of Local Concern
- ☐ No Jurisdiction
- ☐ No Authority
- ☐ Project Withdrawn
- ☐ Exempt from 239 Review

Comments Attached:

- ☐ Local Concern with Comments
- ☐ Conditional
- ☐ Denial
- ☐ Incomplete — *municipality must resubmit to County*
- ☐ Incomplete with Comments — *municipality must resubmit to County*
- ☐ Informal Comments Only (Action Exempt from 239 Review)

Date Submitted: 2/27/18	Notes:	☐ Major Project
Date Received: 2/27/18		Referral #: ZR18-061
Date Requested:		
Date Required: 3/28/18	☐ Also mailed hard copy	Reviewer: Jennifer Howard
Date Response Faxed: 3/19/18		

Print Form Reset Form

Draft: 4/4/18

DRAFT LOCAL LAW NO. ____ OF 2018

CITY COUNCIL
CITY OF BEACON

PROPOSED LOCAL LAW TO CREATE SECTION 223-26.4 OF THE CODE OF THE CITY OF BEACON

A LOCAL LAW to create Section 223-26.4 concerning Short-Term Rentals.

BE IT ENACTED by the City Council of the City of Beacon as follows:

SECTION 1. Chapter 223, Article III, Section 26.4 entitled "Short-Term Rentals," of the Code of the City of Beacon is hereby created as follows.

§ 223-26.4 Short-Term Rentals

A. Findings. The City Council of the City of Beacon has determined that it is in the best interest of the City and its residents to regulate short-term rentals. While the City Council recognizes the benefits of short-term rentals allowing home-owners to supplement their income to defray the cost of housing and to provide lodging for visitors to the City, the City Council finds that the use of a part of or the entire dwelling unit for short-term rentals is inconsistent with the use of the dwelling unit for single family purposes, in order to protect the health, safety and welfare of the City and its residents, it is necessary to restrict the rental of homes for terms shorter than 30 consecutive days, a practice which is growing in popularity with the advent of internet and social media-based programs that connect property owners and persons seeking short-term rentals. The City Council finds a reasonable likelihood of material disruption and adverse impact to residents if dwelling units in the City are allowed to be occupied by persons who are neither owners nor occupants for a duration that is insufficient to support an incentive to maintain the residence in a manner consistent with community standards. There is a greater tendency for Short-Term renters to fail to conduct themselves during their occupancy in a manner that respects neighbors and the community as would persons with longer standing relationships to their neighbors. In addition, studies have shown that short-term rentals are linked to increases in rent and housing costs because rental units are taken off the market and used as short-term rentals. Units are going to short-term renters rather than to permanent residents which results in a decrease in available housing stock within the City of Beacon. The City Council further finds that short-term rentals are inconsistent with the use of a residence for residential dwelling purposes. The

City Council believes that the restrictions and requirements imposed herein further those objectives and the protection of the health, safety and welfare of the City and its residents.

B. Definitions. As used in this section, the following words shall have the meanings indicated:

OWNER

An individual or group of individuals who are in possession of and have a fee interest in real property. The term "owner" shall not include ~~a business entity~~entity corporation, limited-liability company, partnership, ~~or~~ association, a trustee, receiver or guardian of an estate, or mortgagee, ~~or~~ lien holder, or other business entity.

OWNER-OCCUPIED

A one-family or two-family house or multiple dwelling building used by the owner as his or her or their domicile or principal residence.

SHORT-TERM RENTAL

An entire dwelling unit, or a room or group of rooms or other living or sleeping space, ~~or any other space,~~ made available to rent, lease or otherwise assigned for a tenancy of less than 30 consecutive days. The term "short-term rental" does not include dormitories, hotel or motel rooms, bed and breakfast inns or lodging houses, as permitted and regulated by the City of Beacon Zoning Ordinance.

C. Permit required. It shall be unlawful to use, establish, maintain, operate, occupy, rent or lease any property as a short-term rental without first having obtained a short-term rental permit.

D. Short-term rentals shall be permitted in all zoning districts subject to the requirements set forth in this section.

E. Permit application.

(1) An application for a short-term rental permit shall be filed before the dwelling unit, or a room or group of rooms or other living or sleeping space, or any other space is advertised for short-term rental, and if the spaces are not advertised, then such permit shall be obtained before said space is leased or rented.

(2) Issuance of a short-term rental permit requires submission of an application to the Building Department and payment of the processing fee set forth in the City fee schedule.

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(3) The form and content of the permit applications shall be as determined from time to time by the Building Department and shall contain such information and materials as the Building Department deems necessary to determine the sufficiency of the application. Such application shall contain, at a minimum:

(i) The name and address, e-mail address, and contact numbers of all property owners; and

(ii) Government issued proof of residency of each owner with picture ID (driver's license, passport, etc.); and

(iii) A copy of the deed for the property to be used as a short-term rental and a copy of the most recent tax bill.

(iv) Copy of utility bill in owner's name.

(v) The property address; the total number of dwelling units located within the building; the total number of bedrooms and bathrooms inside the building; the total number of dwelling units and individual bedrooms proposed for short-term rental use; the location of each such dwelling unit or individual bedroom within the building; and the number of persons to be accommodated in each short-term rental area; and

(vi) A signed and notarized certification in a form acceptable to the City Clerk by each property owner attesting to the fact that the owner resides at the property and it is the owner's domicile (primary residence); that the property is fit for human habitation and safe; that the property owner will comply with all of the conditions and restrictions of the permit; that no portion of the area used for short-term rentals will utilize a cellar or attic, or any portion thereof, as habitable space unless it meets the requirements of the International Fire, Residential and Building Codes or successor law; that the property is in compliance with all the provisions of this Article, the applicable provisions of the City Code, the International Fire, Building and Maintenance Codes; and the required building permits and certificates of occupancy are in place for all existing structures on the property if applicable; and

(vii) Such other information as the City may require.

(4) All permits issued pursuant to this section shall be for a period of two years and shall be renewable for subsequent two-year terms upon application, conformance with this section and payment of the permit fee.

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(5) If the status of the information changes during the course of any calendar year, it is the responsibility of the owner to submit such changes to the Building Department in writing within 30 days of the occurrence of such change. Failure to do so shall be deemed a violation of this section.

F. At the time of registering the dwelling unit, the owner shall indicate what host site(s) and other methods will be used to advertise the property. At the time an application for permit renewal is made, the owner shall provide a printout from all host sites detailing the number of days a unit was rented. A renewal permit shall be denied if an owner fails to provide such information or in the absence of listing on a host site, other information to establish the number of days rented annually, to the satisfaction of the Building Inspector.

G. Inspection. Each short-term rental shall be inspected by the Building Department at the time of the initial application and prior to any permit renewal, to determine whether the short-term rental remains in compliance with the section. If the Building Inspector determines that the short-term rental space is not in compliance, the owner shall rectify all noncomplying elements and shall apply for reinspection with the Building Department, subject to an additional fee.

H. Owner-occupancy. It shall be unlawful to use, establish, maintain operate, occupy, rent or lease any property as a short-term rental if the property is not owner-occupied. The property used as a short-term rental shall be the principal residence of the owner at all times during the term of the permit.

I. No owner shall offer or use any part of the property as a short-term rental not approved for residential use, including but not limited to, vehicles parked on the property, a storage shed, recreation room, trailer, garage, or any temporary structure such as a tent.

~~H.~~J. A short-term rental property shall not be rented for any commercial purpose, or any other purpose not expressly permitted under this section, such as concerts or weddings.

~~I. It shall be unlawful for the property owner to use, establish, maintain, operate occupy, rent or lease any portion of his or her property to as a short-term rental for a total of more than 100 days out of the calendar year.~~

~~J.~~K. Presumptive Evidence. The presence or existence of the following shall create a rebuttable presumption that a property is being utilized as a short-term rental:

(1) The property is offered for lease or rent on a short-term rental website, including but not limited to Airbnb, HomeAway, VRBO and similar websites; or

(2) The property is offered for lease or rent by the use of any other advertising mechanism for a period of less than 30 days.

~~K.~~L. Revocation of a permit.

(1) The grounds upon which a permit can be revoked shall include but shall not be limited to:

(i) The permit was issued in error, or issued in whole or in part as a result of a false, untrue, or misleading statement on the permit application or other document submitted for filing, including but not limited to the schematic or certification; or

(ii) A short-term rental permit has been issued and the owner fails to continue to occupy the premises on a continuous basis as his primary residence; or

(iii) Use of the property as a short-term rental creates a hazard or public nuisance or other condition which negatively impacts the use and/or enjoyment of surrounding properties, or threatens the peace and good order, or quality of life in the surrounding community.

(iv) Failure to comply or violating the conditions of the permit.

(2) Any permit issued pursuant to this section may be revoked or suspended by the Building Inspector, after written notice to the owner. Written notice shall be served by registered or certified mail, return receipt requested, and by regular mail, to the applicant at the address shown on the application. The notice shall describe the reasons why the City is revoking the permit.

~~L.~~M. Appeals

(1) The City Administrator shall appoint a Hearing Officer to hear and decide appeals from any suspension or revocation of a permit made by the Building Inspector.

(2) Upon the suspension or revocation of a permit, the applicant may, within 10 business days after receiving written notice, file a request, in writing, upon the City Administrator for review of said decision by the Building Inspector. Notice of the date, place and time of the hearing shall be given in writing by mail to the applicant at the address shown on the application. In the event that demand for a hearing is not made within the prescribed time or in the event that the applicant does not timely appear for the hearing, the Building Inspector's decision shall then be final and conclusive.

(3) The hearing shall commence no later than 30 days after the date on which the request was filed.

(4) The applicant shall be given an opportunity to present evidence why such denial of application, or such suspension or revocation of the license, shall be modified or withdrawn. The Building Inspector or his designated agent may also present evidence. Upon consideration of the evidence presented, the Hearing Officer

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shall sustain, modify or reverse the decision of the Building Inspector or his designated agent.

(5) In the event the applicant is not satisfied with the decision of the Hearing Officer, such aggrieved party may file an Article 78 proceeding under the New York Civil Practice Law and Rules. The Article 78 proceeding must be filed within 30 days of the filing of the Hearing Officer's decision with the City Clerk of the City of Beacon and service of the same upon the applicant.

~~M.~~N. Violations. Any owner who fails to obtain the permit required herein, or otherwise violates any provision of this section, shall be guilty of an offense which shall be punishable by a fine of not more than $500 per offense. When a person has received written notice from the Building Inspector or has been served with a summons and complaint in an action to enjoin continuance of any violation, each day in excess of 10 days thereafter that he or she continues to be guilty of such violation shall constitute an additional, separate and distinct offense.

SECTION 2. The following definitions listed in Chapter 223, Article VI, Section 63 entitled "Definitions," of the Code of the City of Beacon are hereby amended as follows.

DWELLING

A detached building designed or used exclusively as living quarters for one or more families. The term shall not be deemed to include "automobile court," motel," "boarding- or rooming house," "house trailer~~,~~" ~~"tourist home"~~ or "tent."

HOME OCCUPATION

An accessory use of a character customarily conducted entirely within a dwelling by the residents thereof using only customary home and home-scale equipment, including but not limited to typewriters, computers, fax machines, small-scale photocopiers, scanners, small-scale printers, file cabinets, drafting equipment and postage meters, which use is clearly incidental and secondary to the use of the residence for dwelling purposes, does not change the character thereof, does not have any exterior evidence of such secondary use other than a small nameplate not over one square foot in area, and does not involve the keeping of stock-in-trade. Home offices and artist studios meeting the criteria above shall be considered home occupations. However, the conducting of a tattoo and/or body piercing parlor, clinic, hospital, barbershop, beauty parlor, photographer's salon, tearoom, ~~tourist home~~ short-term rental, real estate office, animal hospital, dancing instruction, band instrument instruction in groups, convalescent home, funeral home, stores of any kind or any similar use shall not be deemed to be a home occupation. Any instruction of a musical instrument shall be limited to one pupil at a time. Home occupations are regulated in accordance with § **223-17.1** of this chapter.

HOTEL

A building, or portion thereof, containing rooms occupied primarily by transient guests, who are lodged with or without meals, and in which there may be provided such services as are accessory and incidental to the use thereof as a temporary residence, such as dining, recreational facilities, public rooms and meeting rooms, and gift shops. The term "hotel" shall not include bed-and-breakfast establishment, boardinghouse, rooming house, ~~tourist home~~ short-term rental or single-room-occupancy building for the purposes of this chapter.

~~**OWNER**~~ [1]

~~An individual or group of individuals who are in possession of and have a fee interest in real property. The term "owner" shall not include a business entity or association, a trustee, receiver or guardian of an estate, or mortgagee or lien holder.~~

OWNER-OCCUPIED

A one-family or two-family house or multiple dwelling building used by the owner as his or her or their domicile or principal residence.

~~**TOURIST HOME**~~

~~A dwelling, except a hotel, boardinghouse or rooming house, as defined elsewhere in this chapter, in which overnight accommodations are provided or offered for transient guests.~~

SECTION 3. Ratification, Readoption and Confirmation

Except as specifically modified by the amendments contained herein, Chapter 223 of the City of Beacon Code is otherwise to remain in full force and effect and is otherwise ratified, readopted and confirmed.

SECTION 4. Severability

The provisions of this Local Law are separable and if any provision, clause, sentence, subsection, word or part thereof is held illegal, invalid or unconstitutional, or inapplicable to any person or circumstance, such illegality, invalidity or unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, subsections, words or parts of this Local Law or their petition to other persons or circumstances. It is hereby declared to be the legislative intent that this Local law would have been adopted if

[1] Please note the term person is defined Section 223-63 to include corporations and all other legal entities. This definition will be removed from Section 223-63 as to not create confusion.

such illegal, invalid or unconstitutional provision, clause, sentence, subsection, word or part had not been included therein, and if such person or circumstance to which the Local Law or part hereof is held inapplicable had been specifically exempt there from.

SECTION 5. Effective Date

This local law shall take effect immediately upon filing with the Office of the Secretary of State. Any short-term rental in existence prior to adoption of this local law shall have 45 days to file an application to obtain a short-term rental permit and 90 days to receive such short-term rental permit before any violations are issued, unless a delay is caused by Building Department in not issuing said permit.

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City of Beacon Workshop Agenda
4/9/2018

Title:

Sludge Cake Contract

Subject:

Background:

ATTACHMENTS:

Description	Type
Sludge Cake Removal Award Recommendations	Backup Material

LANC & TULLY

ENGINEERING AND SURVEYING, P.C.

John J. O'Rourke, P.E., Principal
David E. Higgins, P.E., Principal
John Queenan, P.E., Principal
Rodney C. Knowlton, L.S., Principal
Jerry A. Woods, L.S., Principal
John D. Russo, P.E., Principal
John Lane, P.E., L.S.
Arthur R. Tully, P.E.

April 3, 2018

Mr. Anthony Ruggiero
City Administrator
City of Beacon City Hall
1 Municipal Plaza
Beacon, NY 12508

RE: Beacon STP – Sludge Cake
City of Beacon
Award Recommendation

Dear Mr. Ruggiero:

A two bid packages were submitted and opened on April 2, 2018 for the ***Removal & Disposal of Sludge Cake from the City of Beacon Wastewater Treatment Facility***. Bid packages were submitted by Casella Organics and Synagro Northeast. Upon opening of the bid packages, it was found that the Synagro Northeast package contained a letter stating "*Unfortunately, at this time, we must respectfully submit a "No Bid" for this contract.*" Given this, only a singular proposal, prepared by Casella Organics, was submitted for the project. The Casella Organics proposal was carefully reviewed and found to be complete.

The following tabulation shows the order from lowest bidder, the name of the bidder, and the cost per ton for a 3-year and 5-year contract.

NAME OF BIDDER	3 Yr. Contract per Ton Cost	5 Yr. Contract per Ton Cost
Casella Organics Clifton Park, NY	$92.72	$93.72
Synagro Northeast Watertown, CT	No Bid	No Bid

The lowest bidder is Casella Organics for both the 3 and 5-year contracts. Casella Organics has also been providing sludge cake removal for the City of Beacon over the past 5-years, and in speaking with the Water & Sewer Superintendent, there have been no problems in working with this contractor. In our opinion, Casella Organics should be considered the lowest responsible bidder. Along with the bid, the contractor has submitted a Non-Collusive Bidding Certificate, and a Bid Bond.

It is our recommendation to the City Council to award the 5-year contract for the ***Removal & Disposal of Sludge Cake from the City of Beacon Wastewater Treatment Facility*** to Casella Organics. If you have any questions, or need any further information, please do not hesitate to contact our office.

Very truly

LANC & TULLY, P.C.

John Russo, P.E.

Cc: Nick Ward-Willis, Esq.
Ed Balicki, Water & Sewer Superintendent

City of Beacon Workshop Agenda
4/9/2018

Title:

1181 North Avenue

Subject:

Background:

ATTACHMENTS:

Description	Type
1181 N Ave EAF	Backup Material
1181 N Ave COB PB cvr ltr	Backup Material
1181 N Ave Subdivision App	Backup Material
1181 N Ave SUP app	Backup Material
Site Plan	Backup Material
Site Plan 2	Backup Material
Site Plan 3	Backup Material

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 project sponsor to verify that the information contained in Part 1is accurate and complete.

A. Project and Sponsor Information.

Name of Action or Project: 1181 North Avenue Professional Building Expansion Project		
Project Location (describe, and attach a general location map): The parcel ID is 5955-19-716048 - see maps		
Brief Description of Proposed Action (include purpose or need): The parcel has frontage on North Avenue (Route 9D) and on Tompkins Avenue in the City of Beacon's R1-7.5 Residential zoning district and the Historic Overlay Zone. There are two existing structures on the parcel, with the primary building being a professional office, and the secondary being a detached garage. The proposed action will call for a subdivision of the approximate 0.74 acre parcel into two separate lots and construction of a professional office building on the newly created lot.		
Name of Applicant/Sponsor: Norm Schofield	Telephone: 845-831-1225 E-Mail: drnormschofield@gmail.com	
Address: 1181 North Avenue		
City/PO: Beacon	State: NY	Zip Code: 12508
Project Contact (if not same as sponsor; give name and title/role): Hudson Land Design Professional Engineering, P.C. c/o Daniel G. Koehler, P.E.	Telephone: 845-440-6926 E-Mail: DKoehler@HudsonLandDesign.com	
Address: 174 Main Street		
City/PO: Beacon	State: NY	Zip Code: 12508
Property Owner (if not same as sponsor):	Telephone: E-Mail:	
Address:		
City/PO:	State:	Zip Code:

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, 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 Council, Town Board, or Village Board of Trustees ☐Yes☑No		
b. City, Town or Village Planning Board or Commission ☑Yes☐No	Special Use Permit and Site Plan Approval Subdivision Approval; Coastal Consistency	02/27/2018 02/27/2018
c. City Council, Town or Village Zoning Board of Appeals ☐Yes☑No		
d. Other local agencies ☐Yes☑No		
e. County agencies ☐Yes☑No		
f. Regional agencies ☐Yes☑No		
g. State agencies ☐Yes☑No		
h. Federal agencies ☐Yes☑No		
i. Coastal Resources. *i.* Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☑Yes☐No *ii.* Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☑Yes☐No *iii.* Is the project site within a Coastal Erosion Hazard Area? ☐Yes☑No		

C. Planning and Zoning

C.1. Planning and zoning actions.	
Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? • **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	☐Yes☑No
C.2. Adopted land use plans.	
a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located?	☐Yes☑No ☐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?) If Yes, identify the plan(s):	☐Yes☑No
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? If Yes, identify the plan(s):	☐Yes☑No

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?
R1-7.5 Residential Zoning District and the Historic Overlay District.

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? Beacon City School District

b. What police or other public protection forces serve the project site?
City of Beacon Police Department

c. Which fire protection and emergency medical services serve the project site?
City of Beacon Fire Department

d. What parks serve the project site?
City of Beacon

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)? Commercial

b. a. Total acreage of the site of the proposed action? 0.74 acres
b. Total acreage to be physically disturbed? 0.18 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 0.74 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)? % 28% Units: 2,858.4 sqft

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)
Commercial
ii. Is a cluster/conservation layout proposed? ☐ Yes ☑ No
iii. Number of lots proposed? 2
iv. Minimum and maximum proposed lot sizes? Minimum 14,909 SF Maximum 17,485 SF

e. Will proposed action be constructed in multiple phases? ☐ Yes ☑ No
i. If No, anticipated period of construction: 12 months
ii. If Yes:
- Total number of phases anticipated
- Anticipated commencement date of phase 1 (including demolition) month year
- Anticipated completion date of final phase month year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases:

f. Does the project include new residential uses? ☐Yes ☑No

If Yes, show numbers of units proposed.

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

g. Does the proposed action include new non-residential construction (including expansions)? ☑Yes ☐No

If Yes,

i. Total number of structures 1

ii. Dimensions (in feet) of largest proposed structure: <35FT height; 35 FT width; and 50 FT length

iii. Approximate extent of building space to be heated or cooled: ~2,600 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:

ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☐Other specify:

iii. If other than water, identify the type of impounded/contained liquids and their source.

iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres

v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? ☐Yes ☑No
(Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite)

If Yes:

i. What is the purpose of the excavation or dredging?

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards):
- Over what duration of time?

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

iv. Will there be onsite dewatering or processing of excavated materials? ☐Yes ☐No
If yes, describe.

v. What is the total area to be dredged or excavated? _____ acres

vi. What is the maximum area to be worked at any one time? _____ acres

vii. What would be the maximum depth of excavation or dredging? _____ feet

viii. Will the excavation require blasting? ☐Yes ☐No

ix. Summarize site reclamation goals and plan:

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐Yes ☑No

If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description):

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

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

- acres of aquatic vegetation proposed to be removed:
- expected acreage of aquatic vegetation remaining after project completion:
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access):
- proposed method of plant removal:
- if chemical/herbicide treatment will be used, specify product(s):

v. Describe any proposed reclamation/mitigation following disturbance:

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

i. Total anticipated water usage/demand per day: 260 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: City of Beacon
- 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), 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: 260 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):

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

- Name of wastewater treatment plant to be used: Beacon Wastewater Treatment Plant
- Name of district: City of Beacon
- 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 line extension within an existing district be necessary to serve the project? ☐Yes ☑No

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

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

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

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

_____

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☐Yes ☑No

If Yes:

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

_____ Square feet or _____ acres (impervious surface)

_____ Square feet or _____ acres (parcel size)

ii. Describe types of new point sources. _____

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)?

_____

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

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

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☐Yes ☑No

If Yes, identify:

i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

_____

ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

_____

iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

_____

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐Yes ☑No

If Yes:

i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐Yes ☐No

ii. In addition to emissions as calculated in the application, the project will generate:
- _____Tons/year (short tons) of Carbon Dioxide (CO_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes ☑No

If Yes:

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

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

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

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

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

If Yes:

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

ii. For commercial activities only, projected number of semi-trailer truck trips/day: N/A

iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____

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

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

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: Minimal increase anticipated

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

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: 9am-5pm
- Saturday: 11am-5pm
- Sunday: _____
- Holidays: _____

ii. During Operations:
- Monday - Friday: 9am-5pm
- Saturday: _____
- Sunday: _____
- Holidays: _____

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:

Minor increases during construction

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

Describe:

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

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

Typical building and parking area lighting - see plans

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 _____ (c.g., month, ycar)

iii. Generally describe proposed storage facilities:

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

If Yes:

i. Describe proposed treatment(s):

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

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

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: <1 tons per construction duration (unit of time)
- Operation : <1 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: recyclable materials will not be disposed of as solid waste
- Operation: Offices will be equipped with recycle containers

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

- Construction: Royal Carting
- Operation: Royal Carting

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

If Yes:

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

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

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

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

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

If Yes: provide name and location of facility: _____

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

E. Site and Setting of Proposed Action

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

a. Existing land uses.

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

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

ii. If mix of uses, generally describe:

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces	+/-0.23 Acres	+/-0.30 Acres	+0.07 Acres
• Forested			
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)	+/-0.51 Acres	+/-0.44 Acres	-0.07 Acres
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: _____			

c. Is the project site presently used by members of the community for public recreation? ☐ 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): V00293 , 314069 , 546031

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

Please see the attached documents from the NYSDEC Remediation Database for descriptions of affected sites.

_____

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:

DwB	100 %
	%
	%

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

e. Drainage status of project site soils:

☐ Well Drained:	% of site
☑ Moderately Well Drained:	100 % of site
☐ Poorly Drained	% of site

f. Approximate proportion of proposed action site with slopes:

☑ 0-10%:	100 % of site
☐ 10-15%:	% of site
☐ 15% or greater:	% of site

g. Are there any unique geologic features on the project site? ☐ Yes ☑ No
If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☐ Yes ☑ No

ii. Do any wetlands or other waterbodies adjoin the project site? ☐ Yes ☑ No

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

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

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name _____ Classification _____
- Lakes or Ponds: Name _____ 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: _____

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

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

Atlantic Sturgeon, Shortnose Sturgeon, Indiana Bat

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

The above noted species could be located within a mile of the site

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, or has been nominated by the NYS Board of Historic Preservation for inclusion on, the State or National Register of Historic Places? ☑ Yes ☐ No

If Yes:

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

ii. Name: Bogardus--DeWindt House

iii. Brief description of attributes on which listing is based:

Historic house

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☑ Yes ☐ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☑ No

If Yes:

i. Describe possible resource(s): _____

ii. Basis for identification: _____

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

If Yes:

i. Identify resource: _____

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____

iii. Distance between project and resource: _____ miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☑ No

If Yes:

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

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

F. Additional Information

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

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

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

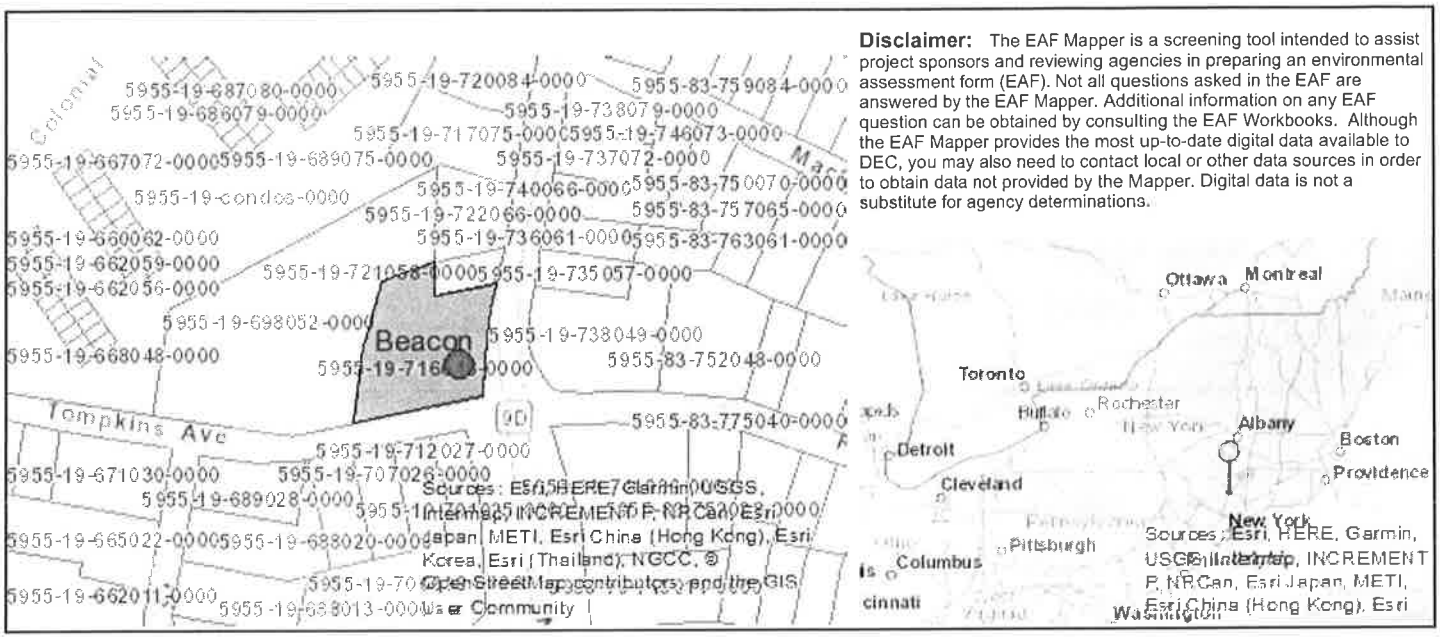
Applicant/Sponsor Name Daniel G. Koehler, P.E. Date March 27, 2018

Signature  Title Applicant's Consulting Engineer

PRINT FORM

EAF Mapper Summary Report

Wednesday, March 14, 2018 3:23 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]	Yes
B.i.ii [Local Waterfront Revitalization Area]	Yes
C.2.b. [Special Planning District]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.iii [Within 2,000' of DEC Remediation Site]	Yes
E.1.h.iii [Within 2,000' of DEC Remediation Site - DEC ID]	V00293 , 314069 , 546031
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	No
E.2.h.ii [Surface Water Features]	No
E.2.h.iii [Surface Water Features]	No
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]	No
E.2.n. [Natural Communities]	No
E.2.o. [Endangered or Threatened Species]	Yes

E.2.o. [Endangered or Threatened Species - Name]	Atlantic Sturgeon, Shortnose Sturgeon, Indiana Bat
E.2.p. [Rare Plants or Animals]	No
E.3.a. [Agricultural District]	No
E.3.c. [National Natural Landmark]	No
E.3.d [Critical Environmental Area]	No
E.3.e. [National Register of Historic Places]	Yes - Digital mapping data for archaeological site boundaries are not available. Refer to EAF Workbook.
E.3.e.ii [National Register of Historic Places - Name]	Bogardus--DeWindt House
E.3.f. [Archeological Sites]	Yes
E.3.i. [Designated River Corridor]	No

Soil Map—Dutchess County, New York
(1181 North Avenue)



Map Scale: 1:524 if printed on A portrait (8.5" x 11") sheet.

N

Meters
0 5 10 20 30

Feet
0 25 50 100 150

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

MAP LEGEND

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

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

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

Water Features
- Streams and Canals

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

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

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

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

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

Soil Survey Area: Dutchess County, New York
Survey Area Data: Version 14, Oct 8, 2017

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

Date(s) aerial images were photographed: Oct 7, 2013—Feb 26, 2017

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
DwB	Dutchess-Cardigan complex, undulating, rocky	0.8	96.5%
DxB	Dutchess-Cardigan-Urban land complex, undulating, rocky	0.0	3.5%
Totals for Area of Interest		**0.9**	**100.0%**

Dutchess County, New York

DwB—Dutchess-Cardigan complex, undulating, rocky

Map Unit Setting

National map unit symbol: 9rfn
Elevation: 50 to 1,000 feet
Mean annual precipitation: 41 to 47 inches
Mean annual air temperature: 45 to 50 degrees F
Frost-free period: 115 to 195 days
Farmland classification: All areas are prime farmland

Map Unit Composition

Dutchess and similar soils: 40 percent
Cardigan and similar soils: 30 percent
Minor components: 30 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Dutchess

Setting

Landform: Ridges, hills
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Crest
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Loamy till derived mainly from phyllite, slate, schist, and shale

Typical profile

H1 - 0 to 8 inches: silt loam
H2 - 8 to 28 inches: silt loam
H3 - 28 to 86 inches: channery silt loam

Properties and qualities

Slope: 1 to 6 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.57 to 1.98 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water storage in profile: High (about 9.6 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 2e
Hydrologic Soil Group: B
Hydric soil rating: No

Description of Cardigan

Setting

Landform: Ridges, hills
Landform position (two-dimensional): Summit
Landform position (three-dimensional): Crest
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Loamy till or colluvium derived from phyllite, slate, shale, and schist

Typical profile

H1 - 0 to 8 inches: channery silt loam
H2 - 8 to 20 inches: channery loam
H3 - 20 to 30 inches: channery silt loam
H4 - 30 to 34 inches: unweathered bedrock

Properties and qualities

Slope: 1 to 6 percent
Depth to restrictive feature: 20 to 40 inches to lithic bedrock
Natural drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Low to moderately low (0.00 to 0.06 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water storage in profile: Low (about 4.1 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 2e
Hydrologic Soil Group: C
Hydric soil rating: No

Minor Components

Georgia

Percent of map unit: 10 percent
Hydric soil rating: No

Massena

Percent of map unit: 9 percent
Hydric soil rating: No

Nassau

Percent of map unit: 9 percent
Hydric soil rating: No

Rock outcrop

Percent of map unit: 1 percent
Hydric soil rating: Unranked

Sun

Percent of map unit: 1 percent
Landform: Depressions

Hydric soil rating: Yes

Data Source Information

Soil Survey Area: Dutchess County, New York
Survey Area Data: Version 14, Oct 8, 2017

NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

Environmental Remediation Databases Details

Site Record

Administrative Information

Site Name: Beacon City Landfill (Inactive)
Site Code: 314024
Program: State Superfund Program
Classification: N *
EPA ID Number:

Location

DEC Region: 3
Address: Municipal Park adjacent to Railroad Station
City: Beacon Zip: 12508
County: Dutchess
Latitude: 41.508097033
Longitude: -73.986434406
Site Type:
Estimated Size: 5 Acres

Site Owner(s) and Operator(s)

Current Owner Name: CITY OF BEACON
Current Owner(s) Address: 1 MUNICIPAL PLAZA, SUITE 1
BEACON,NY, 12508
Owner(s) during disposal: CITY OF BEACON
Current On-Site Operator: CITY OF BEACON
Stated Operator(s) Address: 1 MUNICIPAL PLAZA, SUITE 1
BEACON,NY 12508
Current On-Site Operator: City of Beacon
Stated Operator(s) Address: 427 Main Street
Beacon,NY 12508

Site Description

This site received municipal, commercial and industrial wastes including wastes from a local dye works. The site has four feet of soil and vegetative cover over a plastic liner. Groundwater discharges to the Hudson River. A Phase I Investigation has been completed. A Phase II Investigation, completed in March of 1991, found no evidence of hazardous waste disposal. Analysis of surface water samples collected from the adjacent Hudson River, revealed no contamination attributable to the former land-

fill. The site is currently used as a public park and is located just north of the Beacon Metro Train station. The site will be referred to the Division of Solid Waste for their continued oversight.

Site Environmental Assessment

There is no evidence of leachate at the site. There is no evidence of surface water contamination attributable to the landfill. No environmental problems exist that can be associated with the disposalof hazardous waste. The site does not qualify for addition to the Registry of Inactive Hazardous Waste Disposal Sites

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* **Class N Sites:** "DEC offers this information with the caution that the amount of information provided for Class N sites is highly variable, not necessarily based on any DEC investigation, sometimes of unknown origin, and sometimes is many years old. Due to the preliminary nature of this information, significant conclusions or decisions should not be based solely upon this summary."

For more Information: E-mail Us

Refine Current Search

NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

Environmental Remediation Databases Details

Site Record

Administrative Information

Site Name: CH - MGP - Beacon Street
Site Code: 314069
Program: State Superfund Program
Classification: N *
EPA ID Number:

Location

DEC Region: 3
Address: River Street
City: Beacon Zip: 12508
County: Dutchess
Latitude: 41.5062354
Longitude: -73.98241136
Site Type:
Estimated Size: 0 Acres

Site Owner(s) and Operator(s)

Current Owner Name: CITY OF BEACON
Current Owner(s) Address: 1 MUNICIPAL PLAZA, SUITE 1
BEACON,NY, 12508
Current Owner Name: GARY BLUM
Current Owner(s) Address: 418 RIVER STREET
BEACON,NY, 12508
Current Owner Name: Gurmukh Singh
Current Owner(s) Address: 428 RIVER STREET
BEACON,NY, 12508
Current Owner Name: Hassan Toy
Current Owner(s) Address: 422 RIVER STREET
BEACON,NY, 12508
Current Owner Name: JOSEPH HARNEY
Current Owner(s) Address: 416 RIVER STREET
BEACON,NY, 12508
Current Owner Name: Jeffrey L. Boetign
Current Owner(s) Address: 424 RIVER STREET
BEACON,NY, 12508
Current Owner Name: Jeffrey Staten
Current Owner(s) Address: 420 RIVER STREET
BEACON,NY, 12508
Current Owner Name: Joseph Stezel

Current Owner(s) Address: 430 RIVER STREET
BEACON,NY, 12508
Current Owner Name: Robert Harrington
Current Owner(s) Address: 426 RIVER STREET
BEACON,NY, 12508
Current On-Site Operator: 7-11
Stated Operator(s) Address:
,NY
Current On-Site Operator: CENTRAL HUDSON GAS & ELECTRIC CORP.
Stated Operator(s) Address: 284 SOUTH AVENUE
POUGHKEEPSIE,NY 126014874
Current On-Site Operator: Central Hudson Gas & Electric Corp.
Stated Operator(s) Address: 284 South Avenue
Poughkeepsie,NY 12601

Site Description

See V00293

Site Environmental Assessment

See V00293. The actual site of the MGP has been redeveloped, and no trace of the original plant or surrounding soils remains. A neighboring property across the street (Dorel Hat) was found to have been impacted by tar which had migrated from the MGP site, and was remediated under V00293.

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For more Information: E-mail Us

Refine Current Search

NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

Environmental Remediation Databases Details

Site Record

Administrative Information

Site Name: CH - Beacon MGP
Site Code: V00293
Program: Voluntary Cleanup Program
Classification: C
EPA ID Number:

Location

DEC Region: 3
Address: 416 & 418 & 420 & 422 & 424 & 426 &
City: Beacon Zip: 12508
County: Dutchess
Latitude: 41.50621157
Longitude: -73.98240676
Site Type:
Estimated Size: 4 Acres

Site Owner(s) and Operator(s)

Site Description

Site Location: The CHIGE Beacon MGP Dorel Hat property is located in a suburban area in the City of Beacon, Dutchess County, N.Y. The site is approximately 4 acres in size, and is bounded by West Main St. to the north, River St. to the east, an open field owned by the Metropolitan Transportation Authority to the south and by Railroad Drive and the Beacon Railroad station to the west. Site Features: The main site features include: an approximately 32,000 square foot building surrounded by a grass covered area in the southern portion of the property and an asphalt paved parking lot in the northern half. Current Zoning/Uses: The site is currently used for storage and office space and is zoned commercial. The surrounding parcels are commercial and residential. The nearest residential area is comprised of townhouses located approximately 100 feet to the east on River St. Past Uses of the Site: The 1 Main Street site is adjacent to a former manufactured gas plant (MGP). The MGP, located on River Street, operated from 1871 to approximately 1946. Operable Units (OU) The site was divided into 2 Operable Units. An operable unit represents a portion of a remedial program for a site that for technical or administrative reasons can be addressed separately to investigate, eliminate or mitigate a release, threat of release or exposure pathway resulting from the site contamination

Operable Unit 1 (OU1) consists of the MGP site itself, which has since been redeveloped for residential use. It appears that all contaminated soils were removed prior to redevelopment. No significant amounts of MGP contamination were found to remain at the former MGP site, and it was determined that no further action was required. A release letter for the Beacon MGP was issued under the VCA on January 31, 2002. Operable Unit 2 (OU2)consists of the property across the street from the MGP, known as the Dorel Hat property.The majority of MGP contaminated soil was removed during an IRM conducted in 2007. On September 12, 2007 the Dorel Hat property was transferred to the Metropolitan Transportation Authority. On July 15, 2011 the Metropolitan Transportation Authority filed a Deed Restriction by which it is required to comply with the Department approved Site Management Plan. Site Geology/Hydrogeology: The site is underlain by unconsolidated sand and silt deposits to a depth of approximately 8 feet. Below these, a 4 foot thick clay layer lies above the slate bedrock. Groundwater on the site flows toward the Hudson River, to the west.

Contaminants of Concern (Including Materials Disposed)

Contaminant Name/Type
other
coal tar

Site Environmental Assessment

The primary contaminant is coal tar which contains PAHs and BTEX compounds. The majority of coal tar contaminated soil was removed during an IRM conducted in 2007. Due to the presence of the Dorel Hat building, a force sewer Main and a gas line on the site, some of the coal tar contaminated soil was not removed and remains in the subsurface under the building and to the east of the building.The coal tar is located at a depth of approximately 5 to 10 feet below the ground surface. Beneath the building, sub-slab soil vapor exceeds guidance values for indoor air. A sub-slab depressurization vapor mitigation system prevents sub-slab vapor from entering the building Groundwater on the site exceeds Groundwater Quality Standards for VOCs, SVOC's, Metals and Pesticides. The area is supplied by a public water supply.

Site Health Assessment

Measures are in place to control the potential for coming in contact with sub-surface soil and groundwater contamination remaining at the site. People are not drinking the contaminated groundwater because the site is served by a public water supply that is not affected by this contamination. Volatile organic compounds in groundwater may move into the soil vapor (air spaces within the soil), which in turn may move into overlying buildings and affect the indoor air quality. This process, which is similar to the movement of radon gas from the subsurface into the indoor air of buildings is referred to as soil vapor intrusion. A sub slab depressurization system (systems that ventilate/remove the air beneath the building) has been installed in the on-site building to prevent the

indoor air quality from being affected by the contamination in soil vapor beneath the building. Sampling indicates soil vapor intrusion is not a concern for off-site buildings.

For more Information: E-mail Us

Refine Current Search

NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

Environmental Remediation Databases Details

Site Record

Administrative Information

Site Name: Beacon Salvage Property
Site Code: V00444
Program: Voluntary Cleanup Program
Classification: N *
EPA ID Number:

Location

DEC Region: 3
Address: Red Flynn Drive
City: Beacon Zip: 12508-
County: Dutchess
Latitude: 41.50846007
Longitude: -73.98644763
Site Type:
Estimated Size: 4.2 Acres

Site Owner(s) and Operator(s)

Current Owner Name: SCENIC HUDSON LAND TRUST, INC.
Current Owner(s) Address: 9 VASSAR STREET
POUGHKEEPSIE,NY, 12601

Site Description

This site along with Site #V0096 Ferry Road Waterfront Site have been combined into BCP Site #C314112 Long Dock Beacon Site.

Site Environmental Assessment

Site transitioned into BCP. See Long Dock Beacon Site, Site No. 314112.

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unknown origin, and sometimes is many years old. Due to the preliminary nature of this information, significant conclusions or decisions should not be based solely upon this summary."

For more Information: E-mail Us

Refine Current Search

CITY OF BEACON
New York

John Gunn
Planning Board Chairman

Planning Board

845-838-5002

March 28, 2018

City of Beacon City Council✓
Dutchess County Department of Health
Dutchess County Planning Department
New York State Department of Environmental Conservation
New York State Department of Transportation
New York State Historic Preservation Office

Subject: **1181 North Avenue (professional office building)**
Tax Map No. 30-5955-19-716048-00
Designation of Lead Agency in Accordance with SEQRA

Dear Sir/Madam:

The City of Beacon Planning Board is hereby notifying you that it has received applications for Site Plan Approval, Special Use Permit Approval, and Subdivision Approval in connection with the proposal to subdivide one 0.74 acre parcel with one existing office building into two lots for the construction of a new office building. The parcel is located in the R1-7.5 zoning district and the Historic District and Landmark Overlay Zone, which allows office uses by Special Permit from the City Council. The new parcel will be served with municipal water and sewer services via connections to existing water and sewer mains. Due to the proximity of the Bogardus-Dewindt House listed on the National Register of Historic Places, the proposed action is classified as Type I.

The City of Beacon Planning Board hereby declares its intent to serve as the Lead Agency for the environmental review of the proposed action. Further, the City of Beacon Planning Board is hereby notifying you that, in accordance with the provisions of the State Environmental Quality Review Act (SEQRA), the Planning Board will automatically become the Lead Agency unless you submit a written objection to the Board within 30 calendar days of the mailing of this notification. Enclosed for your use, if you choose, is a form for responding to the Planning Board.

In accordance with the requirements of SEQRA, enclosed for your review are Part 1 of the Long Environmental Assessment Form (EAF) which has been prepared by the project sponsor for the proposed action, and a copy of the application.

Very truly yours,
John Gunn

John Gunn, Chairman

Enclosures: 3
cc: Lt. Timothy P. Dexter
Jennifer L. Gray, Esq.
Arthur R. Tully, PE
John Clarke, City Planner
Hudson Land Design, Project Consultants

RESPONSE FORM TO CITY OF BEACON PLANNING BOARD

To: City of Beacon Planning Board

From: _____ [please insert your agency name]

Date: _____ [please insert date]

Subject: **1181 North Avenue (Professional Office Building)**
Tax Map No. 30-5955-19-716048-00
Designation of Lead Agency in Accordance with SEQRA

With respect to the declaration that the City of Beacon Planning Board intends to serve as the Lead Agency for the environmental review of the application for Site Plan Approval, Special Use Permit Approval, and Subdivision Approval in connection with the proposal to subdivide one 0.74 acre parcel with one existing office building into two lots for the construction of a new office building. The parcel is located in the R1-7.5 zoning district and the Historic District and Landmark Overlay Zone, which allows office uses by Special Permit from the City Council. The new parcel will be served with municipal water and sewer services via connections to existing water and sewer mains. The above identified agency:

[please check one box below]

□ Has no objection to the Planning Board serving as Lead Agency.

□ Takes no position with respect to the Planning Board serving as Lead Agency.

□ Objects to the Planning Board serving as Lead Agency.

_____
Printed Name

_____
Signature

_____
Title

APPLICATION FOR SUBDIVISION APPROVAL

Submit to Planning Board Secretary, One Municipal Plaza, Suite One, Beacon, New York 12508

IDENTIFICATION OF APPLICANT

Name: Norm Schofield

Address: 1181 North Avenue Beacon, NY 12508

Signature: _____

Date: _____

Phone: 845-831-1225

(For Official Use Only)

	Date	Initials
Preliminary Application Rec'd	2-27-18	
Application Fee:	for 3-13-18	
Public Hearing		
Preliminary Plat Approved:		
Final Plat Approved:		
Recreation Fee:		
Performance Bond:		

IDENTIFICATION OF REPRESENTATIVE / DESIGN PRFESSIONAL

Name: Hudson Land Design

Address: 174 Main Street Beacon, NY 12508

Phone: 845-440-6926

Fax: 845-440-6637

Email address: dkoehler@hudsonlanddesign.com

IDENTIFICATION OF SUBJECT PROPERTY:

Subdivision name or identifying title:
1181 North Avenue Professional Building Expansion Project

Street which property abuts: Tompkins Ave (South) North Ave (West)

Current Tax Map Designation: Section 5955 Block 19 Lot(s) 716048

Property (does) (does not) connect directly into a (State) (County) highway.

Land in subdivision (is) (is not) within 500 feet of a Municipal boundary.

Total area of property is +/- 0.70 acres / 32,377 SQFT

ITEMS TO ACCOMPANY THIS APPLICATION

a. Eight (8) **folded** copies of a subdivision plat showing the location of the subject property and the proposed development with respect to neighboring properties and developments.

b. An application fee, payable to the City of Beacon, computed per the attached fee schedule.

c. An initial escrow amount, payable to the City of Beacon, as set forth in the attached fee schedule.

APPLICATION FEES

Site Plan	**Residential** $500 + $250 per dwelling unit **Commercial** $500 + $250 per 1,000 s.f.
Special Use Permit	**Residential** $500 + $250 per dwelling unit **Commercial** $500 + $250 per 1,000 s.f.
Subdivision	$ 750 for 2-4 lots + $100 per lot $1,000 for 5 or more lots + $300 per lot
Zoning Board of Appeals	Use Variance $500 Area Variance $250 Interpretation $250

ESCROW FEES

ALL SUBDIVISIONS, AND RESIDENTIAL SITE PLAN AND SUP APPLICATIONS

No. of Lots or Dwelling Units	Initial Deposit	Depleted to	Replenishment
1-5 (including lot line realignment)	$ 2,500	$ 1,000	Current bills + $1,000
6-15	$ 7,500	$ 2,500	Current bills + $1,000
Over 15	$ 15,000	$ 5,000	Current bills + $5,000

NON-RESIDENTIAL SITE PLAN AND SUP APPLICATIONS

	Initial Deposit	Depleted to	Replenishment
Existing Buildings/Change of Use with no site development	$ 1,500	$ 1,000	Current bills + $500
Up to 3,000 s.f. gross floor area	$ 2,500	$ 1,000	Current bills + $1,000
3,000 to 10,000 s.f. gross floor area	$ 2,500 + $0.50 per sq.ft. over 3,000	$ 2,500	Current bills + $2,500
Over 10,000 s.f. gross floor area	$ 7,500 + $0.50 per sq.ft. over 10,000	$ 2,500	Current bills + $2,500

ZONING

* *if required by Chairman*	Initial Deposit	Depleted to	Replenishment
Use Variance*	$ 1,000	$500	Current bills + $500
Area Variance*	$ 1,000	$500	Current bills + $500
Interpretation*	$ 1,000	$500	Current bills + $500

ARCHITECTURAL REVIEW OR CERTIFICATE OF APPROPRIATENESS *(if not currently before PB)*

* *if required by Chairman*	Initial Deposit	Depleted to	Replenishment
Single Family House*	$500	$250	Current bills + $250
All others*	$500	$250	Current bills + $250

APPLICATION PROCESSING RESTRICTION LAW

Affidavit of Property Owner

Property Owner: Norm Schofield North Ave Properties, LLC

If owned by a corporation, partnership or organization, please list names of persons holding over 5% interest.

Norrington T. Schofield, PC President

List all properties in the City of Beacon that you hold a 5% interest in:

subject

Applicant Address: 1181 North Avenue Beacon, NY 12508

Project Address: 1181 North Avenue Beacon, NY 12508

Project Tax Grid # 5955-19-716048

Type of Application Subdivision & Special Use Permit

Please note that the property owner is the applicant. "Applicant" is defined as any individual who owns at least five percent (5%) interest in a corporation or partnership or other business.

I, Norm Schofield, the undersigned owner of the above referenced property, hereby affirm that I have reviewed my records and verify that the following information is true.

1. No violations are pending for ANY parcel owned by me situated within the City of Beacon N/A
2. Violations are pending on a parcel or parcels owned by me situated within the City of Beacon ____
3. ALL tax payments due to the City of Beacon are current N/A
4. Tax delinquencies exist on a parcel or parcels owned by me within the City of Beacon ____
5. Special Assessments are outstanding on a parcel or parcels owned by me in the City of Beacon ____
6. ALL Special Assessments due to the City of Beacon on any parcel owned by me are current N/A

N T Schofield III

Signature of Owner

President, Owner

Title if owner is corporation

Office Use Only:	NO	YES	Initial
Applicant has violations pending for ANY parcel owned within the City of Beacon (Building Dept.)	✓		
ALL taxes are current for properties in the City of Beacon are current (Tax Dept.)		✓	
ALL Special Assessments, i.e. water, sewer, fines, etc. are current (Water Billing)		✓	

CITY OF BEACON PRELIMINARY SUBDIVISION PLAT AND CONSTRUCTION PLANS SPECIFICATION FORM

Name of Application: Norm Schofield

PRELIMINARY SUBDIVISION PLAT	YES
The preliminary plat shall be clearly marked "Preliminary Plat", shall be drawn to a convenient scale but not less than 1" = 100', and shall contain the following information:	
Proposed subdivision name or identifying title, name, and address of property owner and subdivider (if other than owner), name and address of the surveyor and/or engineer preparing the plan, scale, approximate true North point, and date.	
The approximate location and dimensions of all property lines, the total acreage of the proposed subdivision, the location of any zoning, special district or municipal boundary lines affecting the subdivision, and the names of owners of record of properties adjoining and directly across the street from proposed subdivision.	
The location of all existing structures and pertinent features, including railroads, water bodies, water courses, wetlands, rock outcroppings, wooded areas, major trees, and stone walls, that may influence the design of the subdivision, plus accurate topography at a vertical contour interval of not more than two (2) feet. The topographic data shall be determined by field survey unless the Planning Board specifically waives this requirement and/or permits the substitution of topographic information obtained from other sources determined satisfactory for the particular case.	
The location and status of existing streets or private roads, easements and rights-of-way (if any), proposals for the layout of new streets or private roads (including widths and approximate curve radii) and any proposed easements, rights-of-way and/or reservations.	
The names of existing streets or private roads and proposed names for new streets or private roads.	
The proposed arrangement of lots, including identifying numbers and approximate area and dimensions of each.	
Location, size and nature of any area proposed to be reserved for park purposes.	
A site location sketch, at a scale of one inch equals 400 feet, showing the general situation within 1,000 feet of the applicant's property with respect to surrounding properties, streets and private roads.	
Where the preliminary plat includes only a portion of an applicant's contiguous holding, the applicant shall also indicate, on a sketch at a scale of not less than one inch equals 200 feet, the probable future street or private road system, lot arrangement and location of park and other reservations for the remaining portion of the tract. Such sketch shall be for the purpose of guiding the Planning Board in reviewing the proposed preliminary plat and shall include topographic data with a vertical contour interval of not more than five feet plus any other information determined necessary by the Planning Board.	

FOR OFFICE USE ONLY
Application #

CITY OF BEACON
1 Municipal Plaza, Beacon, NY
Telephone (845) 838-5000 · http://cityofbeacon.org/

ENTITY DISCLOSURE FORM

(This form must accompany every land use application and every application for a building permit or certificate of occupancy submitted by any person(s))

Disclosure of the names and addresses of all persons or entities owning any interest or controlling position of any Limited Liability Company, Partnership, Limited Partnership, Joint Venture, Corporation or other business entity (hereinafter referred to as the "Entity") filing a land-use application with the City is required pursuant to Section 223-62 of the City Code of the City of Beacon. Applicants shall submit supplemental sheets for any additional information that does not fit within the below sections, identifying the Section being supplemented.

SECTION A

Name of Applicant: Norm Schofield North Ave Property LLC

Address of Applicant: 1181 North Ave. Beacon, NY 12508

Telephone Contact Information: 845-831-1225

SECTION B. List all owners of record of the subject property or any part thereof.

Name	Residence or Business Address	Telephone Number	Date and Manner title was acquired	Date and place where the deed or document of conveyance was recorded or filed.
~~Norm J. Schofield~~	~~23 Lapis Dr Beacon~~	(845) 391-3796	4/4/2007 private sale	4/11/2007 Dutchess County clerk
North Avenue Properties	1151 North Ave Beacon			

SECTION B. Is any owner of record an officer, elected or appointed, or employee of the City of Beacon or related, by marriage or otherwise, to a City Council member, planning board member, zoning board of appeals member or employee of the City of Beacon ?

☐ YES ☒ NO

If yes, list every Board, Department, Office, agency or other position with the City of Beacon with which a party has a position, unpaid or paid, or relationship and identify the agency, title, and date of hire.

Agency	Title	Date of Hire, Date Elected, or Date Appointed	Position or Nature of Relationship

SECTION C. If the applicant is a contract vendee, a duplicate original or photocopy of the full and complete contract of purchase, including all riders, modification and amendments thereto, shall be submitted with the application.

SECTION D. Have the present owners entered into a contract for the sale of all or any part of the subject property and, if in the affirmative, please provide a duplicate original or photocopy of the fully and complete contract of sale, including all riders, modifications and amendments thereto.

☐ YES ☒ NO

I, Norm Schofield being first duly sworn, according to law, deposes and says that the statements made herein are true, accurate, and complete.

SUBSCRIBED AND SWORN TO BEFORE ME
THIS 27 DAY OF February 2018
BY Melissa Rios
NOTARY PUBLIC

(Print) Norm Schofield

(Signature)

MELISSA RIOS
Notary Public - State of New York
NO. 01RI6355320
Qualified in Putnam County
My Commission Expires Mar 6, 2021

APPLICATION FOR SPECIAL USE PERMIT

Submit to Planning Board Secretary, One Municipal Plaza, Suite One, Beacon, New York 12508

IDENTIFICATION OF APPLICANT

Name: Normington Schofield

Address: 1181 North Avenue

Beacon, NY 12508

Signature: _____

Date: February 27, 2018

Phone: (845) 797-3796

(For Official Use Only)	Date	Initials
Application & Fee Rec'd	2-27-18	
Initial Review		
PB Public Hearing		
Sent to City Council		
City Council Workshop		
City Council Public Hearing		
City Council Approve/Disapprove		

IDENTIFICATION OF REPRESENTATIVE / DESIGN PRFESSIONAL

Name: Aryeh Siegel Architect

Address: 84 Mason Circle

Beacon, NY 12508

Phone: 845-838-2490

Fax: 845-838-2657

Email address: ajs@ajsarch.com

IDENTIFICATION OF SUBJECT PROPERTY:

Property Address: 1181 North Avenue

Tax Map Designation: Section 5955 Block 19 Lot(s) 716048

Land Area: 9,656 sf (existing parcel)

Zoning District(s) R1-7.5

DESCRIPTION OF PROPOSED DEVELOPMENT:

Proposed Use: Subdivision of parcel to create another building lot. New 2 story office building

Gross Non-Residential Floor Space: Existing 0 Proposed 2,593 sf

TOTAL: 2,593 sf

Dwelling Units (by type): Existing 0 Proposed 0

TOTAL: 0

ITEMS TO ACCOMPANY THIS APPLICATION

a. Five (5) **folded** copies and One (1) digital copy of a site location sketch showing the location of the subject property and the proposed development with respect to neighboring properties and developments.

b. Five (5) **folded** copies and One (1) digital copy of the proposed site development plan, consisting of sheets, showing the required information as set forth on the back of this form and other such information as deemed necessary by the City Council or the Planning Board to determine and provide for the property enforcement of the Zoning Ordinance.

c. Five (5) **folded** copies and One (1) digital copy of additional sketches, renderings or other information.

d. An application fee, payable to the City of Beacon, computed per the attached fee schedule.

e. An initial escrow amount, payable to the City of Beacon, as set forth in the attached fee schedule.

INFORMATION TO BE SHOWN ON SITE LOCATION SKETCH

a. Property lines, zoning district boundaries and special district boundaries affecting all adjoining strets and properties, including properties located on the opposite sides of adjoining streets.
b. Any reservations, easements or other areas of public or special use which affect the subject property.
c. Section, block and lot numbers written on the subject property and all adjoining properties, including the names of the record owners of such adjoining properties.

INFORMATION TO BE SHOWN ON THE SITE DEVELOPMENT PLAN

a. Title of development, date and revision dates if any, north point, scale, name and address of record owner of property, and of the licensed engineer, architect, landscape architect, or surveyor preparing the site plan.
b. Existing and proposed contours at a maximum vertical interval of two (2) feet.
c. Location and identification of natural features including rock outcrops, wooded areas, single trees with a caliper of six (6) or more inches measured four (4) feet above existing grade, water bodies, water courses, wetlands, soil types, etc.
d. Location and dimensions of all existing and proposed buildings, retaining walls, fences, septic fields, etc.
e. Finished floor level elevations and heights of all existing and proposed buildings.
f. Location, design, elevations, and pavement and curbing specifications, including pavement markings, of all existing and proposed sidewalks, and parking and truck loading areas, including access and egress drives thereto.
g. Existing pavement and elevations of abutting streets, and proposed modifications.
h. Location, type and design of all existing and proposed storm drainage facilities, including computation of present and estimated future runoff of the entire tributary watershed, at a maximum density permitted under existing zoning, based on a 100 year storm.
i. Location and design of all existing and proposed water supply and sewage disposal facilities.
j. Location of all existing and proposed power and telephone lines and equipment, including that located within the adjoining street right-of-way. All such lines and equipment must be installed underground.
k. Estimate of earth work, including type and quantities of material to be imported to or removed from the site.
l. Detailed landscape plan, including the type, size, and location of materials to be used.
m. Location, size, type, power, direction, shielding, and hours of operation of all existing and proposed lighting facilities.
n. Location, size, type, and design of all existing and proposed business and directional signs.
o. Written dimensions shall be used wherever possible.
p. Signature and seal of licensed professional preparing the plan shall appear on each sheet.
q. Statement of approval, in blank, as follows:

Approved by Resolution of the Beacon Planning Board
on the _____ day of _____, 20_____
subject to all conditions as stated therein

_____ _____
Chairman, City Planning Board **Date**

CITY OF BEACON
SITE PLAN SPECIFICATION FORM

Name of Application: 1181 North Avenue

PLEASE INDICATE WHETHER THE SITE PLAN DRAWINGS SHOW THE SUBJECT INFORMATION BY PLACING A CHECK MARK IN THE APPROPRIATE BOXES BELOW.		
	YES	**NO**
The site plan shall be clearly marked "Site Plan", it shall be prepared by a legally certified individual of firm, such as a Registered Architect or Professional Engineer, and it shall contain the following information:	☑	☐
LEGAL DATA		
Name and address of the owner of record.	☑	☐
Name and address of the applicant (if other than the owner).	☑	☐
Name and address of person, firm or organization preparing the plan.	☑	☐
Date, north arrow, and written and graphic scale.		
NATURAL FEATURES		
Existing contours with intervals of two (2) feet, referred to a datum satisfactory to the Planning Board.	☑	☐
Approximate boundaries of any areas subject to flooding or stormwater overflows.	☐	☑
Location of existing watercourses, wetlands, wooded areas, rock outcrops, isolated trees with a diameter of eight (8) inches or more measured three (3) feet above the base of the trunk, and any other significant existing natural features.	☐	☑
EXISTING STRUCTURES, UTILITIES, ETC.		
Outlines of all structures and the location of all uses not requiring structures. Paved areas, sidewalks, and vehicular access between the site and public streets.	☑	☐
Locations, dimensions, grades, and flow direction of any existing sewers, culverts, water lines, as well as other underground and above ground utilities within and adjacent to the property.	☑	☐
Other existing development, including fences, retaining walls, landscaping, and screening.	☑	☐
Sufficient description or information to define precisely the boundaries of the property.	☑	☐
The owners of all adjoining lands as shown on the latest tax records.	☑	☐
The locations, names, and existing widths of adjacent streets and curb lines.	☑	☐
Location, width, and purpose of all existing and proposed easements, setbacks, reservations, and areas dedicated to private or public use within or adjacent to the properties.	☑	☐

PROPOSED DEVELOPMENT	YES	NO
The location, use and design of proposed buildings or structural improvements.	☑	☐
The location and design of all uses not requiring structures, such as outdoor storage (if permitted), and off-street parking and unloading areas.	☑	☐
Any proposed division of buildings into units of separate occupancy.	☑	☐
The location, direction, power, and time of use for any proposed outdoor lighting.	☑	☐
The location and plans for any outdoor signs.	☑	☐
The location, arrangement, size(s) and materials of proposed means of ingress and egress, including sidewalks, driveways, or other paved areas.	☑	☐
Proposed screening and other landscaping including a planting plan and schedule prepared by a qualified individual or firm.	☑	☐
The location, sizes and connection of all proposed water lines, valves, and hydrants and all storm drainage and sewer lines, culverts, drains, etc.	☑	☐
Proposed easements, deed restrictions, or covenants and a notation of any areas to be dedicated to the City.	☐	☑
Any contemplated public improvements on or adjoining the property.	☐	☑
Any proposed new grades, indicating clearly how such grades will meet existing grades of adjacent properties or the street.	☑	☐
Elevations of all proposed principal or accessory structures.	☑	☐
Any proposed fences or retaining walls.	☑	☐
MISCELLANEOUS		
A location map showing the applicant's entire property and adjacent properties and streets, at a convenient scale.	☑	☐
Erosion and sedimentation control measures.	☑	☐
A schedule indicating how the proposal complies with all pertinent zoning standards, including parking and loading requirements.	☑	☐
An indication of proposed hours of operation.	☑	☐
If the site plan only indicates a first stage, a supplementary plan shall indicate ultimate development.	☑	☐

For all items marked "NO" above, please explain below why the required information has not been provided:

Applicant/Sponsor Name: Normington Schofield

Signature:

Date: February 27, 2018

CITY OF BEACON
FINAL SUBDIVISION PLAT
AND CONSTRUCTION PLANS SPECIFICATION FORM

Name of Application: Norm Schofield

FINAL SUBDIVISION PLAT	YES	NO
The final subdivision plat shall be drawn clearly and legibly on transparent tracing cloth with black waterproof ink, at a scale no smaller than one inch equals 100 feet but preferably at a scale of one inch equals 50 feet. The sheet size shall not exceed 36 inches by 48 inches. If the size of proposed subdivision required a drawing larger than this, two or more sheets may be submitted, with match lines clearly indicated, and an index map shall be prepared on the same size sheet.		
The final plat shall contain the following information:		
Proposed subdivision name or identifying title, name, and address of owner of record and of subdivider (if other than owner), certification and seal of the registered engineer or licensed land surveyor who prepared the plat, names of the owners of record of adjoining properties and of properties directly across the street or private road, graphic scale, approximate true North point, and date.		
The location and dimensions of all boundary lines of the proposed subdivision, and all existing and proposed streets, private roads, lot lines, easements and rights-of-way, with sufficient data to readily determine the location, bearing and length of all such lines and to reproduce such lines upon the ground.		
The names of all existing and proposed streets and private roads.		
The locations of all water bodies and watercourses.		
The location of all existing buildings, including identification of all buildings to be removed as a condition of plat approval.		
The total acreage included in the entire subdivision, and the identification number and acreage of all lots and land reservations within the proposed subdivision.		
Location of all existing and proposed monuments.		
A site location map, at a scale of one inch equals 400 feet, showing the location of the subject property with respect to neighboring properties, streets and private roads.		
Notations explaining any drainage, sight slope, street widening, park area or other reservations or easements, including any self-imposed restrictions or covenants.		
Endorsement of approval by the Dutchess County Health Department.		
Plan for the provisional delivery of mail, as approved by the local postmaster.		
Endorsement of the owner as follows: "Approved for filing: _____ _____" Owner Date		

FINAL SUBDIVISION PLAT *(continued)*	**YES**	**NO**
Form for endorsement by Planning Board Chairman as follows: "Approved by Resolution of the Planning Board of the City of Beacon, New York, on the _____day of_____, 20_____, subject to All requirements and conditions of said Resolution. Any change, erasure, modification or revision of this plat, as approved, shall void this approval. Signed this_____day of_____, 20_____, by _____, Chairman _____, Secretary In absence of the Chairman or Secretary, the Acting Chairman or Acting Secretary Respectively may sign in this place.		
Such additional information as may be required by Chapter 195 – Subdivision of Land; Chapter 223 – Zoning; or the Planning Board.		
Stormwater pollution prevention plan. A stormwater pollution prevention plan consistent with the requirements of Chapter 190 and with the terms of preliminary plan approval shall be required for final subdivision plat approval. The SWPPP shall meet the performance and design criteria and standards in Chapter 190, Article II. The approved final subdivision plat shall be consistent with the provisions of Chapter 190.		

FINAL CONSTRUCTION PLANS	**YES**	**NO**
Final construction plans and profiles shall be prepared for all proposed streets, private roads and other required improvements. Plans shall be drawn at the same scale as the final plat and on the same size sheets, but not on the same sheets. The following information shall be shown:		
Plans and profiles showing the location and a typical cross-section of street and/or private road pavements including curbs and gutters, sidewalks, manholes and catch basins; the location of street or private road trees, lighting and signs; the location, size and invert elevations of existing and proposed sanitary sewers, stormwater drains and fire hydrants; the location and size of all water, gas or other underground utilities or structures; and the location and design of any other required improvements.		
Profiles showing existing and proposed elevations along the center line of all streets and private roads. Where a proposed street or private road intersects an existing street or private road, the elevation along the center line of the existing street or private road within 100 feet of intersection, shall be shown. All elevations must be referred to established U.S. Government of approved local benchmarks, where they exist within ½ mile of the boundary of the subdivision.		
The Planning Board may require, where steep slopes exist, cross-sections showing existing and proposed elevations of all new streets and private roads every 100 feet at five points on a line at right angles to the center line of the street or private road, said elevation points to be at the center line of the street or private road, each property line, and points 30 feet inside each property line.		
Location, size, elevation and other appropriate description of any existing facilities which will be connected to proposed facilities and utilities within the subdivision.		

FINAL CONSTRUCTION PLANS *(continued)*		
Where the design of the subdivision requires the regarding of land, the regarding of land, the regraded contours shall be shown along with estimates of the quantity of material to be added or removed and the proposed measures to be implemented by the subdivider to rehabilitate the disturbed area or areas.		
Title of all sheets, name, address, signature and seal of licensed engineer preparing the construction plans, the date prepared, including revisions dates if any, approximate true North point, scale, and consecutive numbering as sheet_____of_____.		
A notation of approval, on all sheets as follows "Approved by: _____ _____ Owner Date and _____ _____ Planning Board Chairman Date"		
Such additional information as may be required by Chapter 195 – Subdivision of Land; Chapter 223 – Zoning; or the Planning Board.		

For all items marked "NO" above, please explain below why the required information has not been provided:

_____

_____

_____

_____

_____

_____

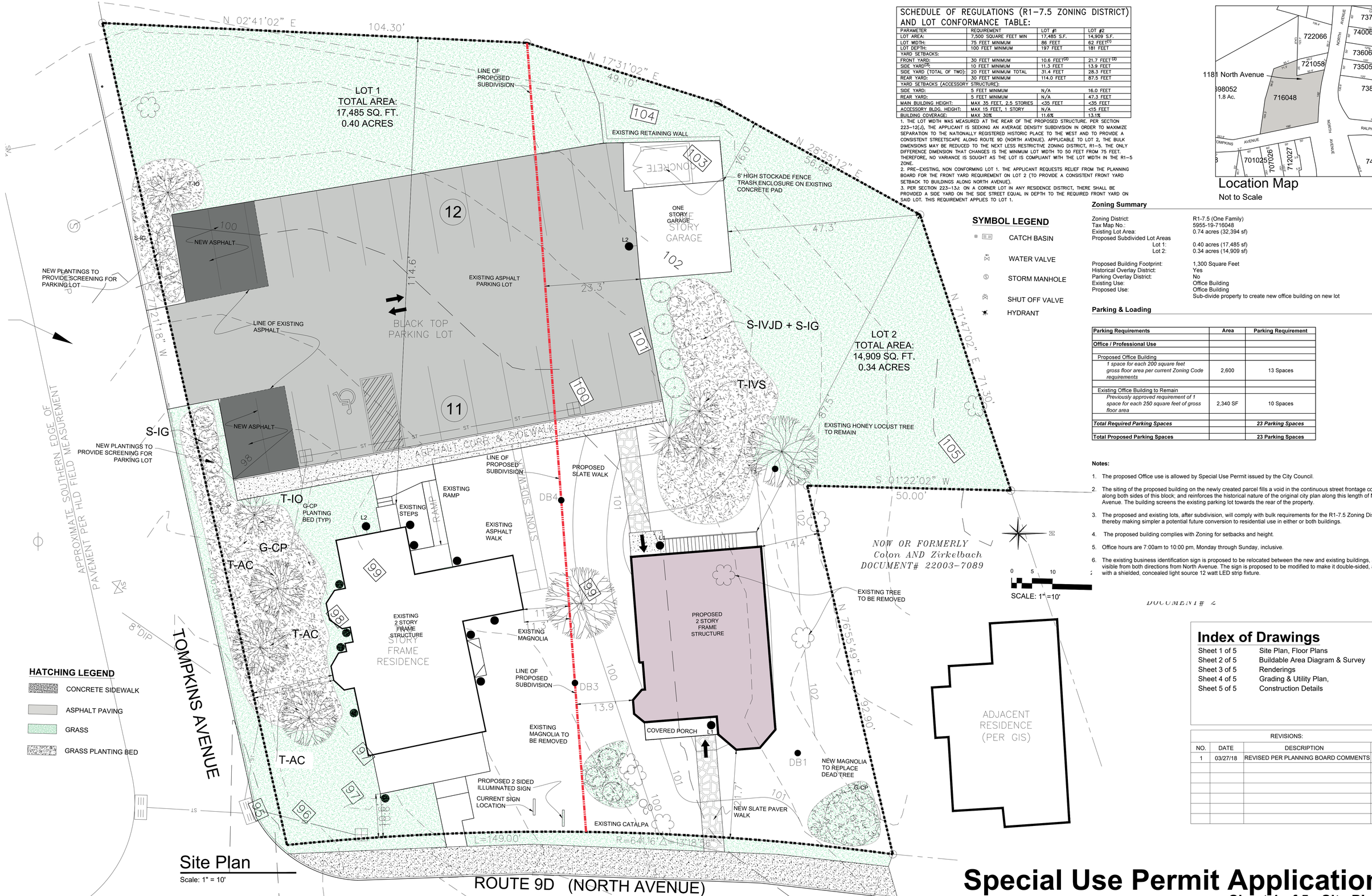
Applicant/Sponsor Name: _____

Signature: _____

Date: 2/22/18

PRELIMINARY CONSTRUCTION PLANS	YES	NO
The preliminary construction plans shall be drawn at the same scale as the preliminary plat and shall include the following information:		
Location and sizes of any existing water, sewer storm drainage and other utility lines and structures within and nearby the proposed subdivision.		
The proposed system for the provision of water supply and fire protection facilities, sewage disposal, stormwater drainage, and other utility services.		
Proposed street or private road profiles and cross-sections showing the approximate grade of proposed streets or private roads, the relationship of existing to proposed grades, and the proposed grades, and the proposed vertical curvature along the center line of all new streets or private roads.		
Location of all existing and proposed monuments and other subdivision improvements.		
Such additional information as may be required by this chapter, the Zoning chapter, or the Planning Board.		

Such additional information as may be required by Chapter 195 – Subdivision of Land; Chapter 223 – Zoning; or the Planning Board.	



Site Plan

Scale: 1" = 10'

HATCHING LEGEND

- CONCRETE SIDEWALK
- ASPHALT PAVING
- GRASS
- GRASS PLANTING BED

SYMBOL LEGEND

- CATCH BASIN
- WATER VALVE
- STORM MANHOLE
- SHUT OFF VALVE
- HYDRANT

SCHEDULE OF REGULATIONS (R1-7.5 ZONING DISTRICT) AND LOT CONFORMANCE TABLE:

PARAMETER	REQUIREMENT	LOT #1	LOT #2
LOT AREA:	7,500 SQUARE FEET MIN	17,485 S.F.	14,909 S.F.
LOT WIDTH:	75 FEET MINIMUM	86 FEET	62 FEET(1)
LOT DEPTH:	100 FEET MINIMUM	197 FEET	181 FEET
YARD SETBACKS:			
FRONT YARD:	30 FEET MINIMUM	10.6 FEET(3)	21.7 FEET (3)
SIDE YARD(2):	10 FEET MINIMUM	11.3 FEET	13.9 FEET
SIDE YARD (TOTAL OF TWO):	20 FEET MINIMUM TOTAL	31.4 FEET	28.3 FEET
REAR YARD:	30 FEET MINIMUM	114.0 FEET	87.5 FEET
YARD SETBACKS (ACCESSORY STRUCTURE):			
SIDE YARD:	5 FEET MINIMUM	N/A	16.0 FEET
REAR YARD:	5 FEET MINIMUM	N/A	47.3 FEET
MAIN BUILDING HEIGHT:	MAX 35 FEET, 2.5 STORIES	<35 FEET	<35 FEET
ACCESSORY BLDG. HEIGHT:	MAX 15 FEET, 1 STORY	N/A	<15 FEET
BUILDING COVERAGE:	MAX 30%	11.6%	13.1%

1. THE LOT WIDTH WAS MEASURED AT THE REAR OF THE PROPOSED STRUCTURE. PER SECTION 223-12(J), THE APPLICANT IS SEEKING AN AVERAGE DENSITY SUBDIVISION IN ORDER TO MAXIMIZE SEPARATION TO THE NATIONALLY REGISTERED HISTORIC PLACE TO THE WEST AND TO PROVIDE A CONSISTENT STREETSCAPE ALONG ROUTE 9D (NORTH AVENUE). APPLICABLE TO LOT 2, THE BULK DIMENSIONS MAY BE REDUCED TO THE NEXT LESS RESTRICTIVE ZONING DISTRICT, R1-5. THE ONLY DIFFERENCE DIMENSION THAT CHANGES IS THE MINIMUM LOT WIDTH TO 50 FEET FROM 75 FEET. THEREFORE, NO VARIANCE IS SOUGHT AS THE LOT IS COMPLIANT WITH THE LOT WIDTH IN THE R1-5 ZONE.
2. PRE-EXISTING, NON CONFORMING LOT 1. THE APPLICANT REQUESTS RELIEF FROM THE PLANNING BOARD FOR THE FRONT YARD REQUIREMENT ON LOT 2 (TO PROVIDE A CONSISTENT FRONT YARD SETBACK TO BUILDINGS ALONG NORTH AVENUE).
3. PER SECTION 223-13J: ON A CORNER LOT IN ANY RESIDENCE DISTRICT, THERE SHALL BE PROVIDED A SIDE YARD ON THE SIDE STREET EQUAL IN DEPTH TO THE REQUIRED FRONT YARD ON SAID LOT. THIS REQUIREMENT APPLIES TO LOT 1.

Location Map

Not to Scale

Zoning Summary

Zoning District:	R1-7.5 (One Family)
Tax Map No.:	5955-19-716048
Existing Lot Area:	0.74 acres (32,394 sf)
Proposed Subdivided Lot Areas	
Lot 1:	0.40 acres (17,485 sf)
Lot 2:	0.34 acres (14,909 sf)
Proposed Building Footprint:	1,300 Square Feet
Historical Overlay District:	Yes
Parking Overlay District:	No
Existing Use:	Office Building
Proposed Use:	Office Building Sub-divide property to create new office building on new lot

Parking & Loading

Parking Requirements	Area	Parking Requirement
Office / Professional Use		
Proposed Office Building		
1 space for each 200 square feet gross floor area per current Zoning Code requirements	2,600	13 Spaces
Existing Office Building to Remain		
Previously approved requirement of 1 space for each 250 square feet of gross floor area	2,340 SF	10 Spaces
Total Required Parking Spaces		***23 Parking Spaces***
Total Proposed Parking Spaces		**23 Parking Spaces**

Notes:

1. The proposed Office use is allowed by Special Use Permit issued by the City Council.
2. The siting of the proposed building on the newly created parcel fills a void in the continuous street frontage common along both sides of this block; and reinforces the historical nature of the original city plan along this length of North Avenue. The building screens the existing parking lot towards the rear of the property.
3. The proposed and existing lots, after subdivision, will comply with bulk requirements for the R1-7.5 Zoning District, thereby making simpler a potential future conversion to residential use in either or both buildings.
4. The proposed building complies with Zoning for setbacks and height.
5. Office hours are 7:00am to 10:00 pm, Monday through Sunday, inclusive.
6. The existing business identification sign is proposed to be relocated between the new and existing buildings, and visible from both directions from North Avenue. The sign is proposed to be modified to make it double-sided, and lit with a shielded, concealed light source 12 watt LED strip fixture.

DOCUMENT# 2

Index of Drawings

Sheet 1 of 5	Site Plan, Floor Plans
Sheet 2 of 5	Buildable Area Diagram & Survey
Sheet 3 of 5	Renderings
Sheet 4 of 5	Grading & Utility Plan,
Sheet 5 of 5	Construction Details

REVISIONS:

NO.	DATE	DESCRIPTION	BY
1	03/27/18	REVISED PER PLANNING BOARD COMMENTS	AJS

Special Use Permit Application

Sheet 1 of 5 - Site Plan

Owner:
North Avenue Properties, LLC
1181 North Avenue
Beacon, New York 12508

Architect:
Aryeh Siegel, Architect
514 Main Street
Beacon, New York 12508

Site / Civil Engineer:
Hudson Land Design
174 Main Street
Beacon, New York 12508

Surveyor:
John J. Post, Jr.
P.O. Box 827
Stone Ridge, New York

Landscape Designer:
Landscape Restorations
P.O. Box 286
Beacon, New York 12508

Office Building - 1181 North Avenue

Beacon, New York
Scale: As Noted
February 27, 2018

APPROVED BY RESOLUTION OF THE PLANNING BOARD OF THE CITY OF BEACON, NEW YORK, ON THE

_____ DAY OF _____, 20_____, SUBJECT TO ALL REQUIREMENTS AND CONDITIONS OF SAID RESOLUTION. ANY CHANGE, ERASURE, MODIFICATION OR REVISION OF THIS PLAT, AS APPROVED, SHALL VOID THIS APPROVAL.

SIGNED THIS _____ DAY OF _____, 20____, BY

_____ CHAIRMAN

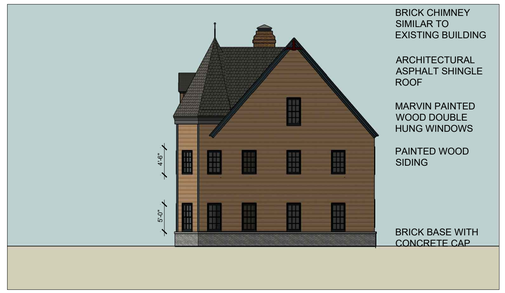
_____ SECRETARY

IN ABSENCE OF THE CHAIRMAN OR SECRETARY, THE ACTING CHAIRMAN OR ACTING SECRETARY RESPECTIVELY MAY SIGN IN THIS PLACE.

REVISIONS:			
NO.	DATE	DESCRIPTION	BY
1	03/27/18	REVISED FLOOR PLANS ONLY	AJS



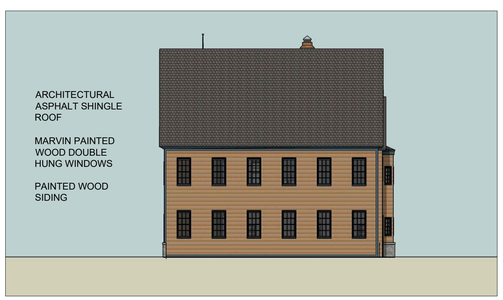
Elevation: East



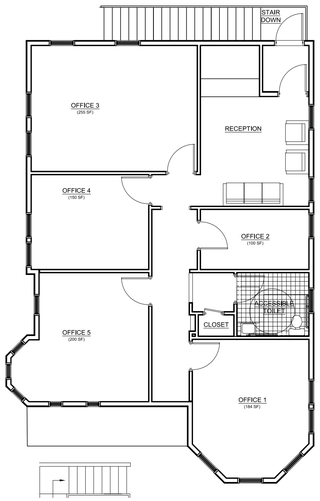
Elevation: North



Elevation: South

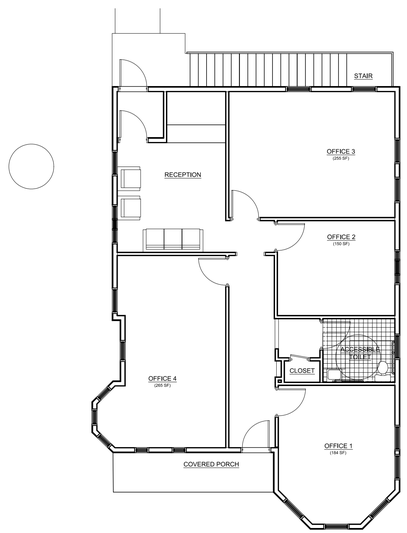


Elevation: West



Proposed 2nd Floor Plan

Scale: 1/8" = 1'-0"



Proposed 1st Floor Plan

Scale: 1/8" = 1'-0"



View Looking North



View Looking South

Special Use Permit Application

Sheet 3 of 5 - Renderings

Owner:
North Avenue Properties, LLC
1181 North Avenue
Beacon, New York 12508

Architect:
Aryeh Siegel, Architect
514 Main Street
Beacon, New York 12508

Site / Civil Engineer:
Hudson Land Design
174 Main Street
Beacon, New York 12508

Surveyor:
John J. Post, Jr.
P.O. Box 827
Stone Ridge, New York

Landscape Designer:
Landscape Restorations
P.O. Box 286
Beacon, New York 12508

Office Building - 1181 North Avenue
Beacon, New York
Scale: As Noted
February 27, 2018

SURVEY NOTES:

1. THE PARCEL SHOWN HEREON ARE GENERALLY AS DESCRIBED IN LIBER 1884 PAGE 688 RECORDED IN THE DUTCHESS COUNTY CLERK'S OFFICE.
2. SUBJECT TO ANY EASEMENTS AND/OR RIGHTS OF WAY THAT AN ACCURATE UP TO DATE ABSTRACT OF TITLE MAY SHOW.
3. SURVEYED AS PER RECORD DEED, EXISTING MONUMENTATION, RECORDED AND UNRECORDED MAPS.
4. NEW YORK STATE DEPARTMENT OF TRANSPORTATION ONLY APPROPRIATED THAT LAND SHOWN AND DELINIATED ON MAP NO. 6, PARCEL 8. MAP NO. 6, PARCEL 56 IS A PERMANENT EASEMENT ENCUMBERING THE PROPERTY SHOWN HEREON AND WAS NOT ACQUIRED IN FEE. THIS MAP IS ON FILE AT THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION REGIONAL OFFICE NO. 8 LOCATED IN POUGHKEEPSIE, NEW YORK.

MAP REFERENCE:

1. "SURVEY AS PREPARED FOR NORMINGTON J. SCHOFIELD" DATED MARCH 4, 2001 AS PREPARED BY DENNIS E, WALDEN, LAND SURVEYOR, N.Y.S. LICENSE NO. 49555.

TOTAL PARCEL AREA:

±32,394 S.F. OR ± 0.74 ACRE

TAX MAP REFERENCE:

CITY OF BEACON 5955-19-716048

VERTICAL DATUM:

ASSUMED

FLOOD BOUNDARY:

1. SUBJECT PARCEL IS LOCATED IN ZONE X (AREAS DETERMINED TO BE OUTSIDDE THE 0.2% ANNUAL CHANGE FLOODPLAIN) PER PANEL 36027C0463E DATED MAY 2, 2012.

WETLAND NOTE:

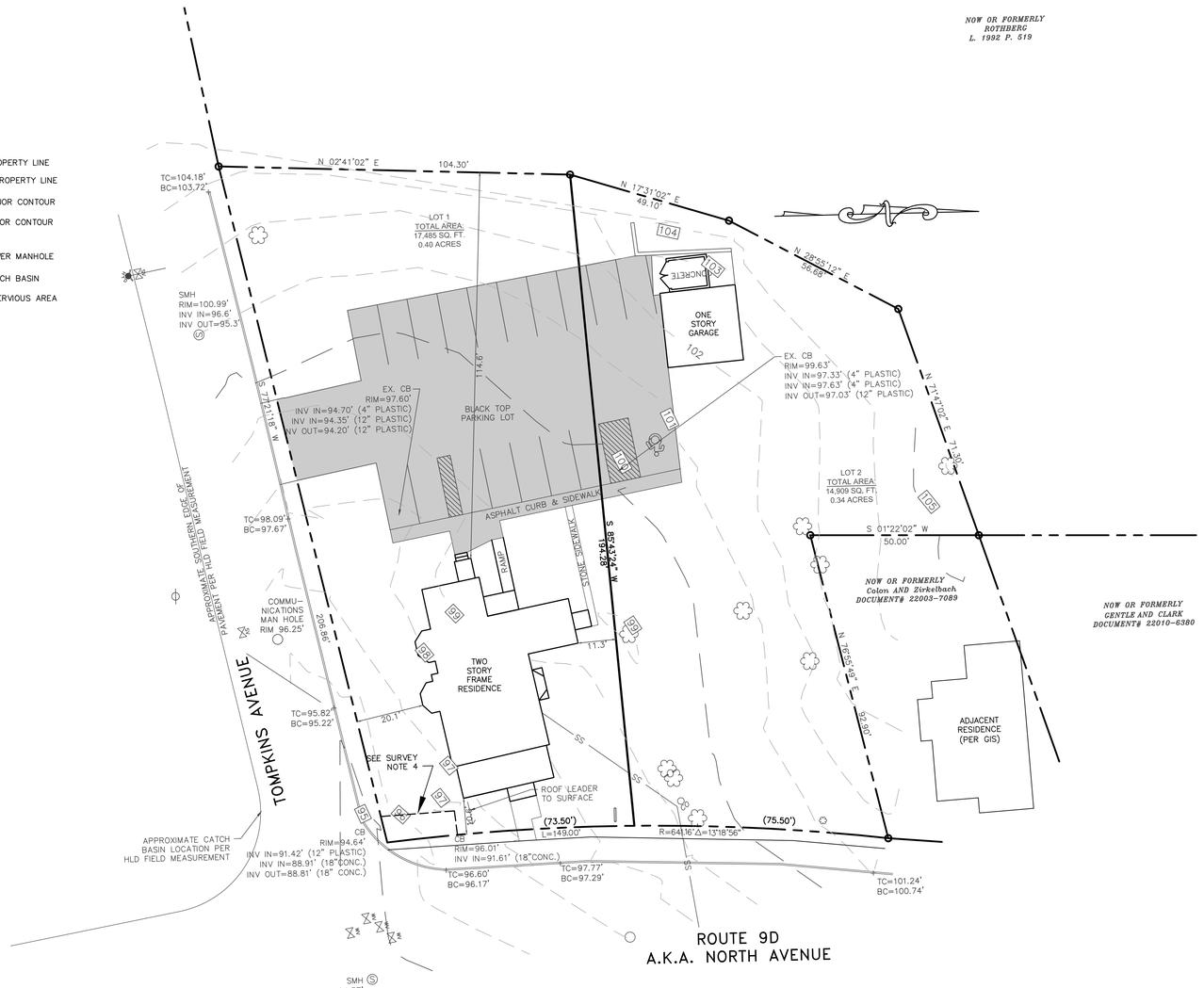
1. NO NYSDEC OR FEDERAL WETLANDS WERE FOUND ONSITE.

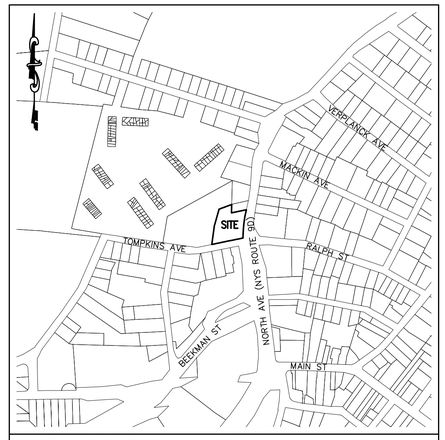
PROPOSED EASEMENT NOTE:

1. AN EASEMENT FOR THE BENEFIT OF LOT 2 THROUGH LOT 1 FOR THE PURPOSES OF PROVIDING ACCESS, PARKING AND WATER SERVICE WILL BE REQUIRED. THE EASEMENT WILL BE FINALIZED AS THE PLANNING PROCESS ADVANCES TO A POINT WHERE THE SERVICE LINE HAS BEEN GENERALLY ACCEPTED.

LEGEND

- EXISTING PROPERTY LINE
- PROPOSED PROPERTY LINE
- 30 — EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- EXISTING SEWER MANHOLE
- EXISTING CATCH BASIN
- EXISTING IMPERVIOUS AREA





SITE LOCATION MAP SCALE: 1" = 400'

PRELIMINARY SUBDIVISION PLAT
SCALE: 1" = 20'
GRAPHIC SCALE

20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

SCHEDULE OF REGULATIONS (R1-7.5 ZONING DISTRICT) AND LOT CONFORMANCE TABLE:

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YARD SETBACKS (ACCESSORY STRUCTURE):			
SIDE YARD:	5 FEET MINIMUM	N/A	16.0 FEET
REAR YARD:	5 FEET MINIMUM	N/A	47.3 FEET
MAIN BUILDING HEIGHT:	MAX 35 FEET, 2.5 STORIES	<35 FEET	<35 FEET
ACCESSORY BLDG. HEIGHT:	MAX 15 FEET, 1 STORY	N/A	<15 FEET
BUILDING COVERAGE:	MAX 30%	11.6%	13.1%

1. THE LOT WIDTH WAS MEASURED AT THE REAR OF THE PROPOSED STRUCTURE. PER SECTION 223-12(J), THE APPLICANT IS SEEKING AN AVERAGE DENSITY SUBDIVISION IN ORDER TO MAXIMIZE SEPARATION TO THE NATIONALLY REGISTERED HISTORIC PLACE TO THE WEST AND TO PROVIDE A CONSISTENT STREETSCAPE ALONG ROUTE 9D (NORTH AVENUE). APPLICABLE TO LOT 2, THE BULK DIMENSIONS MAY BE REDUCED TO THE NEXT LESS RESTRICTIVE ZONING DISTRICT, R1-5. THE ONLY DIFFERENCE DIMENSION THAT CHANGES IS THE MINIMUM LOT WIDTH TO 50 FEET FROM 75 FEET. THEREFORE, NO VARIANCE IS SOUGHT AS THE LOT IS COMPLIANT WITH THE LOT WIDTH IN THE R1-5 ZONE.
2. PRE-EXISTING, NON CONFORMING LOT 1. THE APPLICANT REQUESTS RELIEF FROM THE PLANNING BOARD FOR THE FRONT YARD REQUIREMENT ON LOT 2 (TO PROVIDE A CONSISTENT FRONT YARD SETBACK TO BUILDINGS ALONG NORTH AVENUE).
3. PER SECTION 223-13.: ON A CORNER LOT IN ANY RESIDENCE DISTRICT, THERE SHALL BE PROVIDED A SIDE YARD ON THE SIDE STREET EQUAL IN DEPTH TO THE REQUIRED FRONT YARD ON SAID LOT. THIS REQUIREMENT APPLIES TO LOT 1.

APPROVED BY RESOLUTION OF THE PLANNING BOARD OF THE CITY OF BEACON, NEW YORK, ON THE

_____ DAY OF _____, 20_____, SUBJECT TO ALL REQUIREMENTS AND CONDITIONS OF SAID RESOLUTION. ANY CHANGE, ERASURE, MODIFICATION OR REVISION OF THIS PLAT, AS APPROVED, SHALL VOID THIS APPROVAL.

SIGNED THIS _____ DAY OF _____, 20___, BY

_____ CHAIRMAN

_____ SECRETARY

IN ABSENCE OF THE CHAIRMAN OR SECRETARY, THE ACTING CHAIRMAN OR ACTING SECRETARY RESPECTIVELY MAY SIGN IN THIS PLACE.

OWNER'S CONSENT:

THE UNDERSIGNED OWNER OF THE PROPERTY HEREON STATES THAT HE IS FAMILIAR WITH THIS MAP, ITS CONTENTS AND ITS LEGENDS AND HEREBY CONSENTS TO ALL SAID TERMS AND CONDITIONS AS STATED HEREON.

_____ NORM SCHOFIELD

_____ DATE

I HEREBY CERTIFY THAT THE SURVEY SHOWN HEREON IS BASED ON AN ACTUAL FIELD SURVEY COMPLETED ON DECEMBER 24, 2017.

BY: _____
John J. Post, Jr., L.L.S. N.Y. State Lic. no. 50643

REVISIONS:

NO.	DATE	DESCRIPTION	BY
1	3/27/2018	PER PLANNING BOARD COMMENTS	DGK

Subdivision Application

Sheet 1 of 1 - Preliminary Subdivision Plat

Owner:
North Avenue Properties, LLC
1181 North Avenue
Beacon, New York 12508

Architect:
Aryeh Siegel, Architect
514 Main Street
Beacon, New York 12508

Site / Civil Engineer:
Hudson Land Design
174 Main Street
Beacon, New York 12508

Surveyor:
John J. Post, Jr.
PO Box 827
Stone Ridge, New York 12484

Landscape Designer:
Landscape Restorations
P.O. Box 286
Beacon, New York 12508

Office Building - 1181 North Avenue
Beacon, New York
Scale: As Noted
February 27, 2018

City of Beacon Workshop Agenda
4/9/2018

Title:

Executive Session: Sale of Real Property

Subject:

Background:

ATTACHMENTS:

Description	Type
Sale of property	Backup Material

City of Beacon Workshop Agenda
4/9/2018

Title:

Executive Session: Personnel

Subject:

Background:

ATTACHMENTS:

Description	Type
resume	Backup Material