MINUTES
TOWN OF AMHERST
AMHERST PLANNING BOARD MEETING
March 21, 2024
6:30 PM

The Planning Board will hold a public work session at 6:00PM in the Amherst Municipal Building, 5583 Main Street, Williamsville, NY 14221 on the same date.

This meeting is being video recorded.

ROLL CALL

Attendee Name	Organization	Title	Status	Arrived
Michael Chmiel	Town of Amherst	Chair	Present	
John B. Davis	Town of Amherst	Board Member	Absent	
Harbinder Gill	Town of Amherst	Board Member	Present	
Dal Giuliani	Town of Amherst	Board Member	Present	
Carrie H. Kahn	Town of Amherst	Board Member	Absent	
Brittany Lee Penberthy	Town of Amherst	Board Member	Present	
Joseph P. Raffaele Jr.	Town of Amherst	Board Member	Present	
Dan Howard	Town of Amherst	Planning Director	Present	
Daniel J. Ulatowski	Town of Amherst	Assistant Planning Director/ZEO	Present	
Roberta Rappoccio	Town of Amherst	Associate Planner	Present	
Kim Amplement	Town of Amherst	Senior Planner	Present	
James Quinn	Town of Amherst	Assistant Planner	Present	

Nora B. Robshaw	Town of Amherst	Deputy Town Attorney	Present	

Note: There will be no public hearing or opportunity to speak for the projects listed under the Unfinished Business section of this agenda.

Please note the following time limits for speakers at public hearings:

- **Presentation by Petitioner: 15 minutes**
- **Rebuttal by neighborhood/resident spokesperson: 15 minutes**
- **Individual speakers: 3 minutes**

PUBLIC HEARINGS

SITE PLANS & RELIEF FROM CONDITIONS OF SITE PLANS

1. PROPOSED RESTAURANT, SP-2023-15
Property located at 5105 Sheridan Drive
5117 Sheridan LLC, Petitioner

Proposal to demolish the former automobile oil change building on the parcel and construct a 2,400 sq. ft. restaurant that will primarily serve coffee. Vehicular access to the site is proposed from Mill Street by a right-in, right-out driveway and to Sheridan Drive by a shared driveway with the site located at 5117 Sheridan Drive (*Mighty Taco*). The site plan includes 16 vehicular stacking spaces for the drive through and 36 parking spaces. Reciprocal agreements are proposed between the subject site and that at 5117 Sheridan Drive for vehicle use area shared or common facilities. A minor site plan has been filed for the site at 5117 Sheridan Drive for changes on the site occurring as a result of this application.

Sean Hopkins, Esq., Hopkins Sorgi & McCarthy, represented the petitioner, explained the proposal and was available to answer questions from the Board. David Chiazza, Iskalo Development, and Pat Sheedy, Carmina Wood Design, were also present.

In response to the Board's questions, Mr. Hopkins showed the pattern for vehicles entering the site from Mill Street and Sheridan Drive and the traffic study was updated to reflect peak traffic at Mill Middle School. Mr. Chiazza stated there is extensive signage already and will look into signage regarding pedestrian safety.

Herb Wilbur, 150 High Park Blvd., discussed concerns, as a crossing-guard at Mill Street and Sheridan Drive, with school children crossing the driveways to the site on Mill Street and suggested adding a third crossing guard for these driveways.

Janis Bieger, 523 Mill Street, asked if there will be a fence at the south of the site preventing school children leaving school and accessing the parking lot and stacking lane.

No further comments were heard on this proposal. The hearing was closed.

Following discussion, Mr. Giuliani moved to approve the Negative Declaration. The motion was seconded by Mr. Raffaele and carried. Ayes 5, Noes 0, Absent 2 (Davis, Kahn).

Following the approval of the Negative Declaration, Ms. Penbrty discussed adding a condition in addition to pedestrain warning signage at the Mill Street Driveway, requesting that a school crossing guard be installed at the driveway if recommended by the Town Traffic Safety Board. Mr. Giuliani moved to approve the request with conditions. The motion was seconded by Mr. Raffaele and carried. Ayes 5, Noes 0, Absent 2 (Davis, Kahn).

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Dal Giuliani, Board Member
SECONDER:	Joseph P. Raffaele Jr., Board Member
AYES:	Chmiel, Gill, Giuliani, Penberthy, Raffaele Jr.
ABSENT:	Davis, Kahn

SUBDIVISIONS & RELIEF FROM CONDITIONS OF SUBDIVISIONS

None

REZONING & RELIEF FROM CONDITIONS OF REZONINGS

None

MISCELLANEOUS

None

OTHER COMMUNICATIONS

None

All public hearings are completed and closed at the termination of public discussion for each agenda item unless otherwise specified by the Chair.

UNFINISHED BUSINESS

Note: All public hearings have been completed. There will be no public hearings for items listed under this section.

SITE PLANS & RELIEF FROM CONDITIONS OF SITE PLANS

2. REQUEST FOR EXTENSION OF SITE PLAN APPROVAL FOR PROPOSED TOWNHOME DEVELOPMENT, SP-2021-22A
Property located at 41 Georgian Lane
Georgian Townhomes LLC, Petitioner

Request for extension of site plan approval for proposed construction of seven (7) residential townhouse buildings (four buildings with six units and three buildings with four units) with attached garages for a total of 36, 2-bedroom units on the currently vacant 4.0-acre parcel. Included in the development will be a private drive lane with a connection to Sturbridge Apartments to the south and visitor parking, utility, lighting and landscape improvements.

Ms. Penberthy moved to approve the request based on the resolution. The motion was seconded by Mr. Gill and carried. Ayes 5, Noes 0, Absent 2 (Davis, Kahn).

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Brittany Lee Penberthy, Board Member
SECONDER:	Harbinder Gill, Board Member
AYES:	Chmiel, Gill, Giuliani, Penberthy, Raffaele Jr.
ABSENT:	Davis, Kahn

SUBDIVISIONS & RELIEF FROM CONDITIONS OF SUBDIVISIONS

None

REZONING & RELIEF FROM CONDITIONS OF REZONINGS

None

MISCELLANEOUS

None

OTHER COMMUNICATIONS

None

DIRECTOR'S REPORT

MINUTES APPROVAL

February 15, 2024
Ms. Penberthy moved to approve the minutes. The motion was seconded by Mr. Raffaele and carried. Ayes 5, Noes 0, Absent 2 (Davis, Kahn).

ADJOURNMENT

The Planning Board meeting of March 21, 2024 was adjourned at 7:06 pm.

Amherst Planning Board
5583 Main Street
Williamsville, NY 14221

Meeting: 03/21/24 06:30 PM
Department: Planning
Category: Site Plan and Relief from Conditions of Site Plan
Prepared By: Amy Carrato
Initiator: Dan Howard
Sponsors:
DOC ID: 28672 A

ADOPTED

PLANNING BOARD ITEM (ID # 28672)

Proposed Restaurant, SP-2023-15

Property located at 5105 Sheridan Drive
5117 Sheridan LLC, Petitioner

Proposal to demolish the former automobile oil change building on the parcel and construct a 2,400 sq. ft. restaurant that will primarily serve coffee. Vehicular access to the site is proposed from Mill Street by a right-in, right-out driveway and to Sheridan Drive by a shared driveway with the site located at 5117 Sheridan Drive (*Mighty Taco*). The site plan includes 16 vehicular stacking spaces for the drive through and 36 parking spaces. Reciprocal agreements are proposed between the subject site and that at 5117 Sheridan Drive for vehicle use area shared or common facilities. A minor site plan has been filed for the site at 5117 Sheridan Drive for changes on the site occurring as a result of this application.

Sean Hopkins, Esq., Hopkins Sorgi & McCarthy, represented the petitioner, explained the proposal and was available to answer questions from the Board. David Chiazza, Iskalo Development, and Pat Sheedy, Carmina Wood Design, were also present.

In response to the Board's questions, Mr. Hopkins showed the pattern for vehicles entering the site from Mill Street and Sheridan Drive and the traffic study was updated to reflect peak traffic at Mill Middle School. Mr. Chiazza stated there is extensive signage already and will look into signage regarding pedestrian safety.

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No further comments were heard on this proposal. The hearing was closed.

Following discussion, Mr. Giuliani moved to approve the Negative Declaration. The motion was seconded by Mr. Raffaele and carried. Ayes 5, Noes 0, Absent 2 (Davis, Kahn).

Following the approval of the Negative Declaration, Ms. Penbrty discussed adding a condition in addition to pedestrain warning signage at the Mill Street Driveway, requesting that a school crossing guard be installed at the driveway if recommended by the Town Traffic Safety Board. Mr. Giuliani moved to approve the request with conditions. The motion was seconded by Mr. Raffaele and carried. Ayes 5, Noes 0, Absent 2 (Davis, Kahn).

ATTACHMENTS:

- sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (PDF)
- SP-2023-15_drawings_032124 (PDF)
- SP-2023-15 signed neg dec 032124 (PDF)

- SP-2023-15 signed resolution 032124 (PDF)

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Dal Giuliani, Board Member
SECONDER:	Joseph P. Raffaele Jr., Board Member
AYES:	Chmiel, Gill, Giuliani, Penberthy, Raffaele Jr.
ABSENT:	John B. Davis, Carrie H. Kahn

November 20, 2023

Site Plan Application - Proposed Commercial Building - 5105 & 5117 Sheridan Drive
Applicant: Iskalo 5117 Sheridan LLC
c/o Sean Hopkins, Esq., 5500 Main Street, Suite 343 - Williamsville, NY 14221
Tel: 716.510-4338
E-mail: shopkins@hsmlegal.com

TOWN OF AMHERST PLANNING DEPARTMENT

Application for Major Site Plan Review

For Official Use

File #: _____ **Acreage** _____ **Fee $** _____

Address Verified by Assessor's Office _____ VERIFIED BY DATE

Materials Received by Planning Department _____ RECEIVED BY DATE

Fee Paid to Town Clerk _____ RECEIVED BY DATE

Site Plan Review		**Fill In Applicable Fees**
1 acre or less	$1,250.00	_____
Each additional acre or fraction thereof	$ 650.00/acre	_____
Amendments to Site Plans	$1,200.00	_____
Request for Relief of / Change to Conditions of Site Plan Approval	$1,200.00	_____
Request for Extension of Site Plan Approval	$ 450.00	_____
Stormwater Pollution Prevention Plan		
1 - 4.99 Acres	$ 500.00	_____
5 - 10 Acres	$ 750.00	_____
>10 Acres	$1,000.00	_____
Affidavit Fee for Public Hearing	$ 15.00	_____
	TOTAL FEE:	**$**_____

To Be Completed By Applicant

Petitioner:

Name: Iskalo 5117 Sheridan LLC c/o Sean Hopkins, Esq.

Address: 5500 Main Street, Suite 343

Williamsville (city) NY (state) 14221 (zip code)

Phone: 716-510-4338 Fax: _____

E Mail: shopkins@hsmlegal.com

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

MAJOR SITE PLAN APPLICATION (con't) ***Page 2***

Representative (Architect, Engineer, Landscape Architect, Surveyor, or Attorney)**:**

Name: Carmina Wood Design - Patrick Sheedy, Jr, PE

Address: 487 Main Street, Suite 500

Buffalo (city) NY (state) 14203 (zip code)

Phone: 716-842-3165 Fax:

E Mail: psheedy@carminawooddesign.com

Project Location (must be verified by Town Assessor's Office)**:**

Address: 5105 & 5117 Sheridan Drive

Amherst, NY 14221

SBL No(s): 69.09-4-1 & 69.09-4-2.11

Project Name: Proposed Retail Building with Accessory Drive Thru Facility

Project Description:

See attached Exhibit "2" for Project Description. A completed Short Full Environmental Assessment Form with Page 5[a] and Attachment "A" is provided at Exhibit "1" of this Site Plan Application.

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

MAJOR SITE PLAN APPLICATION (con't) ***Page 3***

If this petition is an amendment to a previously approved site plan, please describe the proposed changes (include type and size of existing structures and number of existing parking spaces):

Not Applicable

	existing	proposed	total
Gross Floor Area (non-residential):	1,270	2,400	2,400
Gross Floor Area Residential:	n/a	n/a	n/a
Number of Residential Units:	n/a	n/a	n/a
Number of Parking Spaces:	55	61	61

Acreage of Parcel:
(list each parcel separately)

5105 Sheridan Drive: 0.85 ac
5117 Sheridan Drive: 0.53 ac

Frontage on Public Roads:
(list each road separately)

5105 Sheridan Drive: 270.17'; Mill Street 112.0'
5117 Sheridan Drive: 127.0'

Existing Zoning District(s)

DC-3

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Exhibit 1 of Site Plan Application – Short Full Environmental Assessment Form prepared pursuant to the State Environmental Quality Review Act ("SEQRA") with Page 5[a] and Attachments "1" and "2"

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Short Environmental Assessment Form
Part 1 - Project Information

Instructions for Completing

Part 1 – Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of th application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based information currently available. If additional research or investigation would be needed to fully respond to any item, please answer thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 – Project and Sponsor Information

Name of Action or Project:

Proposed Retail Building with Accessory Drive-Thru Facility

Project Location (describe, and attach a location map):

5105 and 5117 Sheridan Drive [SBL: 69.09-4-1 & 69.09-4-2.11]

Brief Description of Proposed Action:

The proposed redevelopment project consists of a proposed single story commercial building consists of approximately 2,400 sq. ft. with an accesso drive-thru facility along with all related improvements depicted on the project plans prepared by Carmina Wood Design. The proposed action has be defined broadly to include all required discretionary approvals and permits as well as all proposed site improvements including a proposed single-sto retail building with an accessory drive-thru facility, a right in/right out only driveway onto Mill Street, access aisles and parking spaces, landscaping, lighting, storm water management improvements and all required utility improvements. The proposed redevelopment project is an Unlisted Action ar will not result in any potentially significant adverse environmental impacts. The Town Board issued a negative declaration pursuant to SEQRA on August 22, 2022 in connection with environmental review of the rezoning of the Project Site and 543 and 553 Mill Street to DC-3. A copy of the negative declaration issued by the Planning Board is provided at Attachment "A".

Name of Applicant or Sponsor:	Telephone: 716-510-4338
Iskalo 5117 Sheridan LLC c/o Sean Hopkins, Esq.	E-Mail: shopkins@hsmlegal.com

Address:

5500 Main Street, Suite 343

City/PO:	State:	Zip Code:
Williamsville	New York	14221

	NO	YES
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.	☑	☐
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval: ZBA, NYSDOT, ECDOH & ECWA	☐	☐

3. a. Total acreage of the site of the proposed action? 1.38 acres
   b. Total acreage to be physically disturbed? 0.9 acres
   c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 1.75 acres

4. Check all land uses that occur on, are adjoining or near the proposed action:

5. ☐ Urban ☐ Rural (non-agriculture) ☐ Industrial ☑ Commercial ☑ Residential (suburban)
   ☐ Forest ☐ Agriculture ☐ Aquatic ☑ Other(Specify): Mill Middle School
   ☐ Parkland

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

	NO	YES	N/A
5. Is the proposed action,			
a. A permitted use under the zoning regulations?	☐	☐	☐
b. Consistent with the adopted comprehensive plan?	☐	☐	☐
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?		☐	☐
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area? If Yes, identify: _____		☑	☐
8. a. Will the proposed action result in a substantial increase in traffic above present levels?		☑	☐
b. Are public transportation services available at or near the site of the proposed action?		☐	☐
c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?		☐	☐
9. Does the proposed action meet or exceed the state energy code requirements? If the proposed action will exceed requirements, describe design features and technologies: _____ _____		☐	☐
10. Will the proposed action connect to an existing public/private water supply? If No, describe method for providing potable water: _____ _____		☐	☐
11. Will the proposed action connect to existing wastewater utilities? If No, describe method for providing wastewater treatment: _____ _____		☐	☐
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? A copy of the SHPO no impact letter is attached to this form under Attachment B.		☑	☐
b. 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?		☐	☑
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency?		☑	☐
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody? If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____ _____ _____		☑	☐

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply:

☐ Shoreline ☐ Forest ☐ Agricultural/grasslands ☐ Early mid-successional
☐ Wetland ☐ Urban ☑ Suburban

	NO	YE
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	☑	☐
16. Is the project site located in the 100-year flood plan?	☑	☐
17. Will the proposed action create storm water discharge, either from point or non-point sources?	☐	☐
If Yes,		
a. Will storm water discharges flow to adjacent properties?	☑	☐
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)?	☐	☐
If Yes, briefly describe: Stormwater runoff will be collected by onsite an onsite drainage network that ultimately discharges to the existing storm sewer system along Sheridan Drive.		
18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)? If Yes, explain the purpose and size of the impoundment:	☑	☐
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility? If Yes, describe:	☑	☐
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste? If Yes, describe:	☑	☐

I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Applicant/sponsor/name: Iskalo 5117 Sheridan LLC Date: 11/20/23

Signature: Sean Hopkins Title: Counsel for Applicant/Project Sponsor

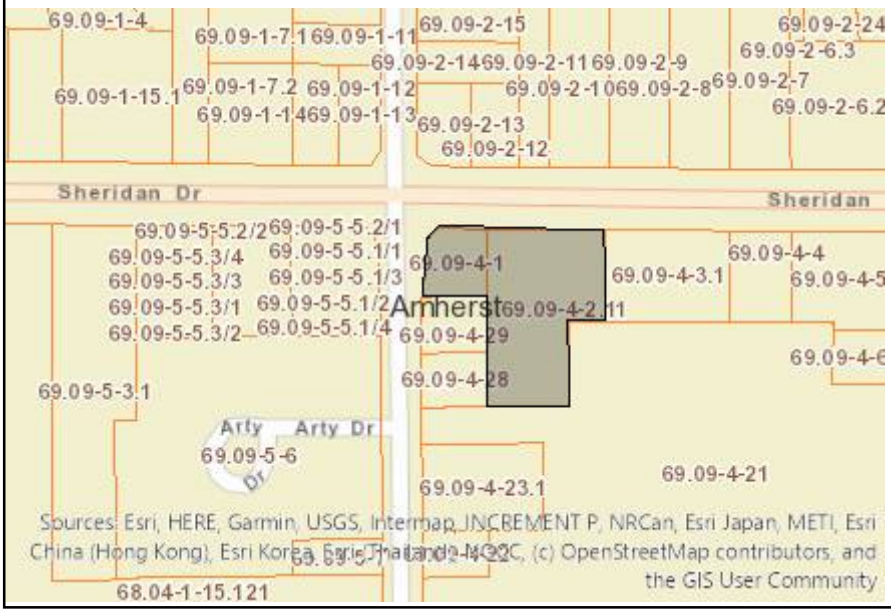
Sean W. Hopkins, Esq.

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

PRINT FORM

EAF Mapper Summary Report

Tuesday, November 7, 2023 4:03 PM



Disclaimer: The EAF Mapper is a screening tool intended to project sponsors and reviewing agencies in preparing an environ 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. Alth the EAF Mapper provides the most up-to-date digital data availab DEC, you may also need to contact local or other data sources in to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.

Part 1 / Question 7 [Critical Environmental Area]	No
Part 1 / Question 12a [National or State Register of Historic Places or State Eligible Sites]	No
Part 1 / Question 12b [Archeological Sites]	Yes
Part 1 / Question 13a [Wetlands or Other Regulated Waterbodies]	No
Part 1 / Question 15 [Threatened or Endangered Animal]	No
Part 1 / Question 16 [100 Year Flood Plain]	No
Part 1 / Question 20 [Remediation Site]	No

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

TOWN OF AMHERST ATTACHMENT
State Environmental Quality Review
ENVIRONMENTAL ASSESSMENT FORM

1. For each applicable category of proposed new structures, including additions to existing structures, provide the following information for all soil types on the project site (*according to Soil Survey of Erie County, NY; Table 11, Building Site Development, pp 294-305):*

Soil Name	Shallow excavations	Dwellings without basements	Dwellings with basements	Small commercial buildings	Local roads and streets
Urban land odessa	✔				

2. If the Soil survey indicates either "severe" or "moderate" suitability for the proposed types of construction, a geotechnical and hydrological analysis based on one test per 3.5 acres of project area must be provided (per Town Board resolution, 3/17/03, amended 6/16/03).

✔ Geotechnical report attached _____ Not applicable

3. Is your property located: On Youngs Road between Dodge and Klein Roads? ☐ Yes ☑ No
On Wehrle Dr. between Spindrift Dr. and Oakwood Rd? ☐ Yes ☑ No

If so, the property may be within an area of the Town that is affected by a moratorium on connections to the sanitary sewer system.

4. Are there alternative locations on the site for this project? ☐ Yes ☑ No

5. Location and size of real property owned by petitioner within one (1) mile of subject proposal:
1.75 acres total [5105 & 5117 Sheridan Drive, 553 and 543 Mill Street]

6. Are you aware of current or future plans or intentions by others in the Town of Amherst to develop property within 1000± ft. of the present project request: ☐ Yes ☑ No

Describe _____

(Potential environmental impacts from adjacent or nearby projects undergoing the approval process will receive a coordinated environmental review to determine cumulative effects on common receivers (e.g. traffic and drainage corridors) and other relevant environmental concerns.)

7. Maximum number of vehicular trips to be generated per hour upon completion of project 51
Source: Traffic Study by Passero Associates, dated 10/20/22

8. Will blasting occur during construction? ☐ Yes ☑ No

9. Does the project propose to connect and be tributary to the public sanitary sewer system? ☑ Yes ☐ No

10. Proposed net additional gallons per day (gpd) of sanitary sewer discharge upon completion of project:

1,375 average flow 6,050 peak flow.

(Please note that average flows of 2,500 gpd or greater will require an Engineer's Report that includes a detailed downstream sewer capacity analysis and the identification of and commitment to required I/I offset work during peak wastewater flow conditions.)

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Attachment “A” of Short Environmental Assessment Form – Negative Declaration issued by the Town Board pursuant to SEQRA on August 22, 2022

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Amherst
Town of Amherst Planning Department
Erie County, New York

Brian J. K
Supervis

Daniel C. How
Planning Di

Daniel J. Ulatow
Assistant Plannin

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

SEQR
Negative Declaration

NOTICE OF DETERMINATION OF NON-SIGNIFICANCE

Lead Agency: Town of Amherst
Town Board

Project: Z-2022-04

Address: 5583 Main Street
Williamsville, NY 14221
(716) 631-7051

Date: August 22, 2022

This notice is issued pursuant to Part 617 and Local Law #3-82, as amended, of the implementing regulations pertaining to Article 8 (State Environmental Quality Review) of the Environmental Conservation Law.

The Lead Agency has determined that the proposed action described below will not have a significant adverse effect on the environment.

Title of Action: Rezoning Request.

SEQR Status: Unlisted action.

Description of Action: Rezoning of 1.75± acres of land from Motor Service District (MS) and Residential District 4 (R-4) to Deep Corridor 3 District (DC-3) to allow for the future use and development of the site for two commercial buildings fronting on Sheridan Drive and a residential building fronting on Mill Street.

Location: 5105 & 5117 Sheridan Drive and 543 & 553 Mill Street, Town of Amherst, Erie County, New York

Petitioner: Iskalo Development

Reasons Supporting This Determination

Based on information submitted by the applicant, including a Full Environmental Assessment Form (EAF) - Part 1, a complete rezoning application, and concept plan, a preliminary staff analysis was undertaken. Compared to the criteria listed in Section 617.7, all indications are that the proposed rezoning of 1.75± acres of land from MS & R-4 to DC-3 for a proposed mixed-use development will not have a significant impact on the environment, as follows:

1. The project is not expected to cause a substantial adverse change in existing air quality, ground or surface water quality or quantity, or noise levels; a substantial increase in solid waste production; or a substantial increase in the potential for erosion, flooding, leaching or drainage problems. The Town Engineering Department on June 17, 2022 reviewed the application and EAF submitted on June 8, 2022, and had no objection or comments on the proposed rezoning.

2. The project will not result in the removal or destruction of large quantities of vegetation or fauna; or in significant adverse impacts to fish or wildlife species, habitats or other natural resources. A Landscape/Tree preservation Plan shall be required of the applicant upon submittal of a site plan application for development of the site at which stage all landscape requirements of the Zoning Ordinance will be met.

3. The project is not expected to create any material conflict with the Town Comprehensive Plan. The project will comply with all regulations of the Town Zoning Ordinance before final site plan approval is granted. The Town Planning Department on May 3, 2022 reviewed the application and EAF submitted on June 8, 2022, and has no objection or comments on the proposed rezoning.

4. The project is within an area identified by the State as potentially containing significant cultural or archeological/historical resources. The NYS Office of Parks, Recreation, Historic Preservation has reviewed the project and in their letter dated May 27, 2022 determined that there will be no impact on these resources.

5. The project will not impair the character or quality of important aesthetic resources or of existing community or neighborhood character. The subject request is for rezoning from MS & R-4 to DC-3. Neighboring uses are multi-family residential, single family residential, commercial businesses, Mill Middle School and the Williamsville School District bus garage and zoned Residential District 4, Residential District 3, Motor Service District, and Community Facilities District respectively; therefore, the project is consistent with surrounding land uses.

6. The proposed rezoning to DC-3 for a proposed mixed-use development consisting of two commercial buildings fronting on Sheridan Drive and a residential building fronting on Mill Street will not cause a major change in the use of either the quantity or type of energy.

7. The rezoning to DC-3 for the proposed mixed-use development consisting of two commercial buildings fronting on Sheridan Drive and a residential building fronting on Mill Street. will not create any hazard to human health.

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

8. The rezoning to DC-3 will not cause a substantial change in the use, or intensity of use, of land including agricultural, open space or recreational resources, or in its capacity to support existing uses. The proposed mixed-use development consisting of two commercial buildings fronting on Sheridan Drive and a residential building fronting on Mill Street will be consistent with the scale of surrounding land uses.

9. The rezoning to DC-3 for the proposed mixed-use development consisting of two commercial buildings fronting on Sheridan Drive and a residential building fronting on Mill Street will not significantly increase the number of people using the site over its previous level of use.

10. Review by the Town Traffic/Safety Board on June 13, 2022 indicates that significant negative traffic impacts are not expected to result from the proposed project.

11. Coordinated reviews of the project have been undertaken by Town Departments including Building on July 6, 2022, Engineering on June 17, 2022, Assessor on June 14, 2022, Fire Chiefs' Council on June 16, 2022, and Right-of-Way Agent on June 14, 2022 along with outside agencies including Erie County Department of Environment & Planning on May 20, 2022. These reviews have not identified any significant environmental issues and indicate that the proposal will not have a significant damaging impact on the environment.

12. Issues not specifically mentioned above and/or those not specifically reviewed were not raised by Town departments, outside agencies or the public and are not determined to be causing significant negative environmental impacts.

Thomas J. Voit Assistant Planner
Signature & title of preparer

8/23/22
date

Brian J. Kulpa, Supervisor

8/24/22
date

TV/ac
X:\Current_Planning\Files\Rezonings\2022\Z-2022-04_(5105_&_5117_and_543_&_553_Mill_St)_2022\Z-2022-04_TB_neg_dec_082222.docx
cc: Amherst Town Clerk
Amherst Building Department
ECDEP
NYSDOT
Iskalo 5117 Sheridan, LLC, c/o Sean Hopkins, 5500 Main Street, Suite 343, Williamsville, NY 14221

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Attachment “B” of Short Environmental Assessment Form – No Impact Determination Letter issued by SHPO dated May 27, 2022

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

NEW YORK STATE OF OPPORTUNITY. | Parks, Recreation, and Historic Preservation

KATHY HOCHUL
Governor

ERIK KULLESEID
Commissioner

May 27, 2022

David Chiazza
Executive Vice President
Iskalo Development Corp
5166 Main St
Williamsville, NY 14221

Re: SEQRA
Sheridan Drive and Mill Street Assemblage Redevelopment
22PR03578

Dear David Chiazza:

Thank you for requesting the comments of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the project in accordance with the New York State Historic Preservation Act of 1980 (Section 14.09 of the New York Parks, Recreation and Historic Preservation Law). These comments are those of the OPRHP and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8) and its implementing regulations (6 NYCRR Part 617).

Based upon this review, it is the opinion of OPRHP that no properties, including archaeological and/or historic resources, listed in or eligible for the New York State and National Registers of Historic Places will be impacted by this project.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,

R. Daniel Mackay

Deputy Commissioner for Historic Preservation
Division for Historic Preservation

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Exhibit 2 of Site Plan Application – Project Description

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

EXHIBIT 2

PROJECT DESCRIPTION

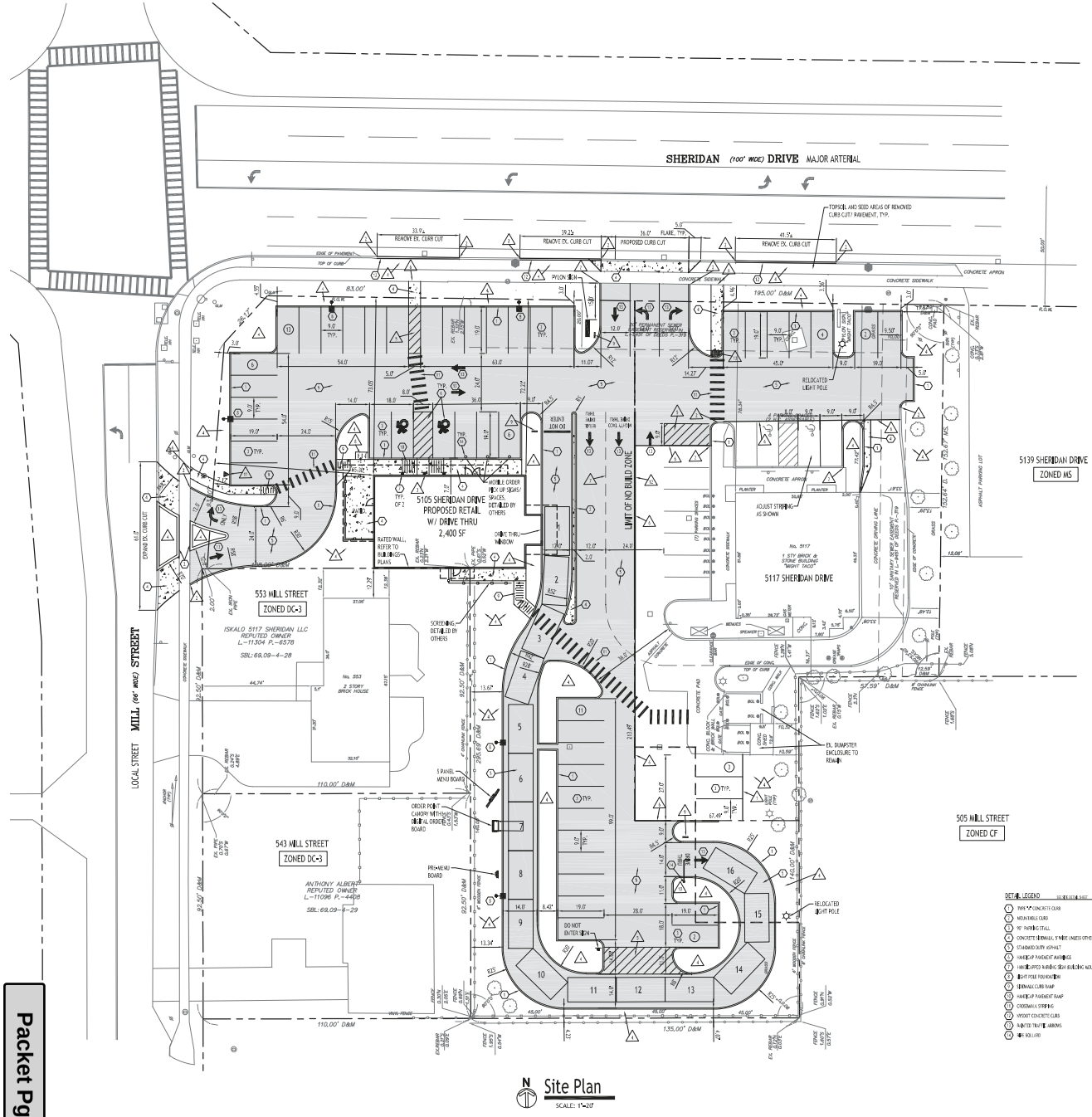
The project proposed by Applicant involves the 5105 Sheridan Drive parcel and the parking lot of the adjacent 5117 Sheridan Drive parcel. Applicant is proposing demolition of the existing, long vacant, former gas station located on the 5105 Sheridan Drive parcel and replacing it with a new, single-story 2,400 square foot building to be occupied by a national coffee retailer. A reduced-size copy of the Site Plan [Drawing C-100] is provided at Exhibit "3".

The proposed building will incorporate elements of the coffee retailer's latest prototype design. Site improvements would extend into the existing parking lot of the 5117 Sheridan Drive parcel (presently leased to Mighty Taco) which would be reconfigured and improved to include a drive-through lane servicing the proposed new 5105 Sheridan Drive building. The existing building at 5117 Sheridan Drive occupied by Mighty Taco and its drive through lane shall remain. The existing trash enclosure located on the 5117 Sheridan Drive parcel shall be refurbished and subsequently shared by the occupants of the 5105 and 5117 Sheridan Drive buildings. In terms of Site Ingress/Egress, a new three-lane main entrance drive will be constructed on Sheridan Drive together with a relocated secondary, right-in, right-out only driveway on Mill Street. All other existing driveways are to proposed to be eliminated.

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Exhibit 3 of Site Plan Application – Reduced-Size Copy of Site Plan [Drawing C-100 – Date: 11/20/2023]

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)



Site Plan
SCALE: 1"=20'

Site Data (5105 & 5117 Sheridan Drive)		
SITE AREA = 1.38 AC (TOTAL)		
ZONED: DC • 3		
USE: PROPOSED 2,400 SF RETAIL WITH DRIVE THRU		
SETBACKS • BUILDING	REQUIRED	PROVIDED
FRONT	10 FT MAX.	65.30' MIN. *
SIDE (3 STORIES)	30 FT MIN.	0.0' MIN. *
REAR (3 STORIES)	30 FT MIN.	N/A
SETBACKS • PARKING		
FRONT	N/A	3.0' MIN.
SIDE	N/A	17.57' MIN.
REAR	N/A	N/A
TOTAL VEHICLE SPACES	13	61
BICYCLE	2	6
ELECTRIC VEHICLE STATION	1	1
LOCAL STREET (per Section 5A•••5)		
CLEAR PED. ZONE (INCREMENTAL CORE)	8'MIN.	0' *
CURB ZONE (INCREMENTAL CORE)	6'MIN.	0' *
CURB LANE	8'MIN.	0' *
TRAVEL LANE	9'MIN./12'MAX.	0' *
GREENSPACE		
DEEP LOT TRANSITION	30'	N/A
INTERIOR PARKING GREENSPACE:	5% (0.04 AC)	8.68 (0.07 AC)
OVERALL:	N/A	21.78 (0.3 AC)
MAX. BUILDING HEIGHT	3 stories / 42'	< 3 stories
OUTDOOR AMENITY SPACE	5% (0.07 AC)	0.5% (0.007 AC) *

* VARIANCE REQUIRED

PARKING CALCULATION (per Section 5A•••••A)

RETAIL SALES & SERVICE:
REQD: 2.5 spaces per 1,000 SF = 4,965 / 1,000 x 2.5 units = 12.4 spaces
REQD = 13 SPACES REQD

BICYCLE CALCULATION (per Section 5A•••••k)

COMMERCIAL:
REQD: 1 per 3,000 SF
REQD = 4,965 / 3,000 = 1.6 therefore 2 SPACES REQD.

ELECTRIC VEHICLE CALCULATION (per Section 5A•••••H)

1% OF TOTAL PARKING = 61 x 0.01 = 1 SPACES REQD.

SITE NOTES:

1. ALL RADII SHALL BE 3'-0" UNLESS OTHERWISE NOTED.
2. ALL DISTURBED AREAS SHALL HAVE 4" MIN. OF TOPSOIL AND SEED.
3. ALL DIMENSIONS FROM PROPERTY LINES SHALL BE MEASURED PERPENDICULAR TO THE PROPERTY LINE.
4. CENTER ENTRANCE SIDEWALKS ON DOOR OPENINGS.
5. BUILDING DIMENSIONS ARE APPROXIMATE, REFER TO ARCHITECTURAL DRAWINGS FOR LAYOUT DIMENSIONS.
6. ALL HANDICAP RAMPS (NOT WITHIN THE NYSDOT R.O.W.) AND/OR SIDEWALKS FLUSH TO PAVEMENT SHALL HAVE ADA COMPLIANT TACTILE WARNING STRIPS WHERE ENTERING PARKING AREAS OR DRIVEWAYS. SIDEWALKS FLUSH TO PAVEMENT WITHIN THE NYSDOT R.O.W. SHALL ADHERE TO THE NOTES AND DESIGN REGULATIONS AS STATED ON NYSDOT STANDARD SHEET 608•01.

GENERAL NOTES:

1. INSTALL ALL MATERIALS TO MANUFACTURER'S RECOMMENDATIONS AND BEST STANDARDS OF TRADE INVOLVED.
2. SUBSTITUTIONS SHALL BE MADE ONLY WITH OWNER'S APPROVAL AND BE OF EQUIVALENT QUALITY TO WHAT IS SPECIFIED.
3. WORK SHALL BE COMPLETED IN STRICT ACCORDANCE WITH ALL LOCAL CODES AND OSHA SAFETY RULES AND REGULATIONS.
4. VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS AT THE SITE. NOTIFY OWNER & ENGINEER OF DISCREPANCIES IN CONDITIONS SHOWN ON DRAWINGS PRIOR TO PROCEEDING WITH THE WORK.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF ANY EXISTING STRUCTURES TO REMAIN AND ANY FINISH MATERIAL INSTALLED WHILE WORKING ON OTHER COMPONENTS.
6. CONTRACTOR SHALL KEEP JOB FREE OF DEBRIS AND MAKE FINAL CLEANUP TO SATISFACTION OF OWNER.
7. CONTRACTOR SHALL ASCERTAIN THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION SO THAT THE WORK WILL NOT DISTURB EXISTING LINES AND/OR INSTALLATIONS. COORDINATE ALL WORK WITH THE APPLICABLE UTILITY COMPANIES.
8. ALL OTHER PERMITS REQUIRED BY STATE OF NEW YORK, COUNTY OF ERIE, AND TOWN OF AMHERST ARE THE RESPONSIBILITY OF THE CONTRACTOR/DEVELOPER/OWNER.
9. EXISTING CURB AND REMOVAL OF EXISTING ENTRANCE SHALL BE SAW CUT FULL•DEPTH AND NEATLY REMOVED FROM THE BACKSIDE. EXISTING PAVEMENT SHALL NOT BE DISTURBED AND THE PAVEMENT EDGE SHALL BE USED AS FORM FOR PLACING NEW CURB.
10. REFER TO NYSDOT STANDARD SHEET 608•03 FOR DRIVEWAY ENTRANCE AND LAYOUT INFORMATION ALONG TRANSIT ROAD.
11. ALL DISTURBED AREAS WITHIN NYSDOT R.O.W. TO BE RESTORED USING ITEM 610.1402 TOPSOIL + ROADSIDE and ITEM 610.1402 TURF ESTABLISHMENT • LAWNS AND COMPLY WITH NYSDOT STANDARDS AND SPECIFICATIONS SECTION 713 • LANDSCAPE DEVELOPMENT MATERIALS.

DETAIL LEGEND (SEE DETAIL SHEET)

1 TYPE "A" CONCRETE CURB
2 MOUNTABLE CURB
3 90° PARKING STALL
4 CONCRETE SIDEWALK, 5' WIDE UNLESS OTHERWISE NOTED
5 STANDARD DUTY ASPHALT
6 HANDICAP PAVEMENT MARKINGS
7 HANDICAPPED PARKING SIGN (BUILDING MOUNTED)
8 LIGHT POLE FOUNDATION
9 SIDEWALK CURB RAMP
10 HANDICAP PAVEMENT RAMP
11 CROSSWALK STRIPING
12 NYSDOT CONCRETE CURB
13 PAINTED TRAFFIC ARROWS
14 6"Ø BOLLARD

NOTE LEGEND

A EDGE OF PAVEMENT
A BLACKOUT CURB IN 2' OF MATCH EXISTING CURB
A INSTALL "NO PARKING" SIGN, R.U.T.C.D. DRAWING, R•7•C
A LANDSCAPED AREA • SEE LANDSCAPE PLAN, IF NO PLANTINGS, INSTALL TOPSOIL & SEED
A 4" WIDE WHITE PAINT STRIPE @ 45° & 2'O.C., INFILL AREA AS SHOWN
A MATCH EX. PAVEMENT, SAWCUT AS REQ'D TO ACHIEVE SQUARE EDGE TO MATCH
A 4" WIDE WHITE PAINT STRIPE, DASHED
A DETECTABLE TILE PADS, DETAILED BY OTHERS
A DIRECTIONAL SIGN, DETAILED BY OTHERS
A CLEARANCE BAR, DETAILED BY OTHERS
A ELECTRIC VEHICLE CHARGING STATION, DETAILED BY OTHERS
A 4" WIDE YELLOW DOUBLE NO PASSING PAINT STRIPE
A DETECTABLE WARNING

SITE LEGEND

PROPERTY LINE
PROPOSED CURB
PROPOSED SIDEWALK / CONCRETE PAD
NUMBER OF PARKING SPACES
PROPOSED SIGN
PROPOSED STANDARD DUTY ASPHALT PAVEMENT
PROPOSED LIGHT POLE

NOTE: BOUNDARY AND TOPOGRAPHIC INFORMATION PROVIDED BY OTHERS, CARMINA WOOD DESIGN ASSUMES NO RESPONSIBILITY FOR ITS ACCURACY.

10' 20 0 20 40Ft.

CARMINAWOOD DESIGN
Buffalo | Utica | Greensboro

Proposed Retail w/ Drive Thru

5105 & 5117 Sheridan Drive
Amherst, NY

REVISIONS: No.	Description	Date

DRAWING NAME:
Site Plan

Date: 11/20/23
Drawn By: P. Sheedy
Scale:

DRAWING NO.
C-100

Project No: 23-4037

1.a

Packet Pg. 25

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Amended Short Environmental Assessment Form
Date: December 22, 2023

Short Environmental Assessment Form
Part 1 - Project Information

Instructions for Completing

Part 1 – Project Information. The applicant or project sponsor is responsible for the completion of Part 1. 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 o information currently available. If additional research or investigation would be needed to fully respond to any item, please answer a thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 – Project and Sponsor Information

Name of Action or Project:
Proposed Retail Building with Accessory Drive-Thru Facility

Project Location (describe, and attach a location map):
5105 and 5117 Sheridan Drive [SBL: 69.09-4-1 & 69.09-4-2.11]

Brief Description of Proposed Action:
The proposed redevelopment project consists of a proposed single story commercial building consists of approximately 2,400 sq. ft. with an accessory drive-thru facility along with all related improvements depicted on the project plans prepared by Carmina Wood Design. The proposed action has been defined broadly to include all required discretionary approvals and permits as well as all proposed site improvements including a proposed single-story retail building with an accessory drive-thru facility, a right in/right out only driveway onto Mill Street, access aisles and parking spaces, landscaping, lighting, storm water management improvements and all required utility improvements. The proposed redevelopment project is an Unlisted Action and will not result in any potentially significant adverse environmental impacts. The Town Board issued a negative declaration pursuant to SEQRA on August 22, 2022 in connection with environmental review of the rezoning of the Project Site and 543 and 553 Mill Street to DC-3. A copy of the negative declaration issued by the Planning Board is provided at Attachment "A".

Name of Applicant or Sponsor:	Telephone: 716-510-4338
Iskalo 5117 Sheridan LLC c/o Sean Hopkins, Esq.	E-Mail: shopkins@hsmlegal.com

Address:
5500 Main Street, Suite 343

City/PO:	State:	Zip Code:
Williamsville	New York	14221

	NO	YES
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.	☑	☐
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval: ZBA, NYSDOT, ECDOH & ECWA	☐	☑

3. a. Total acreage of the site of the proposed action? 1.38 acres
   b. Total acreage to be physically disturbed? 0.9 acres
   c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 1.75 acres

4. Check all land uses that occur on, are adjoining or near the proposed action:

5. ☐ Urban ☐ Rural (non-agriculture) ☐ Industrial ☑ Commercial ☑ Residential (suburban)
   ☐ Forest ☐ Agriculture ☐ Aquatic ☑ Other(Specify): Mill Middle School
   ☐ Parkland

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

	NO	YES	N/A
5. Is the proposed action,			
a. A permitted use under the zoning regulations?	☐	☑	☐
b. Consistent with the adopted comprehensive plan?	☐	☑	☐

	NO	YES
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	☐	☑

	NO	YES
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area?		
If Yes, identify: _____	☑	☐

	NO	YES
8. a. Will the proposed action result in a substantial increase in traffic above present levels?	☑	☐
b. Are public transportation services available at or near the site of the proposed action?	☐	☑
c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	☐	☑

	NO	YES
9. Does the proposed action meet or exceed the state energy code requirements?		
If the proposed action will exceed requirements, describe design features and technologies:	☐	☑

	NO	YES
10. Will the proposed action connect to an existing public/private water supply?		
If No, describe method for providing potable water: _____	☐	☑

	NO	YES
11. Will the proposed action connect to existing wastewater utilities?		
If No, describe method for providing wastewater treatment: _____	☐	☑

	NO	YES
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places?	☑	☐
A copy of the SHPO no impact letter is attached to this form under Attachment B.		
b. 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?	☐	☑

	NO	YES
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency?	☑	☐
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody?	☑	☐
If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____		

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply:

☐ Shoreline ☐ Forest ☐ Agricultural/grasslands ☐ Early mid-successional

☐ Wetland ☐ Urban ☑ Suburban

	NO	YES
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	☑	☐
16. Is the project site located in the 100-year flood plan?	☑	☐
17. Will the proposed action create storm water discharge, either from point or non-point sources?	☐	☑
If Yes,		
a. Will storm water discharges flow to adjacent properties?	☑	☐
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)?	☐	☑
If Yes, briefly describe: Stormwater runoff will be collected by onsite an onsite drainage network that ultimately discharges to the existing storm sewer system along Sheridan Drive.		
18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)? If Yes, explain the purpose and size of the impoundment:	☑	☐
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility? If Yes, describe:	☑	☐
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste? If Yes, describe:	☑	☐

I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Applicant/sponsor/name: Iskalo 5117 Sheridan LLC Date: 12/22/2023

Signature: Sean Hopkins Title: Counsel for Applicant/Project Sponsor

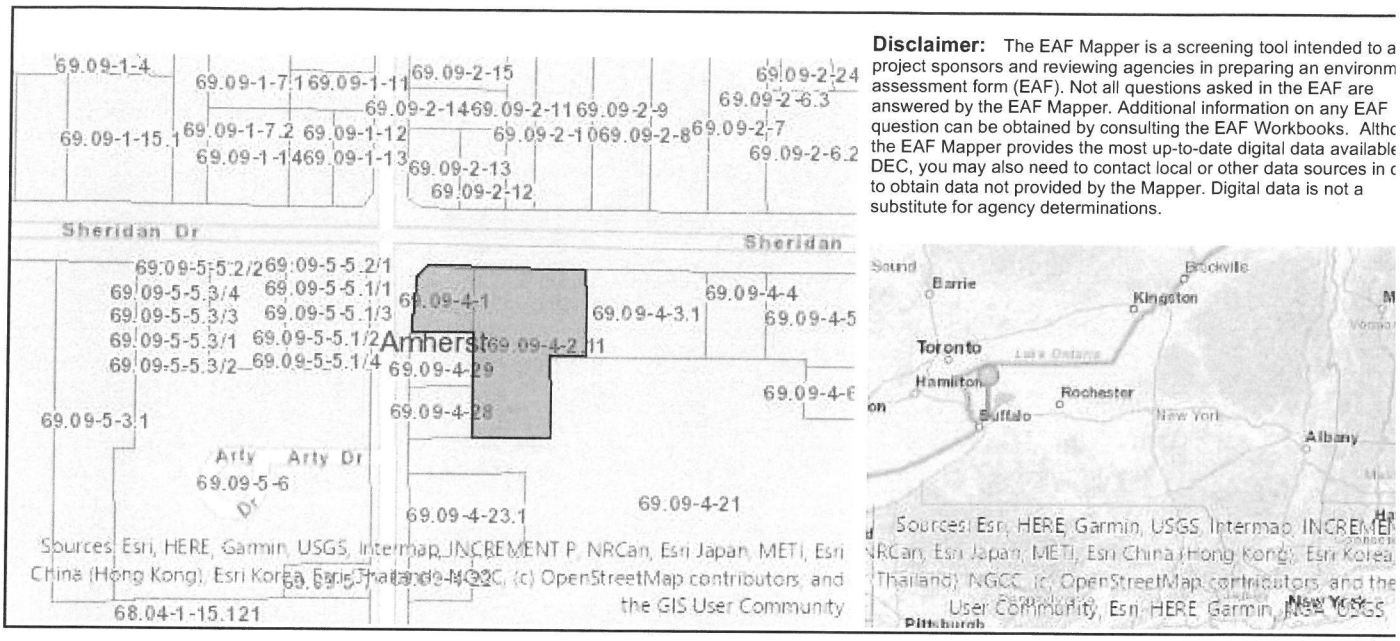
Sean W. Hopkins, Esq.

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

PRINT FORM

EAF Mapper Summary Report

Tuesday, November 7, 2023 4:03 PM



Disclaimer: The EAF Mapper is a screening tool intended to a project sponsors and reviewing agencies in preparing an environm 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. Altho the EAF Mapper provides the most up-to-date digital data available DEC, you may also need to contact local or other data sources in o to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.

Part 1 / Question 7 [Critical Environmental Area]	No
Part 1 / Question 12a [National or State Register of Historic Places or State Eligible Sites]	No
Part 1 / Question 12b [Archeological Sites]	Yes
Part 1 / Question 13a [Wetlands or Other Regulated Waterbodies]	No
Part 1 / Question 15 [Threatened or Endangered Animal]	No
Part 1 / Question 16 [100 Year Flood Plain]	No
Part 1 / Question 20 [Remediation Site]	No

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

TOWN OF AMHERST ATTACHMENT
State Environmental Quality Review
ENVIRONMENTAL ASSESSMENT FORM

1. For each applicable category of proposed new structures, including additions to existing structures, provide the following information for all soil types on the project site (*according to Soil Survey of Erie County, NY; Table 11, Building Site Development, pp 294-305):*

Soil Name	Shallow excavations	Dwellings without basements	Dwellings with basements	Small commercial buildings	Local roads and streets
Urban land odessa	✓				

2. If the Soil survey indicates either "severe" or "moderate" suitability for the proposed types of construction, a geotechnical and hydrological analysis based on one test per 3.5 acres of project area must be provided (per Town Board resolution, 3/17/03, amended 6/16/03).

✓ Geotechnical report attached _____ Not applicable

3. Is your property located: On Youngs Road between Dodge and Klein Roads? ☐ Yes ☑ No
On Wehrle Dr. between Spindrift Dr. and Oakwood Rd? ☐ Yes ☑ No

If so, the property may be within an area of the Town that is affected by a moratorium on connections to the sanitary sewer system.

4. Are there alternative locations on the site for this project? ☐ Yes ☑ No

5. Location and size of real property owned by petitioner within one (1) mile of subject proposal:
1.75 acres total [5105 & 5117 Sheridan Drive, 553 and 543 Mill Street]

6. Are you aware of current or future plans or intentions by others in the Town of Amherst to develop property within 1000± ft. of the present project request: ☐ Yes ☑ No

Describe_____

(Potential environmental impacts from adjacent or nearby projects undergoing the approval process will receive a coordinated environmental review to determine cumulative effects on common receivers (e.g. traffic and drainage corridors) and other relevant environmental concerns.)

7. Maximum number of vehicular trips to be generated per hour upon completion of project 51
Source: Traffic Study by Passero Associates, dated 10/20/22

8. Will blasting occur during construction? ☐ Yes ☑ No

9. Does the project propose to connect and be tributary to the public sanitary sewer system? ☑ Yes ☐ No

10. Proposed net additional gallons per day (gpd) of sanitary sewer discharge upon completion of project:

1,375 average flow 6,050 peak flow.

(Please note that average flows of 2,500 gpd or greater will require an Engineer's Report that includes a detailed downstream sewer capacity analysis and the identification of and commitment to required I/I offset work during peak wastewater flow conditions.)

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Attachment "A" of Short Environmental Assessment Form – Negative Declaration issued by the Town Board pursuant to SEQRA on August 22, 2022

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Amherst

Town of Amherst Planning Department *Erie County, New York*

Brian J. Ku
Supervis

Daniel C. Howa
Planning Dir

Daniel J. Ulatowsk
Assistant Planning

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

SEQR
Negative Declaration

NOTICE OF DETERMINATION OF NON-SIGNIFICANCE

Lead Agency:	Town of Amherst Town Board	**Project**:	Z-2022-04
Address:	5583 Main Street Williamsville, NY 14221 (716) 631-7051	**Date**:	August 22, 2022

This notice is issued pursuant to Part 617 and Local Law #3-82, as amended, of the implementing regulations pertaining to Article 8 (State Environmental Quality Review) of the Environmental Conservation Law.

The Lead Agency has determined that the proposed action described below will not have a significant adverse effect on the environment.

Title of Action: Rezoning Request.

SEQR Status: Unlisted action.

Description of Action: Rezoning of 1.75± acres of land from Motor Service District (MS) and Residential District 4 (R-4) to Deep Corridor 3 District (DC-3) to allow for the future use and development of the site for two commercial buildings fronting on Sheridan Drive and a residential building fronting on Mill Street.

Location: 5105 & 5117 Sheridan Drive and 543 & 553 Mill Street, Town of Amherst, Erie County, New York

Petitioner: Iskalo Development

Reasons Supporting This Determination

Based on information submitted by the applicant, including a Full Environmental Assessment Form (EAF) - Part 1, a complete rezoning application, and concept plan, a preliminary staff analysis was undertaken. Compared to the criteria listed in Section 617.7, all indications are that the proposed rezoning of 1.75± acres of land from MS & R-4 to DC-3 for a proposed mixed-use development will not have a significant impact on the environment, as follows:

1. The project is not expected to cause a substantial adverse change in existing air quality, ground or surface water quality or quantity, or noise levels; a substantial increase in solid waste production; or a substantial increase in the potential for erosion, flooding, leaching or drainage problems. The Town Engineering Department on June 17, 2022 reviewed the application and EAF submitted on June 8, 2022, and had no objection or comments on the proposed rezoning.

2. The project will not result in the removal or destruction of large quantities of vegetation or fauna; or in significant adverse impacts to fish or wildlife species, habitats or other natural resources. A Landscape/Tree preservation Plan shall be required of the applicant upon submittal of a site plan application for development of the site at which stage all landscape requirements of the Zoning Ordinance will be met.

3. The project is not expected to create any material conflict with the Town Comprehensive Plan. The project will comply with all regulations of the Town Zoning Ordinance before final site plan approval is granted. The Town Planning Department on May 3, 2022 reviewed the application and EAF submitted on June 8, 2022, and has no objection or comments on the proposed rezoning.

4. The project is within an area identified by the State as potentially containing significant cultural or archeological/historical resources. The NYS Office of Parks, Recreation, Historic Preservation has reviewed the project and in their letter dated May 27, 2022 determined that there will be no impact on these resources.

5. The project will not impair the character or quality of important aesthetic resources or of existing community or neighborhood character. The subject request is for rezoning from MS & R-4 to DC-3. Neighboring uses are multi-family residential, single family residential, commercial businesses, Mill Middle School and the Williamsville School District bus garage and zoned Residential District 4, Residential District 3, Motor Service District, and Community Facilities District respectively; therefore, the project is consistent with surrounding land uses.

6. The proposed rezoning to DC-3 for a proposed mixed-use development consisting of two commercial buildings fronting on Sheridan Drive and a residential building fronting on Mill Street will not cause a major change in the use of either the quantity or type of energy.

7. The rezoning to DC-3 for the proposed mixed-use development consisting of two commercial buildings fronting on Sheridan Drive and a residential building fronting on Mill Street. will not create any hazard to human health.

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

8. The rezoning to DC-3 will not cause a substantial change in the use, or intensity of use, of land including agricultural, open space or recreational resources, or in its capacity to support existing uses. The proposed mixed-use development consisting of two commercial buildings fronting on Sheridan Drive and a residential building fronting on Mill Street will be consistent with the scale of surrounding land uses.

9. The rezoning to DC-3 for the proposed mixed-use development consisting of two commercial buildings fronting on Sheridan Drive and a residential building fronting on Mill Street will not significantly increase the number of people using the site over its previous level of use.

10. Review by the Town Traffic/Safety Board on June 13, 2022 indicates that significant negative traffic impacts are not expected to result from the proposed project.

11. Coordinated reviews of the project have been undertaken by Town Departments including Building on July 6, 2022, Engineering on June 17, 2022, Assessor on June 14, 2022, Fire Chiefs' Council on June 16, 2022, and Right-of-Way Agent on June 14, 2022 along with outside agencies including Erie County Department of Environment & Planning on May 20, 2022. These reviews have not identified any significant environmental issues and indicate that the proposal will not have a significant damaging impact on the environment.

12. Issues not specifically mentioned above and/or those not specifically reviewed were not raised by Town departments, outside agencies or the public and are not determined to be causing significant negative environmental impacts.

Thomas J. Voit Assistant Planner
Signature & title of preparer — date 8/23/22

Brian J. Kulpa, Supervisor — date 8/24/22

TV/ac
X:\Current_Planning\Files\Rezonings\2022\Z-2022-04_(5105_&_5117_and_543_&_553_Mill_St)_2022\Z-2022-04_TB_neg_dec_082222.docx
cc: Amherst Town Clerk
Amherst Building Department
ECDEP
NYSDOT
Iskalo 5117 Sheridan, LLC, c/o Sean Hopkins, 5500 Main Street, Suite 343, Williamsville, NY 14221

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Attachment "B" of Short Environmental Assessment Form – No Impact Determination Letter issued by SHPO dated May 27, 2022

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

NEW YORK STATE OF OPPORTUNITY. | Parks, Recreation, and Historic Preservation

KATHY HOCHUL
Governor

ERIK KULLESEID
Commissioner

May 27, 2022

David Chiazza
Executive Vice President
Iskalo Development Corp
5166 Main St
Williamsville, NY 14221

Re: SEQRA
Sheridan Drive and Mill Street Assemblage Redevelopment
22PR03578

Dear David Chiazza:

Thank you for requesting the comments of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the project in accordance with the New York State Historic Preservation Act of 1980 (Section 14.09 of the New York Parks, Recreation and Historic Preservation Law). These comments are those of the OPRHP and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8) and its implementing regulations (6 NYCRR Part 617).

Based upon this review, it is the opinion of OPRHP that no properties, including archaeological and/or historic resources, listed in or eligible for the New York State and National Registers of Historic Places will be impacted by this project.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,

R. Daniel Mackay

Deputy Commissioner for Historic Preservation
Division for Historic Preservation

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
1: Evans St/Hopkins Rd & Sheridan Dr

Proposed Sheridan/Mill Re-Devlopment
2022 Existing AM

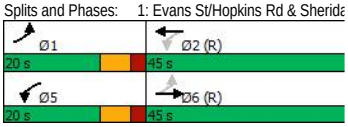
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	1064	80	113	849	93	105	157	91	293	293	186
Future Volume (vph)	99	1064	80	113	849	93	105	157	91	293	293	186
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	285		0	170		0	225		0	155		285
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.985				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	3465	0	1736	3413	0	1736	1776	1509	1787	1792	1468
Flt Permitted	0.162			0.084			0.311			0.469		
Satd. Flow (perm)	282	3465	0	153	3413	0	568	1776	1509	882	1792	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			10				147			196
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		1051			1003			612			911	
Travel Time (s)		15.9			15.2			13.9			17.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	3%	5%	4%	4%	6%	4%	7%	7%	1%	6%	10%
Adj. Flow (vph)	104	1120	84	119	894	98	111	165	96	308	308	196
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	1204	0	119	992	0	111	165	96	308	308	196
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	

Lanes, Volumes, Timings
1: Evans St/Hopkins Rd & Sheridan Dr

Lane Group	EBL	EBT	EBR
Permitted Phases	6		
Detector Phase	1	6	
Switch Phase			
Minimum Initial (s)	1.0	1.0	
Minimum Split (s)	7.5	7.5	
Total Split (s)	20.0	45.0	
Total Split (%)	16.7%	37.5%	
Maximum Green (s)	13.5	38.5	
Yellow Time (s)	4.3	4.3	
All-Red Time (s)	2.2	2.2	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.5	6.5	
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	2.5	2.5	
Recall Mode	None	C-Min	
Walk Time (s)		7.0	
Flash Dont Walk (s)		28.0	
Pedestrian Calls (#/hr)		0	
Act Effct Green (s)	58.6	49.6	
Actuated g/C Ratio	0.49	0.41	
v/c Ratio	0.43	0.84	
Control Delay	21.1	16.4	
Queue Delay	0.0	0.0	
Total Delay	21.1	16.4	
LOS	C	B	
Approach Delay		16.8	
Approach LOS		B	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 85 (71%), Referenced to phase 2:WBTL and 6:E	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 29.5	
Intersection Capacity Utilization 83.9%	
Analysis Period (min) 15	

Splits and Phases: 1: Evans St/Hopkins Rd & Sherida



Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
2: Mighty Taco Exit & Sheridan Dr

Proposed Sheridan/Mill Re-Devlopment
2022 Existing AM

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1375	0	0	1096	0	0
Future Volume (vph)	1375	0	0	1096	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3505	0	0	3471	1863	1863
Flt Permitted						
Satd. Flow (perm)	3505	0	0	3471	1863	1863
Link Speed (mph)	45			45	30	
Link Distance (ft)	100			1051	125	
Travel Time (s)	1.5			15.9	2.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	2%	2%	4%	2%	2%
Adj. Flow (vph)	1463	0	0	1166	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1463	0	0	1166	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.0%	ICU Level of Service A	
Analysis Period (min)	15		

HCM Unsignalized Intersection Capac
2: Mighty Taco Exit & Sheridan Dr

Movement	EBT	EBR	WBL
Lane Configurations			
Traffic Volume (veh/h)	1375	0	0
Future Volume (Veh/h)	1375	0	0
Sign Control	Free		
Grade	0%		
Peak Hour Factor	0.94	0.94	0.94
Hourly flow rate (vph)	1463	0	0
Pedestrians			
Lane Width (ft)			
Walking Speed (ft/s)			
Percent Blockage			
Right turn flare (veh)			
Median type	TWLTL		
Median storage veh)	2		
Upstream signal (ft)	279		
pX, platoon unblocked			0.58
vC, conflicting volume			1463
vC1, stage 1 conf vol			
vC2, stage 2 conf vol			
vCu, unblocked vol			354
tC, single (s)			4.1
tC, 2 stage (s)			
tF (s)			2.2
p0 queue free %			100
cM capacity (veh/h)			698

Direction, Lane #	EB 1	EB 2	WB 1
Volume Total	732	732	583
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.43	0.43	0.34
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			
Approach Delay (s)	0.0		0.0
Approach LOS			

Intersection Summary	
Average Delay	0.0
Intersection Capacity Utilization	48.0%
Analysis Period (min)	15

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
3: Mighty Taco Entrance & Sheridan Dr

Proposed Sheridan/Mill Re-Devlopment
2022 Existing AM

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1375	0	0	1096	0	0
Future Volume (vph)	1375	0	0	1096	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	90		0	0
Storage Lanes		0	1		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3505	0	1863	3471	0	0
Flt Permitted						
Satd. Flow (perm)	3505	0	1863	3471	0	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	179			100	150	
Travel Time (s)	2.7			1.5	3.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	2%	2%	4%	2%	2%
Adj. Flow (vph)	1463	0	0	1166	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1463	0	0	1166	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.0%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capac
3: Mighty Taco Entrance & Sheridan D

Movement	EBT	EBR	WBL
Lane Configurations			
Traffic Volume (veh/h)	1375	0	0
Future Volume (Veh/h)	1375	0	0
Sign Control	Free		
Grade	0%		
Peak Hour Factor	0.94	0.94	0.94
Hourly flow rate (vph)	1463	0	0
Pedestrians			
Lane Width (ft)			
Walking Speed (ft/s)			
Percent Blockage			
Right turn flare (veh)			
Median type	TWLTL		
Median storage veh)	2		
Upstream signal (ft)	179		
pX, platoon unblocked			0.58
vC, conflicting volume			1463
vC1, stage 1 conf vol			
vC2, stage 2 conf vol			
vCu, unblocked vol			344
tC, single (s)			4.1
tC, 2 stage (s)			
tF (s)			2.2
p0 queue free %			100
cM capacity (veh/h)			701

Direction, Lane #	EB 1	EB 2	WB 1
Volume Total	975	488	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.57	0.29	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			
Approach Delay (s)	0.0		0.0
Approach LOS			

Intersection Summary	
Average Delay	0.0
Intersection Capacity Utilization	48.0%
Analysis Period (min)	15

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1254	129	158	927	11	104	21	99	22	86	20
Future Volume (vph)	10	1254	129	158	927	11	104	21	99	22	86	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	130		0	65		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.998			0.876			0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3456	0	1597	3459	0	1736	1548	0	1805	1732	0
Flt Permitted	0.287			0.950			0.950			0.676		
Satd. Flow (perm)	545	3456	0	1597	3459	0	1736	1548	0	1284	1732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			2			105			8	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		738			179			787			377	
Travel Time (s)		11.2			2.7			17.9			8.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	3%	3%	13%	4%	18%	4%	10%	7%	0%	7%	5%
Adj. Flow (vph)	11	1334	137	168	986	12	111	22	105	23	91	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	1471	0	168	998	0	111	127	0	23	112	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	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		Prot	NA		Prot	NA		Perm	NA	
Protected Phases		2		1	1 2		3	3 4			4	

Lane Group	EBL	EBT	EBR
Permitted Phases	2		
Detector Phase	2	2	
Switch Phase			
Minimum Initial (s)	1.0	1.0	
Minimum Split (s)	6.8	6.8	
Total Split (s)	50.0	50.0	
Total Split (%)	41.7%	41.7%	
Maximum Green (s)	44.2	44.2	
Yellow Time (s)	4.3	4.3	
All-Red Time (s)	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	5.8	5.8	
Lead/Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	2.5	2.5	
Recall Mode	C-Max	C-Max	
Walk Time (s)	7.0	7.0	
Flash Dont Walk (s)	17.0	17.0	
Pedestrian Calls (#/hr)	0	0	
Act Effct Green (s)	51.7	51.7	
Actuated g/C Ratio	0.43	0.43	
v/c Ratio	0.05	0.98	
Control Delay	25.1	54.8	
Queue Delay	0.0	0.0	
Total Delay	25.1	54.8	
LOS	C	D	
Approach Delay		54.5	
Approach LOS		D	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 71 (59%), Referenced to phase 2:EBWB, Start o	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 42.4	
Intersection Capacity Utilization 74.8%	
Analysis Period (min) 15	

Splits and Phases: 4: Mill St & Sheridan Dr

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
6: Mill St & Milll Middle School Dwy

Proposed Sheridan/Mill Re-Devlopment
2022 Existing AM

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	48	90	134	19	142	231
Future Volume (vph)	48	90	134	19	142	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.983			
Flt Protected	0.950					0.981
Satd. Flow (prot)	1770	1583	1831	0	0	1827
Flt Permitted	0.950					0.981
Satd. Flow (perm)	1770	1583	1831	0	0	1827
Link Speed (mph)	30		30			30
Link Distance (ft)	274		432			787
Travel Time (s)	6.2		9.8			17.9
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61
Adj. Flow (vph)	79	148	220	31	233	379
Shared Lane Traffic (%)						
Lane Group Flow (vph)	79	148	251	0	0	612
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						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.6%		ICU Level of Service A	
Analysis Period (min) 15			

HCM Unsignalized Intersection Capac
6: Mill St & Milll Middle School Dwy

Movement	WBL	WBR	NBT
Lane Configurations			
Traffic Volume (veh/h)	48	90	134
Future Volume (Veh/h)	48	90	134
Sign Control	Stop		Free
Grade	0%		0%
Peak Hour Factor	0.61	0.61	0.61
Hourly flow rate (vph)	79	148	220
Pedestrians			
Lane Width (ft)			
Walking Speed (ft/s)			
Percent Blockage			
Right turn flare (veh)			
Median type			None
Median storage veh)			
Upstream signal (ft)			
pX, platoon unblocked	0.99		
vC, conflicting volume	1080	236	
vC1, stage 1 conf vol			
vC2, stage 2 conf vol			
vCu, unblocked vol	1078	236	
tC, single (s)	6.4	6.2	
tC, 2 stage (s)			
tF (s)	3.5	3.3	
p0 queue free %	60	82	
cM capacity (veh/h)	198	804	

Direction, Lane #	WB 1	WB 2	NB 1
Volume Total	79	148	251
Volume Left	79	0	0
Volume Right	0	148	31
cSH	198	804	1700
Volume to Capacity	0.40	0.18	0.15
Queue Length 95th (ft)	44	17	0
Control Delay (s)	34.8	10.5	0.0
Lane LOS	D	B	
Approach Delay (s)	18.9		0.0
Approach LOS	C		

Intersection Summary	
Average Delay	6.4
Intersection Capacity Utilization	41.6%
Analysis Period (min)	15

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

1: Evans St/Hopkins Rd & Sheridan Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	2.6	0.3	0.4	3.6	0.5	0.2	3.9	2.4	4.1
Total Del/Veh (s)	37.7	30.5	32.2	43.0	31.2	21.4	35.5	46.1	13.2	66.7	63.7	27.0

1: Evans St/Hopkins Rd & Sheridan Dr Performance by movement

Movement	All
Denied Del/Veh (s)	1.1
Total Del/Veh (s)	37.1

2: Mighty Taco Exit & Sheridan Dr Performance by movement

Movement	EBT	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.9	9.5	5.0

3: Mighty Taco Entrance & Sheridan Dr Performance by movement

Movement	EBT	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	3.4	4.0	3.7

4: Mill St & Sheridan Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	76.8	59.1	69.0	0.5	0.1	0.7	0.5	0.0	0.1	3.7	0.3	0.2
Total Del/Veh (s)	102.9	103.3	98.8	34.0	9.5	7.3	53.2	12.0	17.5	50.3	53.5	30.2

4: Mill St & Sheridan Dr Performance by movement

Movement	All
Denied Del/Veh (s)	29.0
Total Del/Veh (s)	58.8

6: Mill St & Milll Middle School Dwy Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.2	0.2	0.3	0.1	0.1	0.1
Total Del/Veh (s)	12.7	3.9	0.4	0.3	4.1	2.5	3.3

Total Network Performance

Denied Del/Veh (s)	21.3
Total Del/Veh (s)	79.8

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
1: Evans St/Hopkins Rd & Sheridan Dr

Proposed Sheridan/Mill Re-Devlopment
2022 Existing PM

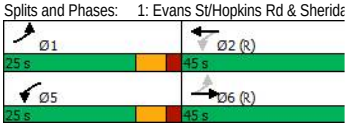
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	1106	86	86	1052	198	226	314	96	222	251	144
Future Volume (vph)	155	1106	86	86	1052	198	226	314	96	222	251	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	285		0	170		0	225		0	155		285
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.976				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3535	0	1805	3488	0	1787	1900	1615	1787	1863	1568
Flt Permitted	0.079			0.093			0.341			0.190		
Satd. Flow (perm)	149	3535	0	177	3488	0	641	1900	1615	357	1863	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			19				147			147
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		1051			1003			612			911	
Travel Time (s)		15.9			15.2			13.9			17.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	0%	1%	1%	1%	0%	0%	1%	2%	3%
Adj. Flow (vph)	158	1129	88	88	1073	202	231	320	98	227	256	147
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	1217	0	88	1275	0	231	320	98	227	256	147
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	

Lanes, Volumes, Timings
1: Evans St/Hopkins Rd & Sheridan Dr

Lane Group	EBL	EBT	EBR
Permitted Phases	6		
Detector Phase	1	6	
Switch Phase			
Minimum Initial (s)	1.0	1.0	
Minimum Split (s)	7.5	7.5	
Total Split (s)	25.0	45.0	
Total Split (%)	20.8%	37.5%	
Maximum Green (s)	18.5	38.5	
Yellow Time (s)	4.3	4.3	
All-Red Time (s)	2.2	2.2	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.5	6.5	
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	2.5	2.5	
Recall Mode	None	C-Max	
Walk Time (s)		7.0	
Flash Dont Walk (s)		28.0	
Pedestrian Calls (#/hr)		0	
Act Effct Green (s)	62.3	50.8	
Actuated g/C Ratio	0.52	0.42	
v/c Ratio	0.68	0.81	
Control Delay	47.5	46.6	
Queue Delay	0.0	0.0	
Total Delay	47.5	46.6	
LOS	D	D	
Approach Delay		46.7	
Approach LOS		D	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 104 (87%), Referenced to phase 2:WBTL and 6:	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 47.5	
Intersection Capacity Utilization 94.0%	
Analysis Period (min) 15	

Splits and Phases: 1: Evans St/Hopkins Rd & Sherida



Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
2: Mighty Taco Exit & Sheridan Dr

Proposed Sheridan/Mill Re-Devlopment
2022 Existing PM

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1348	0	0	1390	10	21
Future Volume (vph)	1348	0	0	1390	10	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	3574	0	0	3574	1770	1583
Flt Permitted					0.950	
Satd. Flow (perm)	3574	0	0	3574	1770	1583
Link Speed (mph)	45			45	30	
Link Distance (ft)	100			1051	125	
Travel Time (s)	1.5			15.9	2.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	2%	2%	1%	2%	2%
Adj. Flow (vph)	1434	0	0	1479	11	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1434	0	0	1479	11	22
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capac
2: Mighty Taco Exit & Sheridan Dr

Movement	EBT	EBR	WBL
Lane Configurations			
Traffic Volume (veh/h)	1348	0	0
Future Volume (Veh/h)	1348	0	0
Sign Control	Free		
Grade	0%		
Peak Hour Factor	0.94	0.94	0.94
Hourly flow rate (vph)	1434	0	0
Pedestrians			
Lane Width (ft)			
Walking Speed (ft/s)			
Percent Blockage			
Right turn flare (veh)			
Median type	TWLTL		
Median storage veh)	2		
Upstream signal (ft)	279		
pX, platoon unblocked			0.65
vC, conflicting volume			1434
vC1, stage 1 conf vol			
vC2, stage 2 conf vol			
vCu, unblocked vol			597
tC, single (s)			4.1
tC, 2 stage (s)			
tF (s)			2.2
p0 queue free %			100
cM capacity (veh/h)			636

Direction, Lane #	EB 1	EB 2	WB 1
Volume Total	717	717	740
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.42	0.42	0.43
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			
Approach Delay (s)	0.0		0.0
Approach LOS			

Intersection Summary	
Average Delay	0.1
Intersection Capacity Utilization	48.4%
Analysis Period (min)	15

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
3: Mighty Taco Entrance & Sheridan Dr

Proposed Sheridan/Mill Re-Devlopment
2022 Existing PM

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1348	16	19	1381	0	0
Future Volume (vph)	1348	16	19	1381	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	90		0	0
Storage Lanes		0	1		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.998					
Flt Protected			0.950			
Satd. Flow (prot)	3567	0	1770	3574	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	3567	0	1770	3574	0	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	179			100	150	
Travel Time (s)	2.7			1.5	3.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	2%	2%	1%	2%	2%
Adj. Flow (vph)	1434	17	20	1469	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1451	0	20	1469	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capac
3: Mighty Taco Entrance & Sheridan D

Movement	EBT	EBR	WBL
Lane Configurations			
Traffic Volume (veh/h)	1348	16	19
Future Volume (Veh/h)	1348	16	19
Sign Control	Free		
Grade	0%		
Peak Hour Factor	0.94	0.94	0.94
Hourly flow rate (vph)	1434	17	20
Pedestrians			
Lane Width (ft)			
Walking Speed (ft/s)			
Percent Blockage			
Right turn flare (veh)			
Median type	TWLTL		
Median storage veh)	2		
Upstream signal (ft)	179		
pX, platoon unblocked			0.65
vC, conflicting volume			1451
vC1, stage 1 conf vol			
vC2, stage 2 conf vol			
vCu, unblocked vol			622
tC, single (s)			4.1
tC, 2 stage (s)			
tF (s)			2.2
p0 queue free %			97
cM capacity (veh/h)			622

Direction, Lane #	EB 1	EB 2	WB 1
Volume Total	956	495	20
Volume Left	0	0	20
Volume Right	0	17	0
cSH	1700	1700	622
Volume to Capacity	0.56	0.29	0.03
Queue Length 95th (ft)	0	0	2
Control Delay (s)	0.0	0.0	11.0
Lane LOS			B
Approach Delay (s)	0.0		0.1
Approach LOS			

Intersection Summary	
Average Delay	0.1
Intersection Capacity Utilization	48.4%
Analysis Period (min)	15

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
4: Mill St & Sheridan Dr

Proposed Sheridan/Mill Re-Devlopment
2022 Existing PM

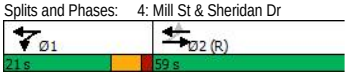
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1194	92	117	1230	34	151	42	145	25	48	16
Future Volume (vph)	10	1194	92	117	1230	34	151	42	145	25	48	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	130		0	65		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.996			0.884			0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3530	0	1656	3558	0	1787	1661	0	1805	1801	0
Flt Permitted	0.203			0.950			0.950			0.633		
Satd. Flow (perm)	386	3530	0	1656	3558	0	1787	1661	0	1203	1801	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			4			143			11	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		738			179			787			377	
Travel Time (s)		11.2			2.7			17.9			8.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	3%	9%	1%	3%	1%	5%	0%	0%	2%	0%
Adj. Flow (vph)	11	1270	98	124	1309	36	161	45	154	27	51	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	1368	0	124	1345	0	161	199	0	27	68	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	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		Prot	NA		Prot	NA		Perm	NA	
Protected Phases		2		1	1 2		3	3 4			4	

Lanes, Volumes, Timings
4: Mill St & Sheridan Dr

Lane Group	EBL	EBT	EBR
Permitted Phases	2		
Detector Phase	2	2	
Switch Phase			
Minimum Initial (s)	1.0	1.0	
Minimum Split (s)	6.8	6.8	
Total Split (s)	59.0	59.0	
Total Split (%)	49.2%	49.2%	
Maximum Green (s)	53.2	53.2	
Yellow Time (s)	4.3	4.3	
All-Red Time (s)	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	5.8	5.8	
Lead/Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	2.5	2.5	
Recall Mode	C-Max	C-Max	
Walk Time (s)	7.0	7.0	
Flash Dont Walk (s)	17.0	17.0	
Pedestrian Calls (#/hr)	0	0	
Act Effct Green (s)	54.0	54.0	
Actuated g/C Ratio	0.45	0.45	
v/c Ratio	0.06	0.86	
Control Delay	20.6	36.4	
Queue Delay	0.0	0.0	
Total Delay	20.6	36.4	
LOS	C	D	
Approach Delay		36.3	
Approach LOS		D	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 3 (3%), Referenced to phase 2:EBWB, Start of Y	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 26.7	
Intersection Capacity Utilization 78.0%	
Analysis Period (min) 15	

Splits and Phases: 4: Mill St & Sheridan Dr



Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
6: Mill St & Milll Middle School Dwy

Proposed Sheridan/Mill Re-Devlopment
2022 Existing PM

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	15	284	8	10	214
Future Volume (vph)	4	15	284	8	10	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.996			
Flt Protected	0.950					0.998
Satd. Flow (prot)	1770	1583	1855	0	0	1859
Flt Permitted	0.950					0.998
Satd. Flow (perm)	1770	1583	1855	0	0	1859
Link Speed (mph)	30		30			30
Link Distance (ft)	274		432			787
Travel Time (s)	6.2		9.8			17.9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	5	17	330	9	12	249
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	17	339	0	0	261
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						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.4%		ICU Level of Service A	
Analysis Period (min) 15			

HCM Unsignalized Intersection Capac
6: Mill St & Milll Middle School Dwy

Movement	WBL	WBR	NBT
Lane Configurations			
Traffic Volume (veh/h)	4	15	284
Future Volume (Veh/h)	4	15	284
Sign Control	Stop		Free
Grade	0%		0%
Peak Hour Factor	0.86	0.86	0.86
Hourly flow rate (vph)	5	17	330
Pedestrians			
Lane Width (ft)			
Walking Speed (ft/s)			
Percent Blockage			
Right turn flare (veh)			
Median type			None
Median storage veh)			
Upstream signal (ft)			
pX, platoon unblocked			
vC, conflicting volume	608	334	
vC1, stage 1 conf vol			
vC2, stage 2 conf vol			
vCu, unblocked vol	608	334	
tC, single (s)	6.4	6.2	
tC, 2 stage (s)			
tF (s)	3.5	3.3	
p0 queue free %	99	98	
cM capacity (veh/h)	455	707	

Direction, Lane #	WB 1	WB 2	NB 1
Volume Total	5	17	339
Volume Left	5	0	0
Volume Right	0	17	9
cSH	455	707	1700
Volume to Capacity	0.01	0.02	0.20
Queue Length 95th (ft)	1	2	0
Control Delay (s)	13.0	10.2	0.0
Lane LOS	B	B	
Approach Delay (s)	10.8		0.0
Approach LOS	B		

Intersection Summary	
Average Delay	0.6
Intersection Capacity Utilization	29.4%
Analysis Period (min)	15

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
1: Evans St/Hopkins Rd & Sheridan Dr

Proposed Sheridan/Mill Re-Devlopment
2023 Background AM

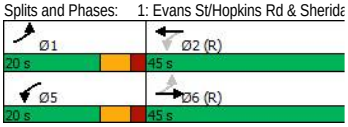
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	1069	80	114	853	93	106	158	91	294	294	187
Future Volume (vph)	99	1069	80	114	853	93	106	158	91	294	294	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	285		0	170		0	225		0	155		285
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.985				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	3465	0	1736	3413	0	1736	1776	1509	1787	1792	1468
Flt Permitted	0.159			0.081			0.309			0.470		
Satd. Flow (perm)	277	3465	0	148	3413	0	565	1776	1509	884	1792	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			10				147			197
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		1051			1003			612			911	
Travel Time (s)		15.9			15.2			13.9			17.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	3%	5%	4%	4%	6%	4%	7%	7%	1%	6%	10%
Adj. Flow (vph)	104	1125	84	120	898	98	112	166	96	309	309	197
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	1209	0	120	996	0	112	166	96	309	309	197
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	

Lanes, Volumes, Timings
1: Evans St/Hopkins Rd & Sheridan Dr

Lane Group	EBL	EBT	EBR
Permitted Phases	6		
Detector Phase	1	6	
Switch Phase			
Minimum Initial (s)	1.0	1.0	
Minimum Split (s)	7.5	7.5	
Total Split (s)	20.0	45.0	
Total Split (%)	16.7%	37.5%	
Maximum Green (s)	13.5	38.5	
Yellow Time (s)	4.3	4.3	
All-Red Time (s)	2.2	2.2	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.5	6.5	
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	2.5	2.5	
Recall Mode	None	C-Min	
Walk Time (s)		7.0	
Flash Dont Walk (s)		28.0	
Pedestrian Calls (#/hr)		0	
Act Effct Green (s)	58.4	49.4	
Actuated g/C Ratio	0.49	0.41	
v/c Ratio	0.44	0.85	
Control Delay	21.7	16.6	
Queue Delay	0.0	0.0	
Total Delay	21.7	16.6	
LOS	C	B	
Approach Delay		17.0	
Approach LOS		B	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 85 (71%), Referenced to phase 2:WBTL and 6:E	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 29.7	
Intersection Capacity Utilization 84.2%	
Analysis Period (min) 15	

Splits and Phases: 1: Evans St/Hopkins Rd & Sherida



Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
2: Mighty Taco Exit & Sheridan Dr

Proposed Sheridan/Mill Re-Devlopment
2023 Background AM

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1382	0	0	1101	0	0
Future Volume (vph)	1382	0	0	1101	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3505	0	0	3471	1863	1863
Flt Permitted						
Satd. Flow (perm)	3505	0	0	3471	1863	1863
Link Speed (mph)	45			45	30	
Link Distance (ft)	100			1051	125	
Travel Time (s)	1.5			15.9	2.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	2%	2%	4%	2%	2%
Adj. Flow (vph)	1470	0	0	1171	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1470	0	0	1171	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.2%		ICU Level of Service A	
Analysis Period (min) 15			

HCM Unsignalized Intersection Capac
2: Mighty Taco Exit & Sheridan Dr

Movement	EBT	EBR	WBL
Lane Configurations			
Traffic Volume (veh/h)	1382	0	0
Future Volume (Veh/h)	1382	0	0
Sign Control	Free		
Grade	0%		
Peak Hour Factor	0.94	0.94	0.94
Hourly flow rate (vph)	1470	0	0
Pedestrians			
Lane Width (ft)			
Walking Speed (ft/s)			
Percent Blockage			
Right turn flare (veh)			
Median type	TWLTL		
Median storage veh)	2		
Upstream signal (ft)	279		
pX, platoon unblocked			0.58
vC, conflicting volume			1470
vC1, stage 1 conf vol			
vC2, stage 2 conf vol			
vCu, unblocked vol			359
tC, single (s)			4.1
tC, 2 stage (s)			
tF (s)			2.2
p0 queue free %			100
cM capacity (veh/h)			693

Direction, Lane #	EB 1	EB 2	WB 1
Volume Total	735	735	586
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.43	0.43	0.34
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			
Approach Delay (s)	0.0		0.0
Approach LOS			

Intersection Summary	
Average Delay	0.0
Intersection Capacity Utilization	48.2%
Analysis Period (min)	15

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
3: Mighty Taco Entrance & Sheridan Dr

Proposed Sheridan/Mill Re-Devlopment
2023 Background AM

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1382	0	0	1101	0	0
Future Volume (vph)	1382	0	0	1101	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	90		0	0
Storage Lanes		0	1		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3505	0	1863	3471	0	0
Flt Permitted						
Satd. Flow (perm)	3505	0	1863	3471	0	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	179			100	150	
Travel Time (s)	2.7			1.5	3.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	2%	2%	4%	2%	2%
Adj. Flow (vph)	1470	0	0	1171	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1470	0	0	1171	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.2%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capac
3: Mighty Taco Entrance & Sheridan D

Movement	EBT	EBR	WBL
Lane Configurations			
Traffic Volume (veh/h)	1382	0	0
Future Volume (Veh/h)	1382	0	0
Sign Control	Free		
Grade	0%		
Peak Hour Factor	0.94	0.94	0.94
Hourly flow rate (vph)	1470	0	0
Pedestrians			
Lane Width (ft)			
Walking Speed (ft/s)			
Percent Blockage			
Right turn flare (veh)			
Median type	TWLTL		
Median storage veh)	2		
Upstream signal (ft)	179		
pX, platoon unblocked			0.58
vC, conflicting volume			1470
vC1, stage 1 conf vol			
vC2, stage 2 conf vol			
vCu, unblocked vol			350
tC, single (s)			4.1
tC, 2 stage (s)			
tF (s)			2.2
p0 queue free %			100
cM capacity (veh/h)			696

Direction, Lane #	EB 1	EB 2	WB 1
Volume Total	980	490	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.58	0.29	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			
Approach Delay (s)	0.0		0.0
Approach LOS			

Intersection Summary	
Average Delay	0.0
Intersection Capacity Utilization	48.2%
Analysis Period (min)	15

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1260	130	159	932	11	105	21	99	22	86	20
Future Volume (vph)	10	1260	130	159	932	11	105	21	99	22	86	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	130		0	65		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.998			0.876			0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3456	0	1597	3459	0	1736	1548	0	1805	1732	0
Flt Permitted	0.286			0.950			0.950			0.676		
Satd. Flow (perm)	543	3456	0	1597	3459	0	1736	1548	0	1284	1732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			2			105			8	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		738			179			787			377	
Travel Time (s)		11.2			2.7			17.9			8.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	3%	3%	13%	4%	18%	4%	10%	7%	0%	7%	5%
Adj. Flow (vph)	11	1340	138	169	991	12	112	22	105	23	91	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	1478	0	169	1003	0	112	127	0	23	112	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	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		Prot	NA		Prot	NA		Perm	NA	
Protected Phases		2		1	1 2		3	3 4			4	

Lane Group	EBL	EBT	EBR
Permitted Phases	2		
Detector Phase	2	2	
Switch Phase			
Minimum Initial (s)	1.0	1.0	
Minimum Split (s)	6.8	6.8	
Total Split (s)	50.0	50.0	
Total Split (%)	41.7%	41.7%	
Maximum Green (s)	44.2	44.2	
Yellow Time (s)	4.3	4.3	
All-Red Time (s)	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	5.8	5.8	
Lead/Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	2.5	2.5	
Recall Mode	C-Max	C-Max	
Walk Time (s)	7.0	7.0	
Flash Dont Walk (s)	17.0	17.0	
Pedestrian Calls (#/hr)	0	0	
Act Effct Green (s)	51.6	51.6	
Actuated g/C Ratio	0.43	0.43	
v/c Ratio	0.05	0.99	
Control Delay	25.1	56.2	
Queue Delay	0.0	0.0	
Total Delay	25.1	56.2	
LOS	C	E	
Approach Delay		56.0	
Approach LOS		E	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 71 (59%), Referenced to phase 2:EBWB, Start o	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 43.2	
Intersection Capacity Utilization 75.1%	
Analysis Period (min) 15	

Splits and Phases: 4: Mill St & Sheridan Dr

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
6: Mill St & Milll Middle School Dwy

Proposed Sheridan/Mill Re-Devlopment
2023 Background AM

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	48	90	135	19	143	232
Future Volume (vph)	48	90	135	19	143	232
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.983			
Flt Protected	0.950					0.981
Satd. Flow (prot)	1770	1583	1831	0	0	1827
Flt Permitted	0.950					0.981
Satd. Flow (perm)	1770	1583	1831	0	0	1827
Link Speed (mph)	30		30			30
Link Distance (ft)	274		432			787
Travel Time (s)	6.2		9.8			17.9
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61
Adj. Flow (vph)	79	148	221	31	234	380
Shared Lane Traffic (%)						
Lane Group Flow (vph)	79	148	252	0	0	614
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						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.7%		ICU Level of Service A	
Analysis Period (min) 15			

HCM Unsignalized Intersection Capac
6: Mill St & Milll Middle School Dwy

Movement	WBL	WBR	NBT
Lane Configurations			
Traffic Volume (veh/h)	48	90	135
Future Volume (Veh/h)	48	90	135
Sign Control	Stop		Free
Grade	0%		0%
Peak Hour Factor	0.61	0.61	0.61
Hourly flow rate (vph)	79	148	221
Pedestrians			
Lane Width (ft)			
Walking Speed (ft/s)			
Percent Blockage			
Right turn flare (veh)			
Median type			None
Median storage veh)			
Upstream signal (ft)			
pX, platoon unblocked	0.99		
vC, conflicting volume	1084	236	
vC1, stage 1 conf vol			
vC2, stage 2 conf vol			
vCu, unblocked vol	1082	236	
tC, single (s)	6.4	6.2	
tC, 2 stage (s)			
tF (s)	3.5	3.3	
p0 queue free %	60	82	
cM capacity (veh/h)	197	802	

Direction, Lane #	WB 1	WB 2	NB 1
Volume Total	79	148	252
Volume Left	79	0	0
Volume Right	0	148	31
cSH	197	802	1700
Volume to Capacity	0.40	0.18	0.15
Queue Length 95th (ft)	45	17	0
Control Delay (s)	35.1	10.5	0.0
Lane LOS	E	B	
Approach Delay (s)	19.1		0.0
Approach LOS	C		

Intersection Summary	
Average Delay	6.4
Intersection Capacity Utilization	41.7%
Analysis Period (min)	15

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

1: Evans St/Hopkins Rd & Sheridan Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	2.6	0.3	0.3	3.5	0.5	0.2	13.9	13.8	15.2
Total Del/Veh (s)	34.9	31.2	33.0	41.8	30.6	19.9	36.2	48.9	12.2	81.4	76.0	39.9

1: Evans St/Hopkins Rd & Sheridan Dr Performance by movement

Movement	All
Denied Del/Veh (s)	3.5
Total Del/Veh (s)	40.4

2: Mighty Taco Exit & Sheridan Dr Performance by movement

Movement	EBT	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.9	10.3	5.3

3: Mighty Taco Entrance & Sheridan Dr Performance by movement

Movement	EBT	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	3.4	4.3	3.8

4: Mill St & Sheridan Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	94.1	76.4	78.8	0.3	0.0	0.5	0.6	0.0	0.1	3.8	0.3	0.3
Total Del/Veh (s)	113.4	108.7	102.9	37.7	9.5	6.5	60.9	14.6	18.0	55.1	53.2	27.6

4: Mill St & Sheridan Dr Performance by movement

Movement	All
Denied Del/Veh (s)	37.0
Total Del/Veh (s)	61.8

6: Mill St & Milll Middle School Dwy Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.2	0.2	0.1	0.1
Total Del/Veh (s)	15.0	3.7	0.5	0.2	4.3	2.6	3.4

Total Network Performance

Denied Del/Veh (s)	29.0
Total Del/Veh (s)	84.5

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
1: Evans St/Hopkins Rd & Sheridan Dr

Proposed Sheridan/Mill Re-Devlopment
2023 Background PM

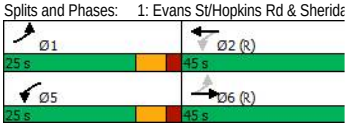
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	1112	86	86	1057	199	227	316	96	223	252	145
Future Volume (vph)	156	1112	86	86	1057	199	227	316	96	223	252	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	285		0	170		0	225		0	155		285
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.976				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3535	0	1805	3488	0	1787	1900	1615	1787	1863	1568
Flt Permitted	0.079			0.091			0.339			0.186		
Satd. Flow (perm)	149	3535	0	173	3488	0	638	1900	1615	350	1863	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			19				147			148
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		1051			1003			612			911	
Travel Time (s)		15.9			15.2			13.9			17.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	0%	1%	1%	1%	0%	0%	1%	2%	3%
Adj. Flow (vph)	159	1135	88	88	1079	203	232	322	98	228	257	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	159	1223	0	88	1282	0	232	322	98	228	257	148
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	

Lanes, Volumes, Timings
1: Evans St/Hopkins Rd & Sheridan Dr

Lane Group	EBL	EBT	EBR
Permitted Phases	6		
Detector Phase	1	6	
Switch Phase			
Minimum Initial (s)	1.0	1.0	
Minimum Split (s)	7.5	7.5	
Total Split (s)	25.0	45.0	
Total Split (%)	20.8%	37.5%	
Maximum Green (s)	18.5	38.5	
Yellow Time (s)	4.3	4.3	
All-Red Time (s)	2.2	2.2	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.5	6.5	
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	2.5	2.5	
Recall Mode	None	C-Max	
Walk Time (s)		7.0	
Flash Dont Walk (s)		28.0	
Pedestrian Calls (#/hr)		0	
Act Effct Green (s)	62.3	50.7	
Actuated g/C Ratio	0.52	0.42	
v/c Ratio	0.68	0.82	
Control Delay	47.6	47.0	
Queue Delay	0.0	0.0	
Total Delay	47.6	47.0	
LOS	D	D	
Approach Delay		47.1	
Approach LOS		D	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 104 (87%), Referenced to phase 2:WBTL and 6:	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 48.1	
Intersection Capacity Utilization 94.4%	
Analysis Period (min) 15	

Splits and Phases: 1: Evans St/Hopkins Rd & Sherida



Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
2: Mighty Taco Exit & Sheridan Dr

Proposed Sheridan/Mill Re-Devlopment
2023 Background PM

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1355	0	0	1397	10	21
Future Volume (vph)	1355	0	0	1397	10	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	3574	0	0	3574	1770	1583
Flt Permitted					0.950	
Satd. Flow (perm)	3574	0	0	3574	1770	1583
Link Speed (mph)	45			45	30	
Link Distance (ft)	100			1051	125	
Travel Time (s)	1.5			15.9	2.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	2%	2%	1%	2%	2%
Adj. Flow (vph)	1441	0	0	1486	11	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1441	0	0	1486	11	22
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.6%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capac
2: Mighty Taco Exit & Sheridan Dr

Movement	EBT	EBR	WBL
Lane Configurations			
Traffic Volume (veh/h)	1355	0	0
Future Volume (Veh/h)	1355	0	0
Sign Control	Free		
Grade	0%		
Peak Hour Factor	0.94	0.94	0.94
Hourly flow rate (vph)	1441	0	0
Pedestrians			
Lane Width (ft)			
Walking Speed (ft/s)			
Percent Blockage			
Right turn flare (veh)			
Median type	TWLTL		
Median storage veh)	2		
Upstream signal (ft)	279		
pX, platoon unblocked			0.65
vC, conflicting volume			1441
vC1, stage 1 conf vol			
vC2, stage 2 conf vol			
vCu, unblocked vol			597
tC, single (s)			4.1
tC, 2 stage (s)			
tF (s)			2.2
p0 queue free %			100
cM capacity (veh/h)			633

Direction, Lane #	EB 1	EB 2	WB 1
Volume Total	720	720	743
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.42	0.42	0.44
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			
Approach Delay (s)	0.0		0.0
Approach LOS			

Intersection Summary	
Average Delay	0.1
Intersection Capacity Utilization	48.6%
Analysis Period (min)	15

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
3: Mighty Taco Entrance & Sheridan Dr

Proposed Sheridan/Mill Re-Devlopment
2023 Background PM

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1355	16	19	1388	0	0
Future Volume (vph)	1355	16	19	1388	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	90		0	0
Storage Lanes		0	1		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.998					
Flt Protected			0.950			
Satd. Flow (prot)	3567	0	1770	3574	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	3567	0	1770	3574	0	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	179			100	150	
Travel Time (s)	2.7			1.5	3.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	2%	2%	1%	2%	2%
Adj. Flow (vph)	1441	17	20	1477	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1458	0	20	1477	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.6%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capac
3: Mighty Taco Entrance & Sheridan D

Movement	EBT	EBR	WBL
Lane Configurations			
Traffic Volume (veh/h)	1355	16	19
Future Volume (Veh/h)	1355	16	19
Sign Control	Free		
Grade	0%		
Peak Hour Factor	0.94	0.94	0.94
Hourly flow rate (vph)	1441	17	20
Pedestrians			
Lane Width (ft)			
Walking Speed (ft/s)			
Percent Blockage			
Right turn flare (veh)			
Median type	TWLTL		
Median storage veh)	2		
Upstream signal (ft)	179		
pX, platoon unblocked			0.65
vC, conflicting volume			1458
vC1, stage 1 conf vol			
vC2, stage 2 conf vol			
vCu, unblocked vol			622
tC, single (s)			4.1
tC, 2 stage (s)			
tF (s)			2.2
p0 queue free %			97
cM capacity (veh/h)			619

Direction, Lane #	EB 1	EB 2	WB 1
Volume Total	961	497	20
Volume Left	0	0	20
Volume Right	0	17	0
cSH	1700	1700	619
Volume to Capacity	0.57	0.29	0.03
Queue Length 95th (ft)	0	0	2
Control Delay (s)	0.0	0.0	11.0
Lane LOS			B
Approach Delay (s)	0.0		0.1
Approach LOS			

Intersection Summary	
Average Delay	0.1
Intersection Capacity Utilization	48.6%
Analysis Period (min)	15

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
4: Mill St & Sheridan Dr

Proposed Sheridan/Mill Re-Devlopment
2023 Background PM

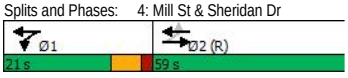
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1200	92	118	1236	34	152	42	146	25	48	16
Future Volume (vph)	10	1200	92	118	1236	34	152	42	146	25	48	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	130		0	65		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.996			0.884			0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3530	0	1656	3558	0	1787	1661	0	1805	1801	0
Flt Permitted	0.202			0.950			0.950			0.632		
Satd. Flow (perm)	384	3530	0	1656	3558	0	1787	1661	0	1201	1801	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			4			144			11	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		738			179			787			377	
Travel Time (s)		11.2			2.7			17.9			8.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	3%	9%	1%	3%	1%	5%	0%	0%	2%	0%
Adj. Flow (vph)	11	1277	98	126	1315	36	162	45	155	27	51	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	1375	0	126	1351	0	162	200	0	27	68	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	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		Prot	NA		Prot	NA		Perm	NA	
Protected Phases		2		1	1 2		3	3 4			4	

Lanes, Volumes, Timings
4: Mill St & Sheridan Dr

Lane Group	EBL	EBT	EBR
Permitted Phases	2		
Detector Phase	2	2	
Switch Phase			
Minimum Initial (s)	1.0	1.0	
Minimum Split (s)	6.8	6.8	
Total Split (s)	59.0	59.0	
Total Split (%)	49.2%	49.2%	
Maximum Green (s)	53.2	53.2	
Yellow Time (s)	4.3	4.3	
All-Red Time (s)	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	5.8	5.8	
Lead/Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	2.5	2.5	
Recall Mode	C-Max	C-Max	
Walk Time (s)	7.0	7.0	
Flash Dont Walk (s)	17.0	17.0	
Pedestrian Calls (#/hr)	0	0	
Act Effct Green (s)	53.9	53.9	
Actuated g/C Ratio	0.45	0.45	
v/c Ratio	0.06	0.86	
Control Delay	20.6	36.8	
Queue Delay	0.0	0.0	
Total Delay	20.6	36.8	
LOS	C	D	
Approach Delay		36.7	
Approach LOS		D	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 3 (3%), Referenced to phase 2:EBWB, Start of Y	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 27.0	
Intersection Capacity Utilization 78.2%	
Analysis Period (min) 15	

Splits and Phases: 4: Mill St & Sheridan Dr



Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
6: Mill St & Milll Middle School Dwy

Proposed Sheridan/Mill Re-Devlopment
2023 Background PM

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	15	285	8	10	215
Future Volume (vph)	4	15	285	8	10	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.996			
Flt Protected	0.950					0.998
Satd. Flow (prot)	1770	1583	1855	0	0	1859
Flt Permitted	0.950					0.998
Satd. Flow (perm)	1770	1583	1855	0	0	1859
Link Speed (mph)	30		30			30
Link Distance (ft)	274		432			787
Travel Time (s)	6.2		9.8			17.9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	5	17	331	9	12	250
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	17	340	0	0	262
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						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.4%		ICU Level of Service A	
Analysis Period (min) 15			

HCM Unsignalized Intersection Capac
6: Mill St & Milll Middle School Dwy

Movement	WBL	WBR	NBT
Lane Configurations			
Traffic Volume (veh/h)	4	15	285
Future Volume (Veh/h)	4	15	285
Sign Control	Stop		Free
Grade	0%		0%
Peak Hour Factor	0.86	0.86	0.86
Hourly flow rate (vph)	5	17	331
Pedestrians			
Lane Width (ft)			
Walking Speed (ft/s)			
Percent Blockage			
Right turn flare (veh)			
Median type			None
Median storage veh)			
Upstream signal (ft)			
pX, platoon unblocked			
vC, conflicting volume	610	336	
vC1, stage 1 conf vol			
vC2, stage 2 conf vol			
vCu, unblocked vol	610	336	
tC, single (s)	6.4	6.2	
tC, 2 stage (s)			
tF (s)	3.5	3.3	
p0 queue free %	99	98	
cM capacity (veh/h)	454	706	

Direction, Lane #	WB 1	WB 2	NB 1
Volume Total	5	17	340
Volume Left	5	0	0
Volume Right	0	17	9
cSH	454	706	1700
Volume to Capacity	0.01	0.02	0.20
Queue Length 95th (ft)	1	2	0
Control Delay (s)	13.0	10.2	0.0
Lane LOS	B	B	
Approach Delay (s)	10.9		0.0
Approach LOS	B		

Intersection Summary	
Average Delay	0.6
Intersection Capacity Utilization	29.4%
Analysis Period (min)	15

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
1: Evans St/Hopkins Rd & Sheridan Dr

Proposed Sheridan/Mill Re-Devlopment
2023 Full Build AM

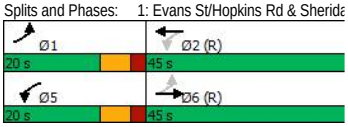
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	1086	85	114	865	93	110	158	91	294	294	193
Future Volume (vph)	107	1086	85	114	865	93	110	158	91	294	294	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	285		0	170		0	225		0	155		285
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.985				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	3461	0	1736	3413	0	1736	1776	1509	1787	1792	1468
Flt Permitted	0.151			0.081			0.306			0.476		
Satd. Flow (perm)	263	3461	0	148	3413	0	559	1776	1509	895	1792	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			10				147			203
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		1096			1003			612			911	
Travel Time (s)		16.6			15.2			13.9			17.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	3%	5%	4%	4%	6%	4%	7%	7%	1%	6%	10%
Adj. Flow (vph)	113	1143	89	120	911	98	116	166	96	309	309	203
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	1232	0	120	1009	0	116	166	96	309	309	203
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	

Lanes, Volumes, Timings
1: Evans St/Hopkins Rd & Sheridan Dr

Lane Group	EBL	EBT	EBR
Permitted Phases	6		
Detector Phase	1	6	
Switch Phase			
Minimum Initial (s)	1.0	1.0	
Minimum Split (s)	7.5	7.5	
Total Split (s)	20.0	45.0	
Total Split (%)	16.7%	37.5%	
Maximum Green (s)	13.5	38.5	
Yellow Time (s)	4.3	4.3	
All-Red Time (s)	2.2	2.2	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.5	6.5	
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	2.5	2.5	
Recall Mode	None	C-Min	
Walk Time (s)		7.0	
Flash Dont Walk (s)		28.0	
Pedestrian Calls (#/hr)		0	
Act Effct Green (s)	58.7	49.2	
Actuated g/C Ratio	0.49	0.41	
v/c Ratio	0.48	0.87	
Control Delay	25.1	18.5	
Queue Delay	0.0	0.0	
Total Delay	25.1	18.5	
LOS	C	B	
Approach Delay		19.0	
Approach LOS		B	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 85 (71%), Referenced to phase 2:WBTL and 6:E	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 30.5	
Intersection Capacity Utilization 84.8%	
Analysis Period (min) 15	

Splits and Phases: 1: Evans St/Hopkins Rd & Sherida



Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
2: Proposed Dwy & Sheridan Dr

Proposed Sheridan/Mill Re-Devlopment
2023 Full Build AM

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1361	42	45	1078	16	50
Future Volume (vph)	1361	42	45	1078	16	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.995					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3488	0	1770	3471	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3488	0	1770	3471	1770	1583
Link Speed (mph)	45			45	30	
Link Distance (ft)	234			1096	125	
Travel Time (s)	3.5			16.6	2.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	2%	2%	4%	2%	2%
Adj. Flow (vph)	1448	45	48	1147	17	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1493	0	48	1147	17	53
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	49.0%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capac
2: Proposed Dwy & Sheridan Dr

Movement	EBT	EBR	WBL
Lane Configurations			
Traffic Volume (veh/h)	1361	42	45
Future Volume (Veh/h)	1361	42	45
Sign Control	Free		
Grade	0%		
Peak Hour Factor	0.94	0.94	0.94
Hourly flow rate (vph)	1448	45	48
Pedestrians			
Lane Width (ft)			
Walking Speed (ft/s)			
Percent Blockage			
Right turn flare (veh)			
Median type	TWLTL		
Median storage veh)	2		
Upstream signal (ft)	234		
pX, platoon unblocked			0.58
vC, conflicting volume			1493
vC1, stage 1 conf vol			
vC2, stage 2 conf vol			
vCu, unblocked vol			423
tC, single (s)			4.1
tC, 2 stage (s)			
tF (s)			2.2
p0 queue free %			93
cM capacity (veh/h)			662

Direction, Lane #	EB 1	EB 2	WB 1
Volume Total	965	528	48
Volume Left	0	0	48
Volume Right	0	45	0
cSH	1700	1700	662
Volume to Capacity	0.57	0.31	0.07
Queue Length 95th (ft)	0	0	6
Control Delay (s)	0.0	0.0	10.9
Lane LOS			B
Approach Delay (s)	0.0		0.4
Approach LOS			

Intersection Summary	
Average Delay	0.5
Intersection Capacity Utilization	49.0%
Analysis Period (min)	15

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1268	134	163	920	11	131	22	111	23	86	20
Future Volume (vph)	10	1268	134	163	920	11	131	22	111	23	86	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	130		0	65		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.998			0.874			0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3456	0	1597	3459	0	1736	1545	0	1805	1732	0
Flt Permitted	0.289			0.950			0.950			0.667		
Satd. Flow (perm)	549	3456	0	1597	3459	0	1736	1545	0	1267	1732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			2			118			8	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		738			234			182			377	
Travel Time (s)		11.2			3.5			4.1			8.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	3%	3%	13%	4%	18%	4%	10%	7%	0%	7%	5%
Adj. Flow (vph)	11	1349	143	173	979	12	139	23	118	24	91	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	1492	0	173	991	0	139	141	0	24	112	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	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		Prot	NA		Prot	NA		Perm	NA	
Protected Phases		2		1	1 2		3	3 4			4	

Lane Group	EBL	EBT	EBR
Permitted Phases	2		
Detector Phase	2	2	
Switch Phase			
Minimum Initial (s)	1.0	1.0	
Minimum Split (s)	6.8	6.8	
Total Split (s)	50.0	50.0	
Total Split (%)	41.7%	41.7%	
Maximum Green (s)	44.2	44.2	
Yellow Time (s)	4.3	4.3	
All-Red Time (s)	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	5.8	5.8	
Lead/Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	2.5	2.5	
Recall Mode	C-Max	C-Max	
Walk Time (s)	7.0	7.0	
Flash Dont Walk (s)	17.0	17.0	
Pedestrian Calls (#/hr)	0	0	
Act Effct Green (s)	50.5	50.5	
Actuated g/C Ratio	0.42	0.42	
v/c Ratio	0.05	1.02	
Control Delay	25.3	64.5	
Queue Delay	0.0	0.0	
Total Delay	25.3	64.5	
LOS	C	E	
Approach Delay		64.3	
Approach LOS		E	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 71 (59%), Referenced to phase 2:EBWB, Start o	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 48.1	
Intersection Capacity Utilization 81.4%	
Analysis Period (min) 15	

Splits and Phases: 4: Mill St & Sheridan Dr

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
5: Mill St & Proposed Restaurant Dwy

Proposed Sheridan/Mill Re-Devlopment
2023 Full Build AM

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	24	239	7	6	377
Future Volume (vph)	6	24	239	7	6	377
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.996			
Flt Protected	0.990					0.999
Satd. Flow (prot)	1649	0	1855	0	0	1861
Flt Permitted	0.990					0.999
Satd. Flow (perm)	1649	0	1855	0	0	1861
Link Speed (mph)	30		30			30
Link Distance (ft)	252		85			182
Travel Time (s)	5.7		1.9			4.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	26	260	8	7	410
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	268	0	0	417
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						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.6%		ICU Level of Service A	
Analysis Period (min) 15			

HCM Unsignalized Intersection Capac
5: Mill St & Proposed Restaurant Dwy

Movement	WBL	WBR	NBT
Lane Configurations			
Traffic Volume (veh/h)	6	24	239
Future Volume (Veh/h)	6	24	239
Sign Control	Stop		Free
Grade	0%		0%
Peak Hour Factor	0.92	0.92	0.92
Hourly flow rate (vph)	7	26	260
Pedestrians			
Lane Width (ft)			
Walking Speed (ft/s)			
Percent Blockage			
Right turn flare (veh)			
Median type			None
Median storage veh)			
Upstream signal (ft)			
pX, platoon unblocked	0.95		
vC, conflicting volume	688	264	
vC1, stage 1 conf vol			
vC2, stage 2 conf vol			
vCu, unblocked vol	645	264	
tC, single (s)	6.4	6.2	
tC, 2 stage (s)			
tF (s)	3.5	3.3	
p0 queue free %	98	97	
cM capacity (veh/h)	412	775	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	33	268	417
Volume Left	7	0	7
Volume Right	26	8	0
cSH	653	1700	1296
Volume to Capacity	0.05	0.16	0.01
Queue Length 95th (ft)	4	0	0
Control Delay (s)	10.8	0.0	0.2
Lane LOS	B		A
Approach Delay (s)	10.8	0.0	0.2
Approach LOS	B		

Intersection Summary	
Average Delay	0.6
Intersection Capacity Utilization	34.6%
Analysis Period (min)	15

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
6: Mill St & Milll Middle School Dwy

Proposed Sheridan/Mill Re-Devlopment
2023 Full Build AM

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	48	90	138	19	143	237
Future Volume (vph)	48	90	138	19	143	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.984			
Flt Protected	0.950					0.982
Satd. Flow (prot)	1770	1583	1833	0	0	1829
Flt Permitted	0.950					0.982
Satd. Flow (perm)	1770	1583	1833	0	0	1829
Link Speed (mph)	30		30			30
Link Distance (ft)	274		432			520
Travel Time (s)	6.2		9.8			11.8
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61
Adj. Flow (vph)	79	148	226	31	234	389
Shared Lane Traffic (%)						
Lane Group Flow (vph)	79	148	257	0	0	623
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.1%		ICU Level of Service A	
Analysis Period (min) 15			

HCM Unsignalized Intersection Capac
6: Mill St & Milll Middle School Dwy

Movement	WBL	WBR	NBT
Lane Configurations			
Traffic Volume (veh/h)	48	90	138
Future Volume (Veh/h)	48	90	138
Sign Control	Stop		Free
Grade	0%		0%
Peak Hour Factor	0.61	0.61	0.61
Hourly flow rate (vph)	79	148	226
Pedestrians			
Lane Width (ft)			
Walking Speed (ft/s)			
Percent Blockage			
Right turn flare (veh)			
Median type			None
Median storage veh)			
Upstream signal (ft)			
pX, platoon unblocked	1.00		
vC, conflicting volume	1098	242	
vC1, stage 1 conf vol			
vC2, stage 2 conf vol			
vCu, unblocked vol	1098	242	
tC, single (s)	6.4	6.2	
tC, 2 stage (s)			
tF (s)	3.5	3.3	
p0 queue free %	59	81	
cM capacity (veh/h)	193	797	

Direction, Lane #	WB 1	WB 2	NB 1
Volume Total	79	148	257
Volume Left	79	0	0
Volume Right	0	148	31
cSH	193	797	1700
Volume to Capacity	0.41	0.19	0.15
Queue Length 95th (ft)	46	17	0
Control Delay (s)	36.0	10.5	0.0
Lane LOS	E	B	
Approach Delay (s)	19.4		0.0
Approach LOS	C		

Intersection Summary	
Average Delay	6.4
Intersection Capacity Utilization	42.1%
Analysis Period (min)	15

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
7: Mill St & Proposed Residential Dwy

Proposed Sheridan/Mill Re-Devlopment
2023 Full Build AM

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	19	227	1	6	377
Future Volume (vph)	3	19	227	1	6	377
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.882		0.999			
Flt Protected	0.994					0.999
Satd. Flow (prot)	1633	0	1861	0	0	1861
Flt Permitted	0.994					0.999
Satd. Flow (perm)	1633	0	1861	0	0	1861
Link Speed (mph)	30		30			30
Link Distance (ft)	250		520			85
Travel Time (s)	5.7		11.8			1.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	21	247	1	7	410
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	248	0	0	417
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.6%		ICU Level of Service A	
Analysis Period (min) 15			

HCM Unsignalized Intersection Capac
7: Mill St & Proposed Residential Dwy

Movement	WBL	WBR	NBT
Lane Configurations			
Traffic Volume (veh/h)	3	19	227
Future Volume (Veh/h)	3	19	227
Sign Control	Stop		Free
Grade	0%		0%
Peak Hour Factor	0.92	0.92	0.92
Hourly flow rate (vph)	3	21	247
Pedestrians			
Lane Width (ft)			
Walking Speed (ft/s)			
Percent Blockage			
Right turn flare (veh)			
Median type			None
Median storage veh)			
Upstream signal (ft)			
pX, platoon unblocked	0.96		
vC, conflicting volume	672	248	
vC1, stage 1 conf vol			
vC2, stage 2 conf vol			
vCu, unblocked vol	633	248	
tC, single (s)	6.4	6.2	
tC, 2 stage (s)			
tF (s)	3.5	3.3	
p0 queue free %	99	97	
cM capacity (veh/h)	422	791	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	24	248	417
Volume Left	3	0	7
Volume Right	21	1	0
cSH	713	1700	1318
Volume to Capacity	0.03	0.15	0.01
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.2	0.0	0.2
Lane LOS	B		A
Approach Delay (s)	10.2	0.0	0.2
Approach LOS	B		

Intersection Summary	
Average Delay	0.5
Intersection Capacity Utilization	34.6%
Analysis Period (min)	15

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

1: Evans St/Hopkins Rd & Sheridan Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	2.6	0.3	0.4	3.5	0.5	0.2	8.4	6.7	8.4
Total Del/Veh (s)	37.0	32.9	34.7	41.4	31.1	20.2	35.1	45.6	12.9	74.4	70.0	33.4

1: Evans St/Hopkins Rd & Sheridan Dr Performance by movement

Movement	All
Denied Del/Veh (s)	2.0
Total Del/Veh (s)	39.2

2: Proposed Dwy & Sheridan Dr Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	4.1	1.9	15.9	9.5	47.2	12.1	7.1

4: Mill St & Sheridan Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	114.8	107.0	103.7	0.3	0.0	0.1	0.7	0.9	0.5	3.9	0.2	0.3
Total Del/Veh (s)	123.2	117.7	111.0	39.1	13.4	8.1	63.5	26.4	14.2	54.7	52.1	30.3

4: Mill St & Sheridan Dr Performance by movement

Movement	All
Denied Del/Veh (s)	51.0
Total Del/Veh (s)	67.0

5: Mill St & Proposed Restaurant Dwy Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.1	18.6	4.0	0.3	2.1	1.0	2.8

6: Mill St & Milll Middle School Dwy Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.3	0.1	0.1	0.1
Total Del/Veh (s)	11.4	3.7	0.5	0.2	3.4	1.8	2.6

7: Mill St & Proposed Residential Dwy Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	19.5	56.4	11.3	4.9	1.2	0.2	6.6

Total Network Performance

Denied Del/Veh (s)	36.2
Total Del/Veh (s)	84.6

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
1: Evans St/Hopkins Rd & Sheridan Dr

Proposed Sheridan/Mill Re-Devlopment
2023 Full Build PM

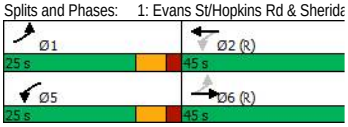
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	1123	89	86	1070	199	231	316	96	223	252	151
Future Volume (vph)	161	1123	89	86	1070	199	231	316	96	223	252	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	285		0	170		0	225		0	155		285
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.976				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3535	0	1805	3488	0	1787	1900	1615	1787	1863	1568
Flt Permitted	0.079			0.086			0.339			0.186		
Satd. Flow (perm)	149	3535	0	163	3488	0	638	1900	1615	350	1863	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			19				147			154
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		1096			1003			612			911	
Travel Time (s)		16.6			15.2			13.9			17.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	0%	1%	1%	1%	0%	0%	1%	2%	3%
Adj. Flow (vph)	164	1146	91	88	1092	203	236	322	98	228	257	154
Shared Lane Traffic (%)												
Lane Group Flow (vph)	164	1237	0	88	1295	0	236	322	98	228	257	154
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	

Lanes, Volumes, Timings
1: Evans St/Hopkins Rd & Sheridan Dr

Lane Group	EBL	EBT	EBR
Permitted Phases	6		
Detector Phase	1	6	
Switch Phase			
Minimum Initial (s)	1.0	1.0	
Minimum Split (s)	7.5	7.5	
Total Split (s)	25.0	45.0	
Total Split (%)	20.8%	37.5%	
Maximum Green (s)	18.5	38.5	
Yellow Time (s)	4.3	4.3	
All-Red Time (s)	2.2	2.2	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.5	6.5	
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	2.5	2.5	
Recall Mode	None	C-Max	
Walk Time (s)		7.0	
Flash Dont Walk (s)		28.0	
Pedestrian Calls (#/hr)		0	
Act Effct Green (s)	62.5	50.6	
Actuated g/C Ratio	0.52	0.42	
v/c Ratio	0.69	0.83	
Control Delay	47.6	47.7	
Queue Delay	0.0	0.0	
Total Delay	47.6	47.7	
LOS	D	D	
Approach Delay		47.7	
Approach LOS		D	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 104 (87%), Referenced to phase 2:WBTL and 6:	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 49.0	
Intersection Capacity Utilization 95.0%	
Analysis Period (min) 15	

Splits and Phases: 1: Evans St/Hopkins Rd & Sherida



Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
2: Proposed Dwy & Sheridan Dr

Proposed Sheridan/Mill Re-Devlopment
2023 Full Build PM

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1352	30	41	1379	17	42
Future Volume (vph)	1352	30	41	1379	17	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.997					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3563	0	1770	3574	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3563	0	1770	3574	1770	1583
Link Speed (mph)	45			45	30	
Link Distance (ft)	234			1096	125	
Travel Time (s)	3.5			16.6	2.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	2%	2%	1%	2%	2%
Adj. Flow (vph)	1438	32	44	1467	18	45
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1470	0	44	1467	18	45
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capac
2: Proposed Dwy & Sheridan Dr

Movement	EBT	EBR	WBL
Lane Configurations			
Traffic Volume (veh/h)	1352	30	41
Future Volume (Veh/h)	1352	30	41
Sign Control	Free		
Grade	0%		
Peak Hour Factor	0.94	0.94	0.94
Hourly flow rate (vph)	1438	32	44
Pedestrians			
Lane Width (ft)			
Walking Speed (ft/s)			
Percent Blockage			
Right turn flare (veh)			
Median type	TWLTL		
Median storage veh)	2		
Upstream signal (ft)	234		
pX, platoon unblocked			0.64
vC, conflicting volume			1470
vC1, stage 1 conf vol			
vC2, stage 2 conf vol			
vCu, unblocked vol			610
tC, single (s)			4.1
tC, 2 stage (s)			
tF (s)			2.2
p0 queue free %			93
cM capacity (veh/h)			618

Direction, Lane #	EB 1	EB 2	WB 1
Volume Total	959	511	44
Volume Left	0	0	44
Volume Right	0	32	0
cSH	1700	1700	618
Volume to Capacity	0.56	0.30	0.07
Queue Length 95th (ft)	0	0	6
Control Delay (s)	0.0	0.0	11.3
Lane LOS			B
Approach Delay (s)	0.0		0.3
Approach LOS			

Intersection Summary	
Average Delay	0.4
Intersection Capacity Utilization	48.3%
Analysis Period (min)	15

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
4: Mill St & Sheridan Dr

Proposed Sheridan/Mill Re-Devlopment
2023 Full Build PM

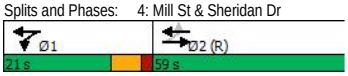
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1206	99	128	1234	34	165	42	151	25	48	16
Future Volume (vph)	10	1206	99	128	1234	34	165	42	151	25	48	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	130		0	65		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.996			0.883			0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3530	0	1656	3558	0	1787	1660	0	1805	1801	0
Flt Permitted	0.202			0.950			0.950			0.629		
Satd. Flow (perm)	384	3530	0	1656	3558	0	1787	1660	0	1195	1801	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			4			149			11	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		738			234			182			377	
Travel Time (s)		11.2			3.5			4.1			8.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	3%	9%	1%	3%	1%	5%	0%	0%	2%	0%
Adj. Flow (vph)	11	1283	105	136	1313	36	176	45	161	27	51	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	1388	0	136	1349	0	176	206	0	27	68	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	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		Prot	NA		Prot	NA		Perm	NA	
Protected Phases		2		1	1 2		3	3 4			4	

Lanes, Volumes, Timings
4: Mill St & Sheridan Dr

Lane Group	EBL	EBT	EBR
Permitted Phases	2		
Detector Phase	2	2	
Switch Phase			
Minimum Initial (s)	1.0	1.0	
Minimum Split (s)	6.8	6.8	
Total Split (s)	59.0	59.0	
Total Split (%)	49.2%	49.2%	
Maximum Green (s)	53.2	53.2	
Yellow Time (s)	4.3	4.3	
All-Red Time (s)	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	5.8	5.8	
Lead/Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	2.5	2.5	
Recall Mode	C-Max	C-Max	
Walk Time (s)	7.0	7.0	
Flash Dont Walk (s)	17.0	17.0	
Pedestrian Calls (#/hr)	0	0	
Act Effct Green (s)	53.5	53.5	
Actuated g/C Ratio	0.45	0.45	
v/c Ratio	0.06	0.88	
Control Delay	20.6	38.0	
Queue Delay	0.0	0.0	
Total Delay	20.6	38.0	
LOS	C	D	
Approach Delay		37.9	
Approach LOS		D	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 3 (3%), Referenced to phase 2:EBWB, Start of Y	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 28.3	
Intersection Capacity Utilization 79.2%	
Analysis Period (min) 15	

Splits and Phases: 4: Mill St & Sheridan Dr



Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
5: Mill St & Proposed Restaurant Dwy

Proposed Sheridan/Mill Re-Devlopment
2023 Full Build PM

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	13	346	4	3	272
Future Volume (vph)	3	13	346	4	3	272
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.889		0.999			
Flt Protected	0.991					0.999
Satd. Flow (prot)	1641	0	1861	0	0	1861
Flt Permitted	0.991					0.999
Satd. Flow (perm)	1641	0	1861	0	0	1861
Link Speed (mph)	30		30			30
Link Distance (ft)	252		85			182
Travel Time (s)	5.7		1.9			4.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	14	376	4	3	296
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	380	0	0	299
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						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.5%		ICU Level of Service A	
Analysis Period (min) 15			

HCM Unsignalized Intersection Capac
5: Mill St & Proposed Restaurant Dwy

Movement	WBL	WBR	NBT
Lane Configurations			
Traffic Volume (veh/h)	3	13	346
Future Volume (Veh/h)	3	13	346
Sign Control	Stop		Free
Grade	0%		0%
Peak Hour Factor	0.92	0.92	0.92
Hourly flow rate (vph)	3	14	376
Pedestrians			
Lane Width (ft)			
Walking Speed (ft/s)			
Percent Blockage			
Right turn flare (veh)			
Median type			None
Median storage veh)			
Upstream signal (ft)			
pX, platoon unblocked	0.98		
vC, conflicting volume	680	378	
vC1, stage 1 conf vol			
vC2, stage 2 conf vol			
vCu, unblocked vol	662	378	
tC, single (s)	6.4	6.2	
tC, 2 stage (s)			
tF (s)	3.5	3.3	
p0 queue free %	99	98	
cM capacity (veh/h)	417	669	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	17	380	299
Volume Left	3	0	3
Volume Right	14	4	0
cSH	604	1700	1178
Volume to Capacity	0.03	0.22	0.00
Queue Length 95th (ft)	2	0	0
Control Delay (s)	11.1	0.0	0.1
Lane LOS	B		A
Approach Delay (s)	11.1	0.0	0.1
Approach LOS	B		

Intersection Summary	
Average Delay	0.3
Intersection Capacity Utilization	28.5%
Analysis Period (min)	15

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
6: Mill St & Milll Middle School Dwy

Proposed Sheridan/Mill Re-Devlopment
2023 Full Build PM

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	15	289	8	10	218
Future Volume (vph)	4	15	289	8	10	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.996			
Flt Protected	0.950					0.998
Satd. Flow (prot)	1770	1583	1855	0	0	1859
Flt Permitted	0.950					0.998
Satd. Flow (perm)	1770	1583	1855	0	0	1859
Link Speed (mph)	30		30			30
Link Distance (ft)	274		432			520
Travel Time (s)	6.2		9.8			11.8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	5	17	336	9	12	253
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	17	345	0	0	265
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.6%		ICU Level of Service A	
Analysis Period (min) 15			

HCM Unsignalized Intersection Capac
6: Mill St & Milll Middle School Dwy

Movement	WBL	WBR	NBT
Lane Configurations			
Traffic Volume (veh/h)	4	15	289
Future Volume (Veh/h)	4	15	289
Sign Control	Stop		Free
Grade	0%		0%
Peak Hour Factor	0.86	0.86	0.86
Hourly flow rate (vph)	5	17	336
Pedestrians			
Lane Width (ft)			
Walking Speed (ft/s)			
Percent Blockage			
Right turn flare (veh)			
Median type			None
Median storage veh)			
Upstream signal (ft)			
pX, platoon unblocked			
vC, conflicting volume	618	340	
vC1, stage 1 conf vol			
vC2, stage 2 conf vol			
vCu, unblocked vol	618	340	
tC, single (s)	6.4	6.2	
tC, 2 stage (s)			
tF (s)	3.5	3.3	
p0 queue free %	99	98	
cM capacity (veh/h)	449	702	

Direction, Lane #	WB 1	WB 2	NB 1
Volume Total	5	17	345
Volume Left	5	0	0
Volume Right	0	17	9
cSH	449	702	1700
Volume to Capacity	0.01	0.02	0.20
Queue Length 95th (ft)	1	2	0
Control Delay (s)	13.1	10.3	0.0
Lane LOS	B	B	
Approach Delay (s)	10.9		0.0
Approach LOS	B		

Intersection Summary	
Average Delay	0.6
Intersection Capacity Utilization	29.6%
Analysis Period (min)	15

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lanes, Volumes, Timings
7: Mill St & Proposed Residential Dwy

Proposed Sheridan/Mill Re-Devlopment
2023 Full Build PM

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	9	341	2	16	259
Future Volume (vph)	1	9	341	2	16	259
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.877		0.999			
Flt Protected	0.995					0.997
Satd. Flow (prot)	1625	0	1861	0	0	1857
Flt Permitted	0.995					0.997
Satd. Flow (perm)	1625	0	1861	0	0	1857
Link Speed (mph)	30		30			30
Link Distance (ft)	250		520			85
Travel Time (s)	5.7		11.8			1.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	10	371	2	17	282
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	373	0	0	299
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.7%		ICU Level of Service A	
Analysis Period (min) 15			

HCM Unsignalized Intersection Capac
7: Mill St & Proposed Residential Dwy

Movement	WBL	WBR	NBT
Lane Configurations			
Traffic Volume (veh/h)	1	9	341
Future Volume (Veh/h)	1	9	341
Sign Control	Stop		Free
Grade	0%		0%
Peak Hour Factor	0.92	0.92	0.92
Hourly flow rate (vph)	1	10	371
Pedestrians			
Lane Width (ft)			
Walking Speed (ft/s)			
Percent Blockage			
Right turn flare (veh)			
Median type			None
Median storage veh)			
Upstream signal (ft)			
pX, platoon unblocked	0.99		
vC, conflicting volume	688	372	
vC1, stage 1 conf vol			
vC2, stage 2 conf vol			
vCu, unblocked vol	676	372	
tC, single (s)	6.4	6.2	
tC, 2 stage (s)			
tF (s)	3.5	3.3	
p0 queue free %	100	99	
cM capacity (veh/h)	407	674	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	11	373	299
Volume Left	1	0	17
Volume Right	10	2	0
cSH	636	1700	1185
Volume to Capacity	0.02	0.22	0.01
Queue Length 95th (ft)	1	0	1
Control Delay (s)	10.8	0.0	0.6
Lane LOS	B		A
Approach Delay (s)	10.8	0.0	0.6
Approach LOS	B		

Intersection Summary	
Average Delay	0.4
Intersection Capacity Utilization	36.7%
Analysis Period (min)	15

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

TABLE V: CAPA

INTERSECTION	2022 EXISTING BASE CONDITIONS					
	AM		AM SIMTRAFFIC RESULTS		PM	
1. Sheridan Dr/Hopkins Rd/Evans St (S)						
EB Left - Sheridan Dr	C	21.1	D	37.7	D	47.5
EB Thru/Right - Sheridan Dr	B	16.4		N/A	D	46.6
EB Thru - Sheridan Dr	N/A		C	30.5	N/A	
EB Right - Sheridan Dr			C	32.2		
WB Left - Sheridan Dr	C	33.2	D	43.0	C	25.3
WB Thru/Right - Sheridan Dr	C	33.6		N/A	D	46.9
WB Thru - Sheridan Dr	N/A		C	31.2	N/A	
WB Right - Sheridan Dr			C	21.4		
NB Left - Evans St	C	31.5	D	35.5	D	44.0
NB Thru - Evans St	D	48.5	D	46.1	E	76.3
NB Right - Evans St	A	2.8	B	13.2	A	3.0
SB Left - Hopkins Rd	D	47.1	E	66.7	E	57.8
SB Thru - Hopkins Rd	E	62.8	E	63.7	E	58.5
SB Right - Hopkins Rd	A	8.1	C	27.0	A	9.0
Overall LOS	C	29.5	D	37.1	D	47.5
Volume-to-Capacity (v/c) Ratio	0.84				0.94	
2. Sheridan Dr/Mighty Taco Exit (U)						
NB Left - Mighty Taco Exit	A	0.0	A	0.0	B	10.5
NB Right - Mighty Taco Exit	A	0.0	A	0.0	B	10.3
2. Sheridan Dr/Proposed Dwy (U)						
WB Left - Sheridan Dr						
NB Left - Mighty Taco Exit	N/A		N/A		N/A	
NB Right - Mighty Taco Exit						
3. Sheridan Dr/Mighty Taco Entrance (U)						
WB Left - Sheridan Dr	A	0.0	A	0.0	B	11.0
4. Sheridan Dr/Mill St (S)						

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

PASSERO
engineering architecture

242 West Main Street, Suite 1(
Rochester, NY
585.325.1000 | passer(

November 28, 2023

Scott Marshall, Principal Planner
Town of Amherst Planning Department
5583 Main Street
Williamsville, NY 14221

RE: 5150 & 5117 Sheridan Dive - Sheridan and Mill Re-Development Project, Town of Amherst, NY
Supplemental Queuing Information for Sheridan Drive

Dear Mr. Marshall:

The purpose of this letter is to provide additional queuing for the proposed Sheridan and Mill site re-development located at 5105 and 5117 Sheridan Drive based on comments received in our meeting with Town staff on Tuesday November 28, 2023.

The proposed site plan would close the three existing driveways on Sheridan Drive and would replace those with a new driveway on Sheridan Drive located approximately ±175 ft west of the eastbound stop bar on Sheridan Drive. Westbound queuing on Sheridan Drive was evaluated during the critical AM peak hour; the queue analysis results are shown in Table 1.

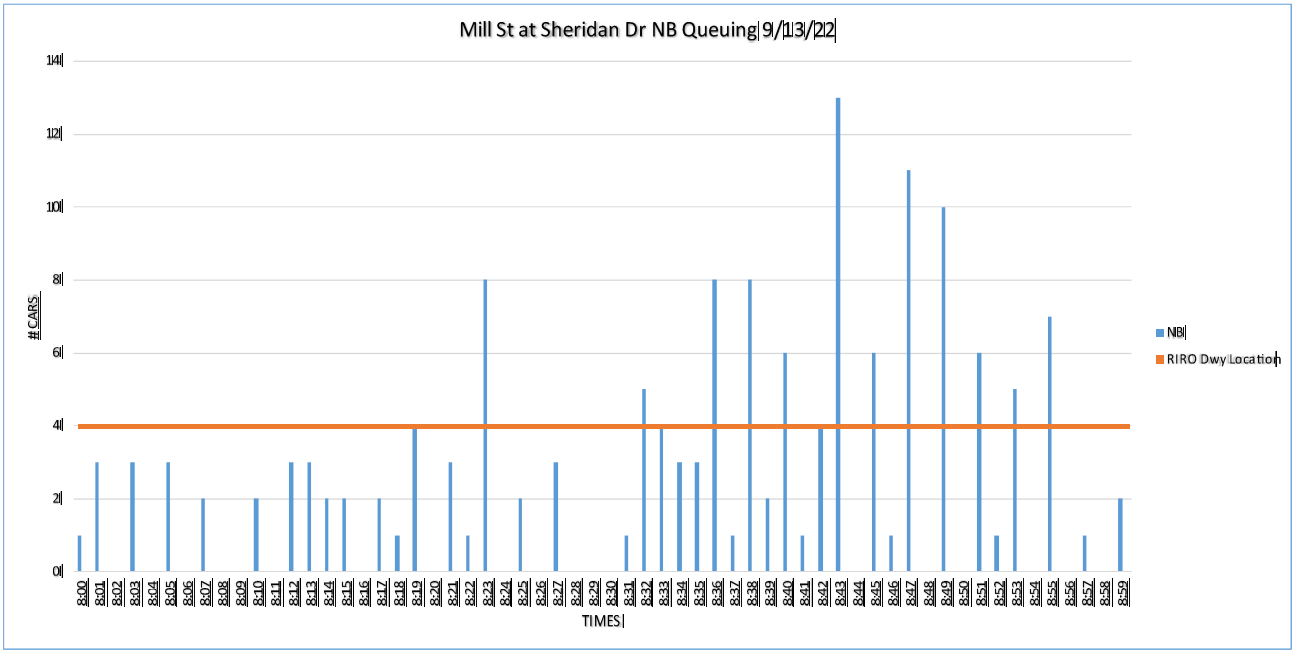
Table 1: *Queuing Analysis Results – AM Peak Hour*

NTERSECTION	Distance to Proposed Driveway	50th % ile Queue Length in feet	95th % ile Queue Length in feet
Sheridan Drive – WB Left	±175 ft	138	214
Sheridan Drive – WB Thru/Right	±175 ft	388	442

During the critical AM peak hour, the westbound queuing in the left turn lane will rarely block the proposed driveway location. Queues in the through lanes will extend beyond the driveway during most traffic signal cycles. The proposed driveway location is directly opposite the end of the two-way left turn lane portion of the left turn lane and can be used for two-stage left turns (i.e. a motorist turning left out of the driveway can use this lane as a staging point to merge into the through lane).

The queue analysis for the northbound approach on Mill St included in the TIS indicated that the proposed right in/right out driveway will be blocked approximately 20% of the time during the AM Peak Hour as shown in the graph below.

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)



Based on the site trip distribution shown in Figure 6 of the TIS, approximately 19% (19 vehicles per hour) of the coffee retailer traffic is expected to turn left onto Sheridan Drive during the AM peak hour. This peak hour volume equates to approximately 1 vehicle every 3 minutes. The traffic signal has a cycle length of 90 seconds which means that the traffic signal cycles through the red and green phases and clears out the approach lanes 40 times per hour. Given the exiting left turn volume and the signal operations, we do not anticipate significant queuing on site for vehicles waiting to turn left onto Sheridan Drive.

It is also important to note that the coffee retailer customers tend to be repeat customers and will become familiar with traffic in the area and adjust their travel behavior as necessary.

Please feel free to contact me directly with any questions.

Sincerely,
Passero Associates

Amy C. Dake, P.E.
Senior Managing Traffic Engineer

Attachments

cc: Christopher Schregel, Traffic-Safety Coordinator, Engineering Department
David Chiazza, Executive Vice President, Iskalo Development Corp.
Sean Hopkins, Esq., Hopkins Sorgi & McCarthy PLLC

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Queues
4: Mill St & Sheridan Dr

Proposed Sheridan/Mill Re-Devlopment
2023 Full Build AM

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	11	1491	174	991	140	141	24	112
v/c Ratio	0.05	0.98	0.72	0.45	0.76	0.29	0.18	0.60
Control Delay	22.9	53.1	50.3	25.7	77.0	9.7	50.3	60.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	53.1	50.3	25.7	77.0	9.7	50.3	60.1
Queue Length 50th (ft)	5	~596	138	388	106	13	17	78
Queue Length 95th (ft)	19	#836	m#214	442	#197	60	43	133
Internal Link Dist (ft)		658		154		102		297
Turn Bay Length (ft)	160		130		65		125	
Base Capacity (vph)	240	1519	242	2174	199	549	198	278
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.98	0.72	0.46	0.70	0.26	0.12	0.40

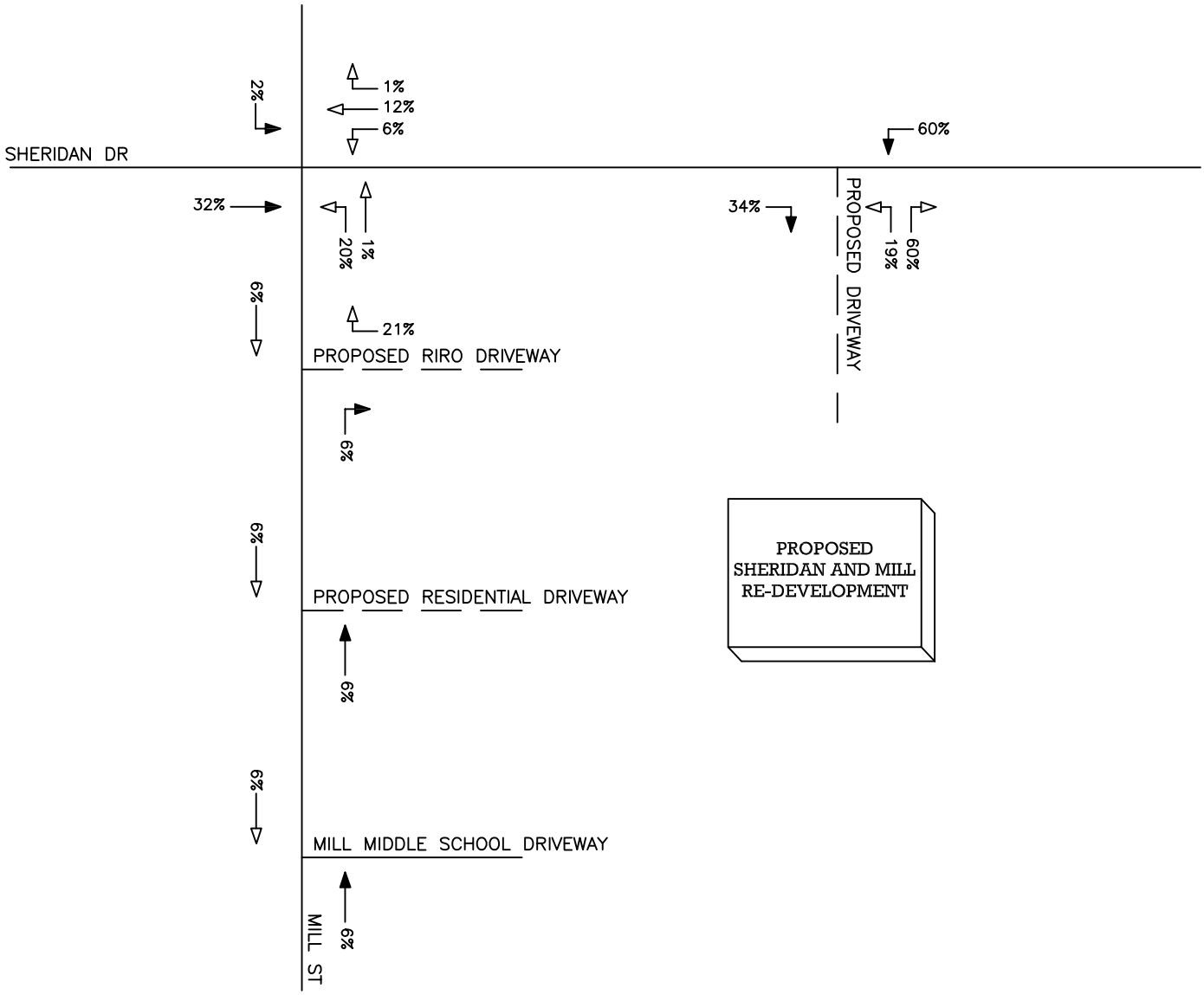
Intersection Summary

~ 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.

m Volume for 95th percentile queue is metered by upstream signal.

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)



SRF ASSOCIATES

N
NOT TO SCALE

FIGURE 6A

TRIP DISTRIBUTION - COFFEE SHOP

PROPOSED SHERIDAN AND MILL RE-DEVEL
TOWN OF AMHERST, NY

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

CARMINAWOOD
DESIGN

ENGINEER'S REPORT

for

Proposed Retail w/ Drive Thru

5105 & 5117 Sheridan Drive
Town of Amherst, Erie County, New York

Prepared for

Iskalo Development Corp.

5166 Main Street, Suite 100
Williamsville, NY 14221

Prepared by

Carmina Wood Design

487 Main Street, Suite 500
Buffalo, NY 14203

Telephone: (716) 842-3165
Fax: (716) 842-0263

November 2023

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

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Written Engineer's Report
Section 1 - Location & Description
Section 2 - Water Service
Section 3 - Sanitary Sewer Service
Section 4 - Storm Sewer Service

Appendices

Appendix A Sanitary Sewer and Water Demand Calculations

Appendix B Storm Sewer System Drainage Calculations

- Existing Runoff
- Proposed Runoff

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Section 1 - Location & Description

This project is a redevelopment of a 1.38 acre site located on Sheridan Drive in the Town of Amherst. Construction will consist of a 2,400 sf retail building with drive-thru to include associated utility, lighting and landscaping improvements. Currently the site is developed consisting of an abandoned building to be demolished and a separate fast-food restaurant with drive-thru to remain. The proposed site development area to be disturbed for this project is approximately 0.9 acres when construction is completed.

Section 2 - Water Service

Water service for the proposed building will be tapped off the existing 16" ECWA water main on the south side of Sheridan Drive. The service will be a 2" type 'k' copper water service, then transition to a 2" polyethylene domestic service past the curb stop and box at the right-of-way. This service will continue into an internal mechanical room where the 2" domestic service will have a meter and RPZ, to be specified by others. Proper heat and lighting will be provided to the enclosure, drainage due to testing or failure of the RPZ will be to the outside grade. The owner will be responsible for keeping the drainage ports clear of snow and debris. Water inside the building will be used for typical domestic uses.

The proposed building is not to be sprinklered, existing public hydrants along Sheridan Drive and Mill Street will ensure fire hose coverage not exceeding 400'.

Domestic Summary:	
Peak Operating Demand:	3.78 gpm
Water Main:	16" on Sheridan Drive
Static Pressure:	82 psi (per ECWA)
Friction Loss:	0.0 psi
Loss through meter/RPZ:	13.9 psi
Elevation Loss:	0.0 psi
Pressure after RPZ:	68.1 psi

Repairs to all devices will be made during off hours, dual backflow preventers are not required. The site is not located in a 100-year flood plain. Disinfection of the water service following installation will be continuous feed, according to AWWA C-651, latest revision.

Section 3 - Sanitary Sewer Service

The proposed building will have a 6" SDR-35 PVC sanitary lateral at 1.0% minimum slope. There is a separate grease line lateral exiting the building that passes through a grease trap before connecting to the sanitary sewer lateral. Each of these laterals will connect on-site and ultimately connect to the existing public sanitary sewer along the east side of Mill Street as a single lateral.

Design Parameters

Fast Food Restaurant:	25 gal/day/seat x 35 seats = 875 gpd
Drive-thru Window:	500 gal/day/wind. x 1 wind. = 500 gpd
Total:	1,375 gpd

1,375 gpd * 4.40 = 6,050 gpd *use peaking factor of 4.40 (refer to Appendix A for calculation)

The hydraulic loading rate is per "Design Standards for Intermediate Sized Wastewater Treatment Systems" 2014, NYSDEC.

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Section 4 - Storm Sewer Service

The existing west portion of the site currently sheet drains north to existing storm drainage inlets that connect to the NYSDOT storm sewer along Sheridan Drive. The existing remaining eastern portion of the site currently sheet drains towards centralized drainage inlets which are also routed to the NYSDOT storm sewer along Sheridan Drive but connect upstream at a separate discharge point.

Stormwater runoff collected onsite as a result of the proposed redevelopment will be routed through the existing and proposed storm sewer system consisting of a series of catch basins and smooth interior HDPE pipe. The western portion of the site will be routed through underground detention pipes which are designed to temporarily store and discharge runoff at a controlled rate. Discharge from the storage pipes will flow through the proposed outlet control device and pipe that ultimately connects to the NYSDOT storm system at the intersection of Sheridan Drive and Mill Street. The eastern portion of the site sheet drains to the existing centralized drainage inlets which ultimately connect to the NYSDOT storm sewer system along the south side of Sheridan Drive east of the proposed curb cut.

Town of Amherst Requirement:
The Town of Amherst requires that the 25-year proposed storm event be attenuated with detention and that the outlet flowrate be restricted to the 10-year existing storm event. Given both portions of the site ultimately outlet to the existing storm sewer system along Sheridan Drive, runoff flowrates were analyzed for the total site area.

Detention: Comparison of the existing 10-year vs. the proposed 25-year runoff

Runoff Summary:

Event	Ex. Runoff (cfs)*	Pro. Runoff (cfs)*	Result (cfs)
10-year	8.34	6.44	-1.90
25-year	10.35	7.94	-2.41

* Runoff flowrate is the summation of the runoff flowrate from multiple subcatchments shown Appendix B of this report.

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Appendix A

Sanitary Sewer and Water Demand Calculations

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

CARMINA WOOD DESIGN
487 MAIN STREET, SUITE 500
BUFFALO, NEW YORK, 14203
(716) 842-3165
FAX (716) 842-0263

Project No.: 23-4037 Date: 11/20/2023
Project Name: Proposed Retail w/ Drive Thru
Project Address: 5105 & 5117 Sheridan Drive Amherst, NY
Subject: Sanitary Sewer & Water Demand Calcs
Sheet: 1 of 2

Sanitary Sewage Demand Calculations:

500 gal/d/win.	x	1 win.	=	500	gpd	*use 500 gallons per drive-thru window per day
25 gal/d/seat	x	35 seat	=	875	gpd	*use 25 gallons per seat per day (fast food)

Total Site Sanitary Demand: = 1,375 gpd

Find Peak Sanitary Demand:

Peaking Factor based on Population:
Total demand: 1,375 gpd / 100 gpcd = 14 per capita

Population (P) = 14 people

Peaking Factor : (18 +√P) / (4 + √P) where P is in thousands

Peaking Factor = 4.40

Peak Sanitary Demand = 1,375 x 4.40 = 6,050 gpd
= 0.006 MGD
= 0.009 cfs

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

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487 MAIN STREET, SUITE 500
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Project No.: 23-4037 Date: 11/20/2023
Project Name: Proposed Retail w/ Drive Thru
Project Address: 5105 & 5117 Sheridan Drive Amherst, NY
Subject: Sanitary Sewer & Water Demand Calcs
Sheet: 2 of 2

Water Demand Calculations (domestic):

Proposed Retail

1,375 gpd x 1.1 = 1,513 gpd *use 110% of sewage demand

*use 1.8 peaking factor and assume a 12 hour day

1,513 gpm x 1day/12hr x 1hr/60min = 2.10 gpm

2.10 gpm x 1.8 = 3.78 gpm Q_{peak}

Headlosses:

Q_{peak} = 3.78 gpm
Pipe = 2 inch Polyethylene C = 140
Length = 75 LF (approx. distance from tap to RPZ in hot box)

$$H_L = \frac{10.44\ L\ Q^{1.85}}{C^{1.85}\ D^{4.866}} = \frac{10.44(75)(3.78)^{1.85}}{(140)^{1.85}\ (2)^{4.866}} = 0.03 \text{ ft} = 0.01 \text{ psi}$$

Δ elev = 2 ft = 0.87 psi
Loss through meter = 1 psi
Loss through RPZ = 12 psi
Total Losses = 13.9 psi
Static Pressure = 82 psi (per ECWA)
Residual Pressure Following RPZ = 82 - 13.9 = 68.1 psi (available after rpz & meter)

Water Demand Calculations (fire):

Proposed Mixed Use

Q = 1,000 gpd

Headlosses:

Q_{peak} = 1000 gpm
Pipe = 6 inch Ductile Iron C = 140
Length = 150 LF (approx. distance from tap to RPDA in hot box)

$$H_L = \frac{10.44\ L\ Q^{1.85}}{C^{1.85}\ D^{4.866}} = \frac{10.44(90)(1000)^{1.85}}{(140)^{1.85}\ (6)^{4.866}} = 9.73 \text{ ft} = 4.21 \text{ psi}$$

Δ elev = 0 ft = 0.00 psi
Loss Through RPZ = 12.0 psi
Total Losses = 16.2 psi
Static Pressure = 82.0 psi (per ECWA)
Residual Pressure after RPDA = 82 - 16.2 = 65.8 psi

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

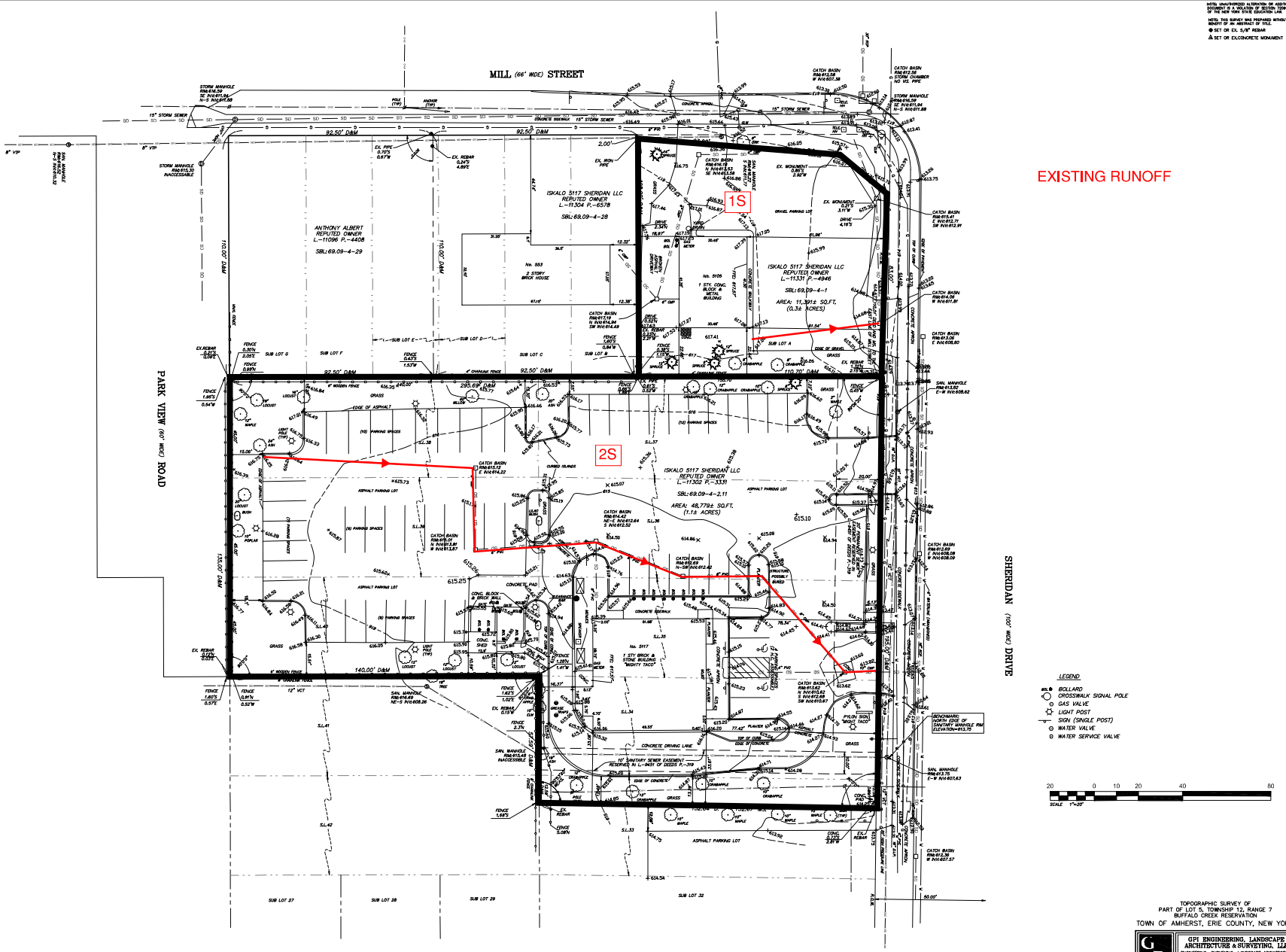
Appendix B

Storm Sewer System Drainage Calculations

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Existing Runoff

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)



TOPOGRAPHIC SURVEY OF
PART OF LOT 5, TOWNSHIP 12, RANGE 7
BUFFALO CREEK RESERVATION
TOWN OF AMHERST, ERIE COUNTY, NEW YORK

GPI ENGINEERING, LANDSCAPE ARCHITECTURE & SURVEYING, LLP
ENGINEERING ▪ SURVEYING ▪ LANDSCAPE ARCHITECTURE
4965 SENECA STREET, SUITE 105
BUFFALO, NEW YORK 14228
(716) 633–4844 FAX 633–4840

Job No. 2016609–2023 Date: FEBRUARY 17, 202
Scale: 1" = 20' TAX No. 69.09–4–12.11

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Events for Subcatchment 1S: West

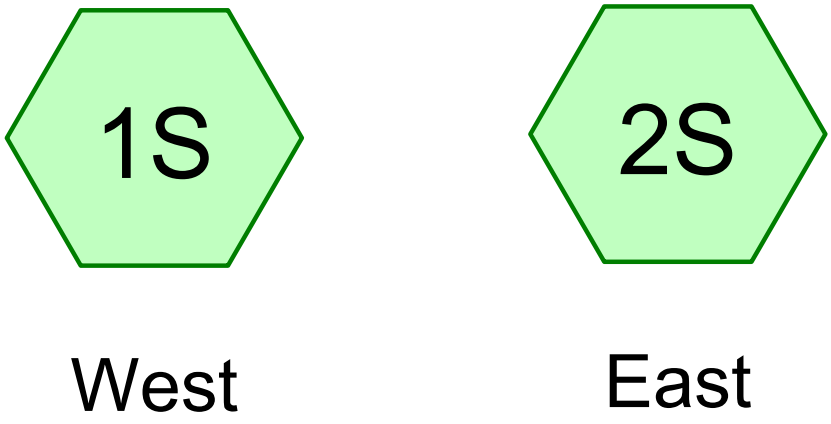
Event	Rainfall (inches)	Runoff (cfs)	Volume (cubic-feet)	Depth (inches)
1-Year	1.87	0.66	1,157	1.28
2-Year	2.20	0.80	1,438	1.58
5-Year	2.69	1.02	1,862	2.05
10-Year	3.14	1.22	2,256	2.49
25-Year	3.84	1.52	2,875	3.17
50-Year	4.48	1.80	3,445	3.80
100-Year	**5.23**	**2.12**	**4,116**	**4.54**

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Events for Subcatchment 2S: East

Event	Rainfall (inches)	Runoff (cfs)	Volume (cubic-feet)	Depth (inches)
1-Year	1.87	2.79	5,231	1.28
2-Year	2.20	3.42	6,499	1.58
5-Year	2.69	4.35	8,414	2.05
10-Year	3.14	5.20	10,196	2.49
25-Year	3.84	6.51	12,994	3.17
50-Year	4.48	7.70	15,570	3.80
100-Year	**5.23**	**9.09**	**18,602**	**4.54**

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)



Subcat Reach Pond Link

Routing Diagram for 23-4037 existing
Prepared by Carmina Wood Morris, PC, Printed 11/17/2023
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Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Rainfall Events Listing (selected events)

Event#	Event Name	Storm Type	Curve	Mode	Duration (hours)	B/B	Depth (inches)	AMC
1	10-Year	Type II 24-hr		Default	24.00	1	3.14	2
2	25-Year	Type II 24-hr		Default	24.00	1	3.84	2

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Area Listing (all nodes)

Area (sq-ft)	CN	Description (subcatchment-numbers)
12,197	80	>75% Grass cover, Good, HSG D (1S, 2S)
43,560	98	Paved parking, HSG D (1S, 2S)
4,356	98	Roofs, HSG D (1S, 2S)
60,113	**94**	**TOTAL AREA**

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Soil Listing (all nodes)

Area (sq-ft)	Soil Group	Subcatchment Numbers
0	HSG A	
0	HSG B	
0	HSG C	
60,113	HSG D	1S, 2S
0	Other	
60,113		**TOTAL AREA**

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Ground Covers (all nodes)

HSG-A (sq-ft)	HSG-B (sq-ft)	HSG-C (sq-ft)	HSG-D (sq-ft)	Other (sq-ft)	Total (sq-ft)	Ground Cover
0	0	0	12,197	0	12,197	>75% Grass cover, Good
0	0	0	43,560	0	43,560	Paved parking
0	0	0	4,356	0	4,356	Roofs
0	**0**	**0**	**60,113**	**0**	**60,113**	**TOTAL AREA**

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Pipe Listing (all nodes)

Line#	Node Number	In-Invert (feet)	Out-Invert (feet)	Length (feet)	Slope (ft/ft)	n	Width (inches)	Diam/Height (inches)	Inside-Fill (inches)
1	2S	0.00	0.00	225.0	0.0140	0.010	0.0	6.0	0.0

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Time span=0.00-60.00 hrs, dt=0.01 hrs, 6001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1S: West Runoff Area=0.250 ac 80.00% Impervious Runoff Depth=2.49"
Flow Length=60' Slope=0.0530 '/' Tc=0.6 min CN=94 Runoff=1.22 cfs 2,256 cf

Subcatchment2S: East Runoff Area=1.130 ac 79.65% Impervious Runoff Depth=2.49"
Flow Length=330' Tc=2.5 min CN=94 Runoff=5.20 cfs 10,196 cf

Total Runoff Area = 60,113 sf Runoff Volume = 12,452 cf Average Runoff Depth = 2.4
20.29% Pervious = 12,197 sf 79.71% Impervious = 47,916 s

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Summary for Subcatchment 1S: West

[49] Hint: Tc<2dt may require smaller dt

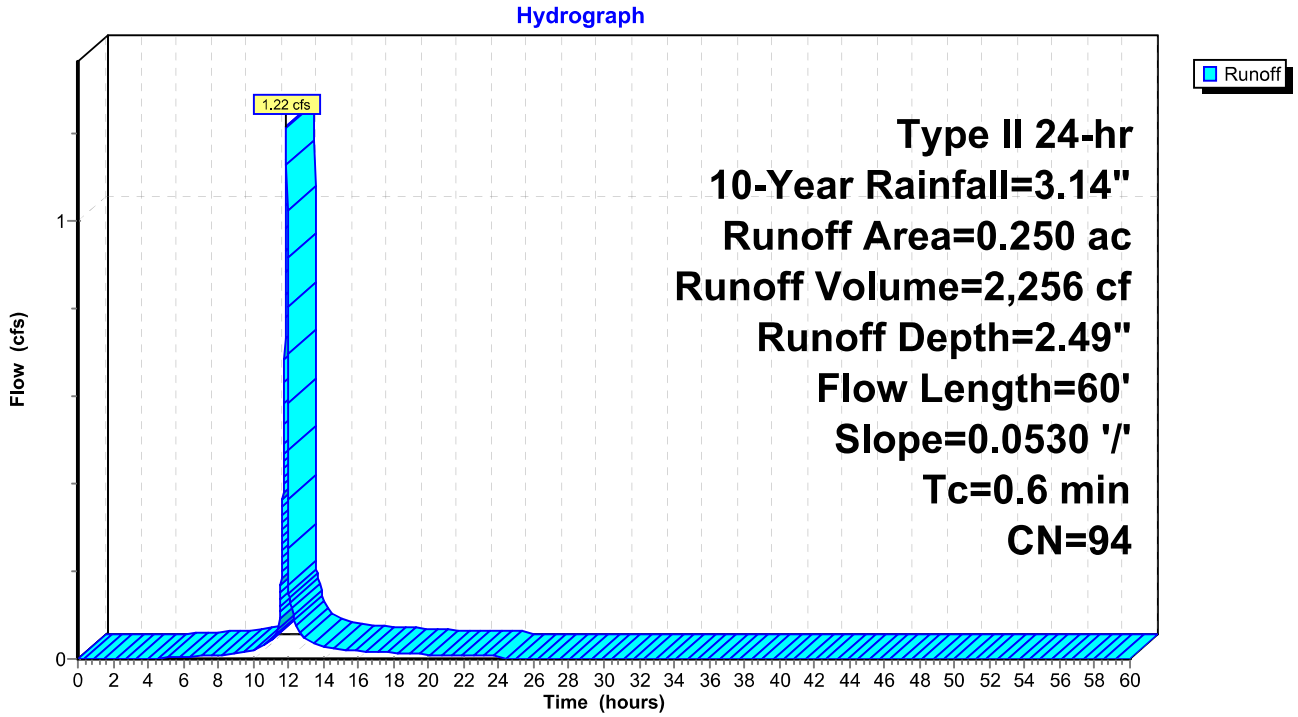
Runoff = 1.22 cfs @ 11.91 hrs, Volume= 2,256 cf, Depth= 2.49"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type II 24-hr 10-Year Rainfall=3.14"

Area (ac)	CN	Description
0.030	98	Roofs, HSG D
0.170	98	Paved parking, HSG D
0.050	80	>75% Grass cover, Good, HSG D
0.250	94	Weighted Average
0.050		20.00% Pervious Area
0.200		80.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.6	60	0.0530	1.62		**Sheet Flow, pavement** Smooth surfaces n= 0.011 P2= 2.50"

Subcatchment 1S: West



Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Summary for Subcatchment 2S: East

[47] Hint: Peak is 602% of capacity of segment #2

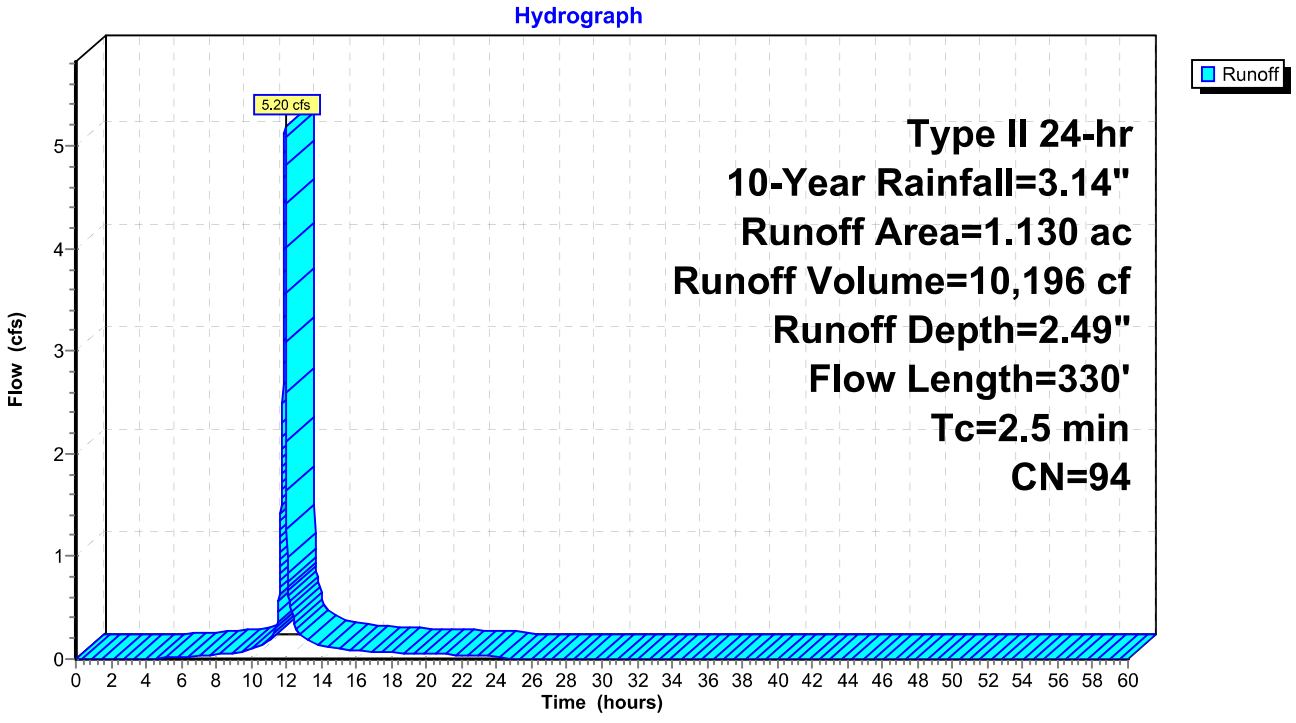
Runoff = 5.20 cfs @ 11.93 hrs, Volume= 10,196 cf, Depth= 2.49"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type II 24-hr 10-Year Rainfall=3.14"

Area (ac)	CN	Description
0.070	98	Roofs, HSG D
0.830	98	Paved parking, HSG D
0.230	80	>75% Grass cover, Good, HSG D
1.130	94	Weighted Average
0.230		20.35% Pervious Area
0.900		79.65% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.6	105	0.0150	1.09		**Sheet Flow, pavement** Smooth surfaces n= 0.011 P2= 2.50"
0.9	225	0.0140	4.40	0.86	**Pipe Channel, Pipe flow** 6.0" Round Area= 0.2 sf Perim= 1.6' r= 0.13' n= 0.010 PVC, smooth interior
2.5	330	Total			

Subcatchment 2S: East



Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Time span=0.00-60.00 hrs, dt=0.01 hrs, 6001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1S: West Runoff Area=0.250 ac 80.00% Impervious Runoff Depth=3.17"
Flow Length=60' Slope=0.0530 '/' Tc=0.6 min CN=94 Runoff=1.52 cfs 2,875 cf

Subcatchment2S: East Runoff Area=1.130 ac 79.65% Impervious Runoff Depth=3.17"
Flow Length=330' Tc=2.5 min CN=94 Runoff=6.51 cfs 12,994 cf

Total Runoff Area = 60,113 sf Runoff Volume = 15,868 cf Average Runoff Depth = 3.1'
20.29% Pervious = 12,197 sf 79.71% Impervious = 47,916 s

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Summary for Subcatchment 1S: West

[49] Hint: Tc<2dt may require smaller dt

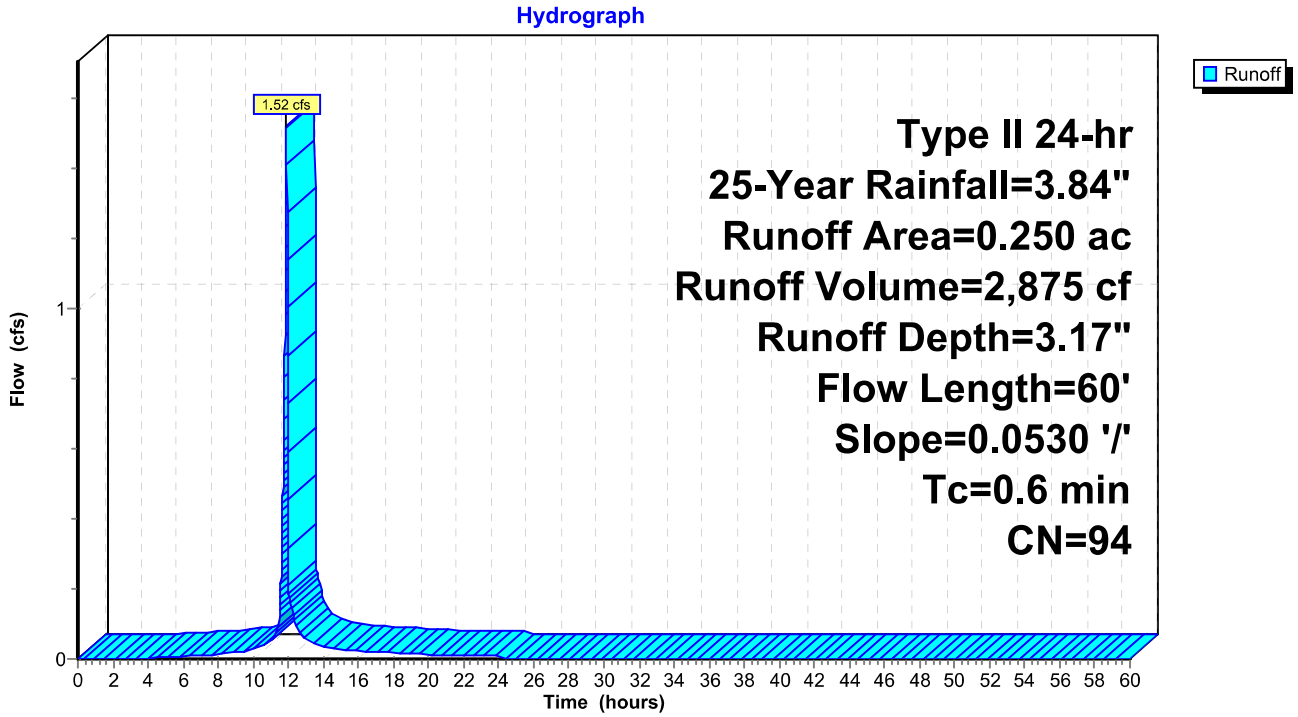
Runoff = 1.52 cfs @ 11.91 hrs, Volume= 2,875 cf, Depth= 3.17"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type II 24-hr 25-Year Rainfall=3.84"

Area (ac)	CN	Description
0.030	98	Roofs, HSG D
0.170	98	Paved parking, HSG D
0.050	80	>75% Grass cover, Good, HSG D
0.250	94	Weighted Average
0.050		20.00% Pervious Area
0.200		80.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
0.6	60	0.0530	1.62		**Sheet Flow, pavement** Smooth surfaces n= 0.011 P2= 2.50"

Subcatchment 1S: West



Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Summary for Subcatchment 2S: East

[47] Hint: Peak is 754% of capacity of segment #2

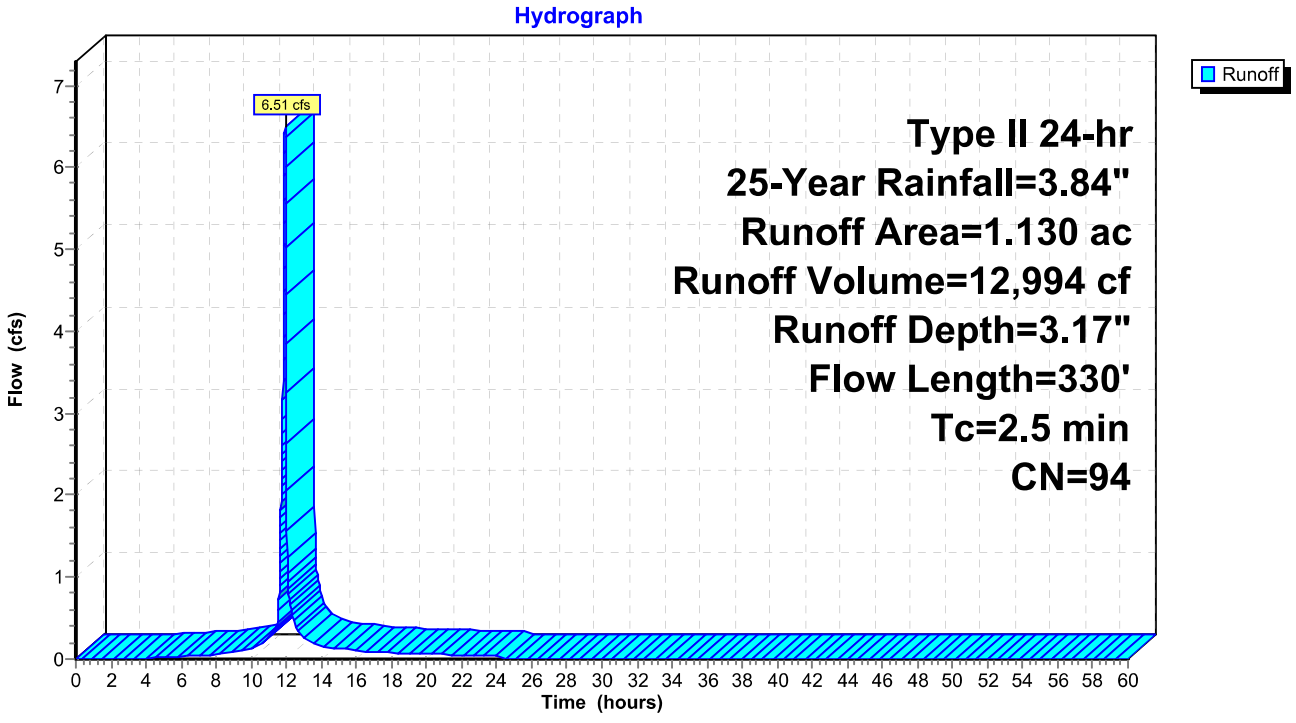
Runoff = 6.51 cfs @ 11.93 hrs, Volume= 12,994 cf, Depth= 3.17"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type II 24-hr 25-Year Rainfall=3.84"

Area (ac)	CN	Description
0.070	98	Roofs, HSG D
0.830	98	Paved parking, HSG D
0.230	80	>75% Grass cover, Good, HSG D
1.130	94	Weighted Average
0.230		20.35% Pervious Area
0.900		79.65% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.6	105	0.0150	1.09		**Sheet Flow, pavement** Smooth surfaces n= 0.011 P2= 2.50"
0.9	225	0.0140	4.40	0.86	**Pipe Channel, Pipe flow** 6.0" Round Area= 0.2 sf Perim= 1.6' r= 0.13' n= 0.010 PVC, smooth interior
2.5	330	Total			

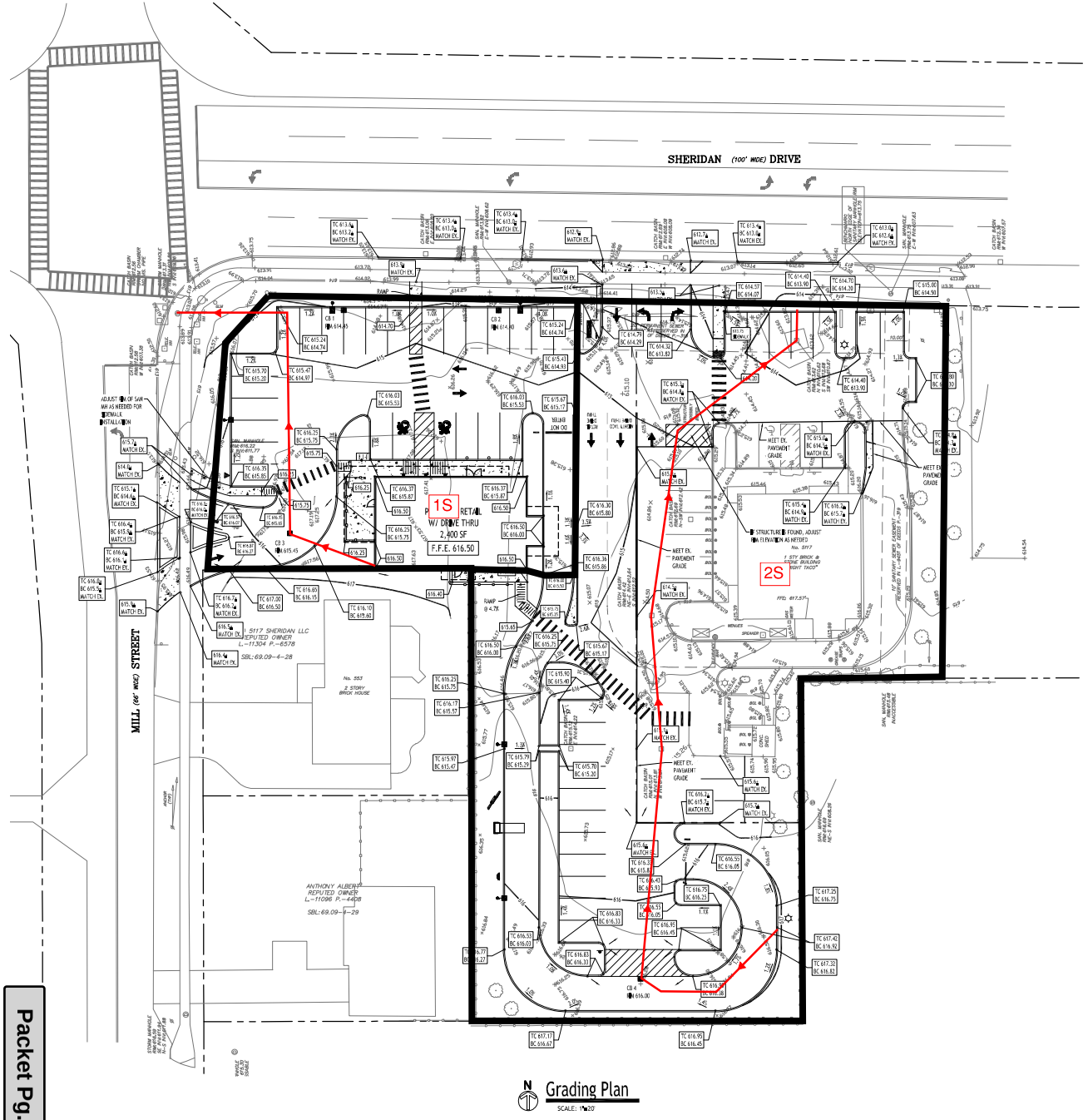
Subcatchment 2S: East



Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Proposed Runoff

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)



N Grading Plan

SCALE: 1"=20'

PROPOSED GRADING LEGEND

PROPOSED CONTOUR — 101 —

PROPOSED SPOT ELEVATION 100.00

PROPOSED TOP/BOTTOM OF CURB TC 100.50 BC 100.00

PROPOSED CATCH BASIN CB

PAVEMENT/GROUND SLOPE —

PROPOSED MANHOLE MH

PROPOSED SWALE

NOTE: BOUNDARY AND TOPOGRAPHIC INFORMATION PROVIDED BY OTHERS, CARMINA WOOD DESIGN ASSUMES NO RESPONSIBILITY FOR POINTS ACCURACY.

20' 20 0 20 40FT.

CARMINAWOOD DESIGN
Buffalo | Utica | Greensboro

Proposed Retail w/ Drive Thru

5105 & 5117 Sheridan Drive
Amherst, NY

No.	Description	Date
REVISIONS:		

DRAWING NAME:
Grading Plan

Date: 11/20/23
Drawn By: P. Sheedy
Scale:

DRAWING NO.
C-200

Project No: 23-4037

1.a

Packet Pg. 102

Events for Pond 1P: Pipe Storage

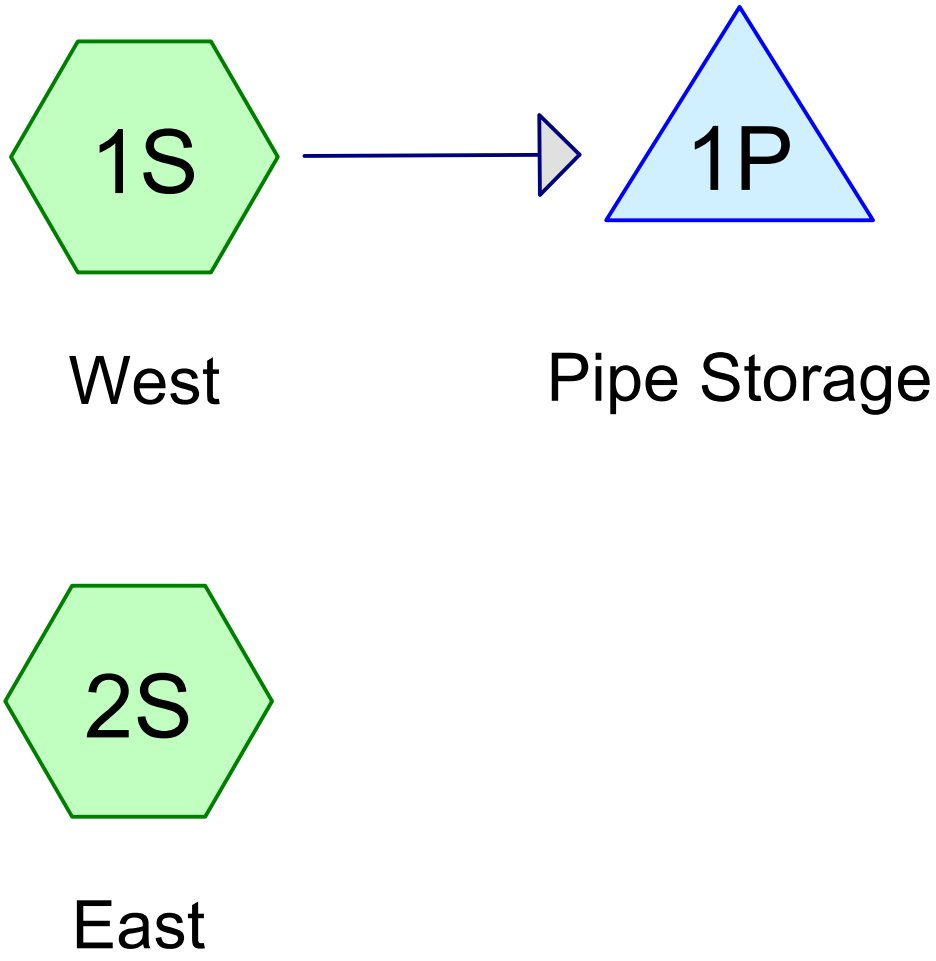
Event	Inflow (cfs)	Primary (cfs)	Elevation (feet)	Storage (cubic-feet)
1-Year	0.89	0.70	613.65	748
2-Year	1.07	0.87	613.94	803
5-Year	1.34	1.05	614.33	885
10-Year	1.59	1.84	616.87	**885**
25-Year	1.97	2.18	618.42	885
50-Year	2.31	2.71	621.33	885
100-Year	**2.71**	**3.28**	**625.13**	885

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Events for Subcatchment 2S: East

Event	Rainfall (inches)	Runoff (cfs)	Volume (cubic-feet)	Depth (inches)
1-Year	1.87	2.47	4,629	1.28
2-Year	2.20	3.03	5,751	1.58
5-Year	2.69	3.85	7,446	2.05
10-Year	3.14	4.60	9,023	2.49
25-Year	3.84	5.76	11,499	3.17
50-Year	4.48	6.82	13,778	3.80
100-Year	**5.23**	**8.05**	**16,462**	**4.54**

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)



Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Subcat Reach Pond Link

Routing Diagram for 23-4037 proposed
Prepared by Carmina Wood Morris, PC, Printed 11/17/2023
HydroCAD® 10.20-2g s/n 05019 © 2022 HydroCAD Software Solutions LLC

Rainfall Events Listing (selected events)

Event#	Event Name	Storm Type	Curve	Mode	Duration (hours)	B/B	Depth (inches)	AMC
1	10-Year	Type II 24-hr		Default	24.00	1	3.14	2
2	25-Year	Type II 24-hr		Default	24.00	1	3.84	2

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Area Listing (all nodes)

Area (sq-ft)	CN	Description (subcatchment-numbers)
13,068	80	>75% Grass cover, Good, HSG D (1S, 2S)
41,818	98	Paved parking, HSG D (1S, 2S)
5,227	98	Roofs, HSG D (1S, 2S)
60,113	**94**	**TOTAL AREA**

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Soil Listing (all nodes)

Area (sq-ft)	Soil Group	Subcatchment Numbers
0	HSG A	
0	HSG B	
0	HSG C	
60,113	HSG D	1S, 2S
0	Other	
60,113		**TOTAL AREA**

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Ground Covers (all nodes)

HSG-A (sq-ft)	HSG-B (sq-ft)	HSG-C (sq-ft)	HSG-D (sq-ft)	Other (sq-ft)	Total (sq-ft)	Ground Cover
0	0	0	13,068	0	13,068	>75% Grass cover, Good
0	0	0	41,818	0	41,818	Paved parking
0	0	0	5,227	0	5,227	Roofs
0	**0**	**0**	**60,113**	**0**	**60,113**	**TOTAL AREA**

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Pipe Listing (all nodes)

Line#	Node Number	In-Invert (feet)	Out-Invert (feet)	Length (feet)	Slope (ft/ft)	n	Width (inches)	Diam/Height (inches)	Inside-Fill (inches)
1	1S	0.00	0.00	161.0	0.0130	0.013	0.0	10.0	0.0
2	2S	0.00	0.00	285.0	0.0140	0.013	0.0	8.0	0.0
3	1P	610.45	610.00	45.0	0.0100	0.013	0.0	8.0	0.0

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Time span=0.00-60.00 hrs, dt=0.01 hrs, 6001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1S: West Runoff Area=0.380 ac 86.84% Impervious Runoff Depth=2.69"
Flow Length=201' Tc=6.9 min CN=96 Runoff=1.59 cfs 3,711 cf

Subcatchment2S: East Runoff Area=1.000 ac 75.00% Impervious Runoff Depth=2.49"
Flow Length=360' Tc=2.5 min CN=94 Runoff=4.60 cfs 9,023 cf

Pond 1P: Pipe Storage Peak Elev=616.87' Storage=885 cf Inflow=1.59 cfs 3,711 cf
Outflow=1.84 cfs 3,120 cf

Total Runoff Area = 60,113 sf Runoff Volume = 12,733 cf Average Runoff Depth = 2.5
21.74% Pervious = 13,068 sf 78.26% Impervious = 47,045 s

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Summary for Subcatchment 1S: West

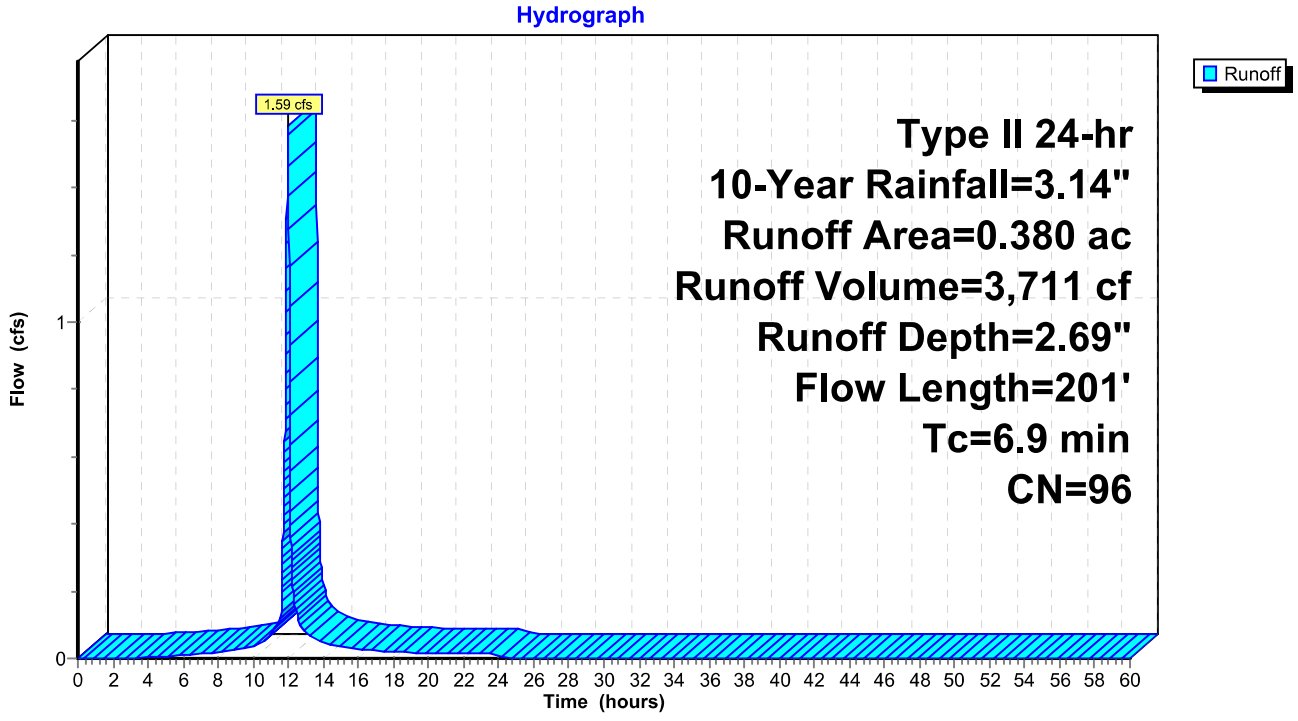
Runoff = 1.59 cfs @ 11.98 hrs, Volume= 3,711 cf, Depth= 2.69"
Routed to Pond 1P : Pipe Storage

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type II 24-hr 10-Year Rainfall=3.14"

Area (ac)	CN	Description
0.060	98	Roofs, HSG D
0.270	98	Paved parking, HSG D
0.050	80	>75% Grass cover, Good, HSG D
0.380	96	Weighted Average
0.050		13.16% Pervious Area
0.330		86.84% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.1	30	0.0080	0.08		**Sheet Flow, grass** Grass: Short n= 0.150 P2= 2.50"
0.2	10	0.0150	0.68		**Sheet Flow, pavement** Smooth surfaces n= 0.011 P2= 2.50"
0.6	161	0.0130	4.58	2.50	**Pipe Channel, pipe flow** 10.0" Round Area= 0.5 sf Perim= 2.6' r= 0.21' n= 0.013 Corrugated PE, smooth interior
6.9	201	Total			

Subcatchment 1S: West



Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Summary for Subcatchment 2S: East

[47] Hint: Peak is 322% of capacity of segment #2

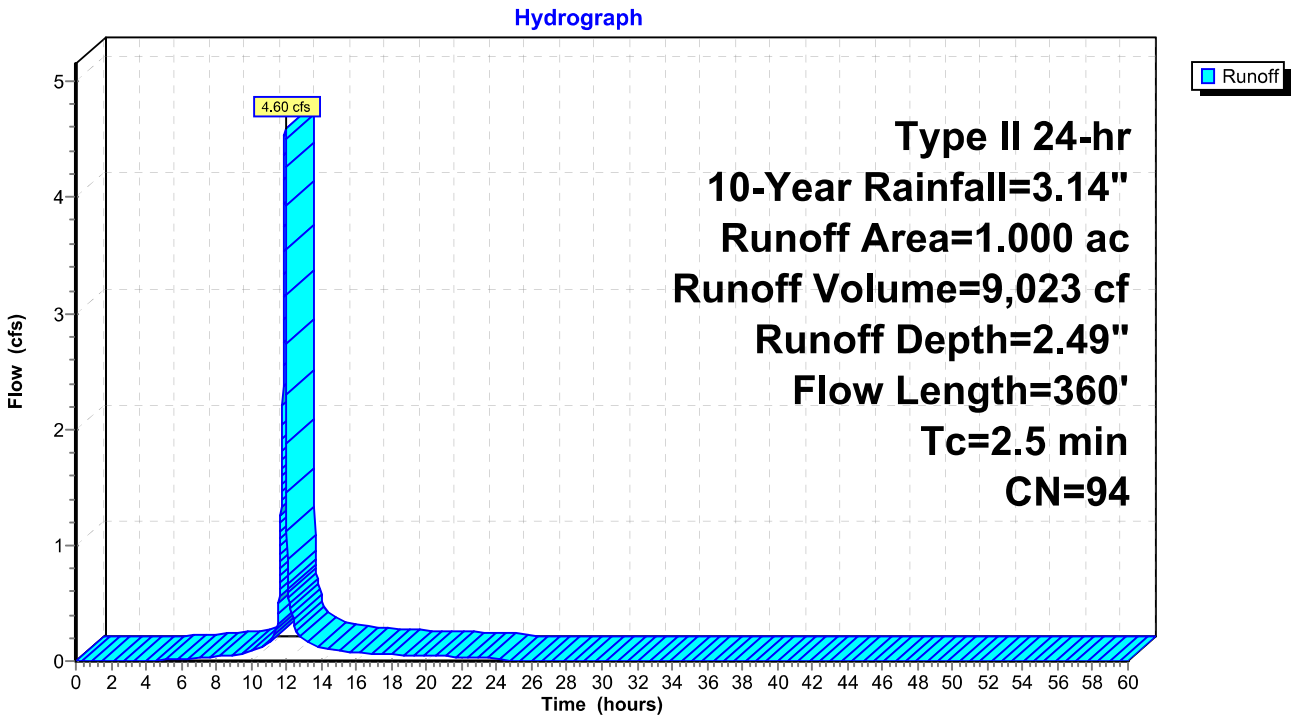
Runoff = 4.60 cfs @ 11.93 hrs, Volume= 9,023 cf, Depth= 2.49"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type II 24-hr 10-Year Rainfall=3.14"

Area (ac)	CN	Description
0.060	98	Roofs, HSG D
0.690	98	Paved parking, HSG D
0.250	80	>75% Grass cover, Good, HSG D
1.000	94	Weighted Average
0.250		25.00% Pervious Area
0.750		75.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.3	75	0.0120	0.94		**Sheet Flow, pavement** Smooth surfaces n= 0.011 P2= 2.50"
1.2	285	0.0140	4.10	1.43	**Pipe Channel, pipe flow** 8.0" Round Area= 0.3 sf Perim= 2.1' r= 0.17' n= 0.013 Corrugated PE, smooth interior
2.5	360	Total			

Subcatchment 2S: East



Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Summary for Pond 1P: Pipe Storage

[93] Warning: Storage range exceeded by 2.54'
[88] Warning: Qout>Qin may require smaller dt or Finer Routing
[85] Warning: Oscillations may require smaller dt or Finer Routing (severity=1)

Inflow Area = 16,553 sf, 86.84% Impervious, Inflow Depth = 2.69" for 10-Year event
Inflow = 1.59 cfs @ 11.98 hrs, Volume= 3,711 cf
Outflow = 1.84 cfs @ 11.98 hrs, Volume= 3,120 cf, Atten= 0%, Lag= 0.1 min
Primary = 1.84 cfs @ 11.98 hrs, Volume= 3,120 cf

Routing by Stor-Ind method, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Peak Elev= 616.87' @ 11.98 hrs Surf.Area= 526 sf Storage= 885 cf

Plug-Flow detention time= 118.7 min calculated for 3,120 cf (84% of inflow)
Center-of-Mass det. time= 48.5 min (820.4 - 771.9)

Volume	Invert	Avail.Storage	Storage Description
#1A	611.00'	513 cf	**12.33'W x 42.67'L x 3.33'H Field A** 1,754 cf Overall - 471 cf Embedded = 1,284 cf x 40.0% Voids
#2A	611.50'	372 cf	**ADS N-12 24"** x 6 Inside #1 Inside= 23.8"W x 23.8"H => 3.10 sf x 20.00'L = 62.0 cf Outside= 28.0"W x 28.0"H => 3.92 sf x 20.00'L = 78.4 cf 6 Chambers in 3 Rows
		885 cf	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	610.45'	**8.0" Round Culvert** L= 45.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 610.45' / 610.00' S= 0.0100 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 0.35 sf
#2	Device 1	613.10'	**6.0" Horiz. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=1.83 cfs @ 11.98 hrs HW=616.86' (Free Discharge)
↑—**1=Culvert** (Passes 1.83 cfs of 3.52 cfs potential flow)
↑—**2=Orifice/Grate** (Orifice Controls 1.83 cfs @ 9.34 fps)

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Pond 1P: Pipe Storage - Chamber Wizard Field A

Chamber Model = ADS N-12 24" (ADS N-12® Pipe)
Inside= 23.8"W x 23.8"H => 3.10 sf x 20.00'L = 62.0 cf
Outside= 28.0"W x 28.0"H => 3.92 sf x 20.00'L = 78.4 cf

28.0" Wide + 16.0" Spacing = 44.0" C-C Row Spacing

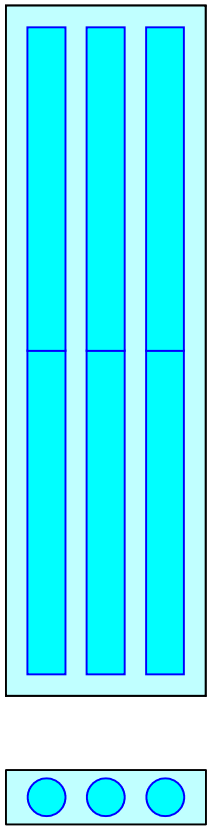
2 Chambers/Row x 20.00' Long = 40.00' Row Length +16.0" End Stone x 2 = 42.67' Base Length
3 Rows x 28.0" Wide + 16.0" Spacing x 2 + 16.0" Side Stone x 2 = 12.33' Base Width
6.0" Stone Base + 28.0" Chamber Height + 6.0" Stone Cover = 3.33' Field Height

6 Chambers x 62.0 cf = 372.0 cf Chamber Storage
6 Chambers x 78.4 cf = 470.6 cf Displacement

1,754.1 cf Field - 470.6 cf Chambers = 1,283.6 cf Stone x 40.0% Voids = 513.4 cf Stone Storage

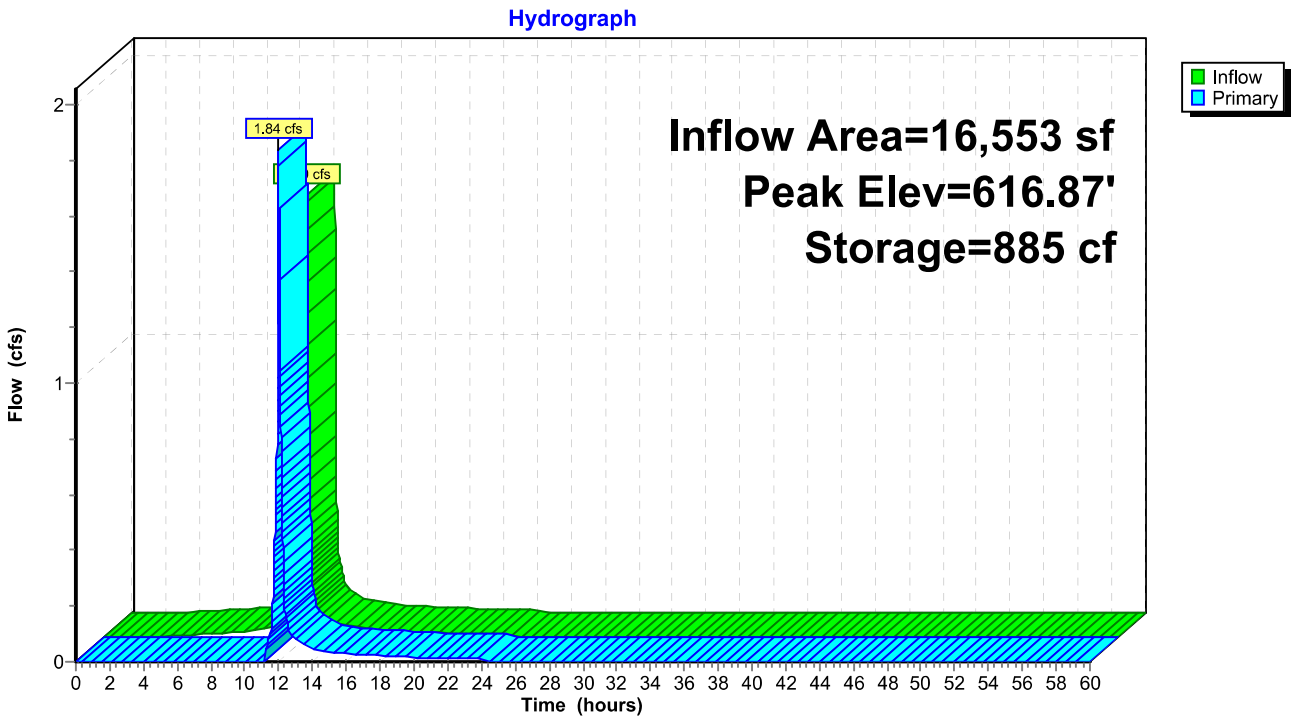
Chamber Storage + Stone Storage = 885.4 cf = 0.020 af
Overall Storage Efficiency = 50.5%
Overall System Size = 42.67' x 12.33' x 3.33'

6 Chambers
65.0 cy Field
47.5 cy Stone



Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Pond 1P: Pipe Storage



Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Time span=0.00-60.00 hrs, dt=0.01 hrs, 6001 points
Runoff by SCS TR-20 method, UH=SCS, Weighted-CN
Reach routing by Stor-Ind+Trans method - Pond routing by Stor-Ind method

Subcatchment1S: West Runoff Area=0.380 ac 86.84% Impervious Runoff Depth=3.38"
Flow Length=201' Tc=6.9 min CN=96 Runoff=1.97 cfs 4,665 cf

Subcatchment2S: East Runoff Area=1.000 ac 75.00% Impervious Runoff Depth=3.17"
Flow Length=360' Tc=2.5 min CN=94 Runoff=5.76 cfs 11,499 cf

Pond 1P: Pipe Storage Peak Elev=618.42' Storage=885 cf Inflow=1.97 cfs 4,665 cf
Outflow=2.18 cfs 4,074 cf

Total Runoff Area = 60,113 sf Runoff Volume = 16,163 cf Average Runoff Depth = 3.2
21.74% Pervious = 13,068 sf 78.26% Impervious = 47,045 s

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Summary for Subcatchment 1S: West

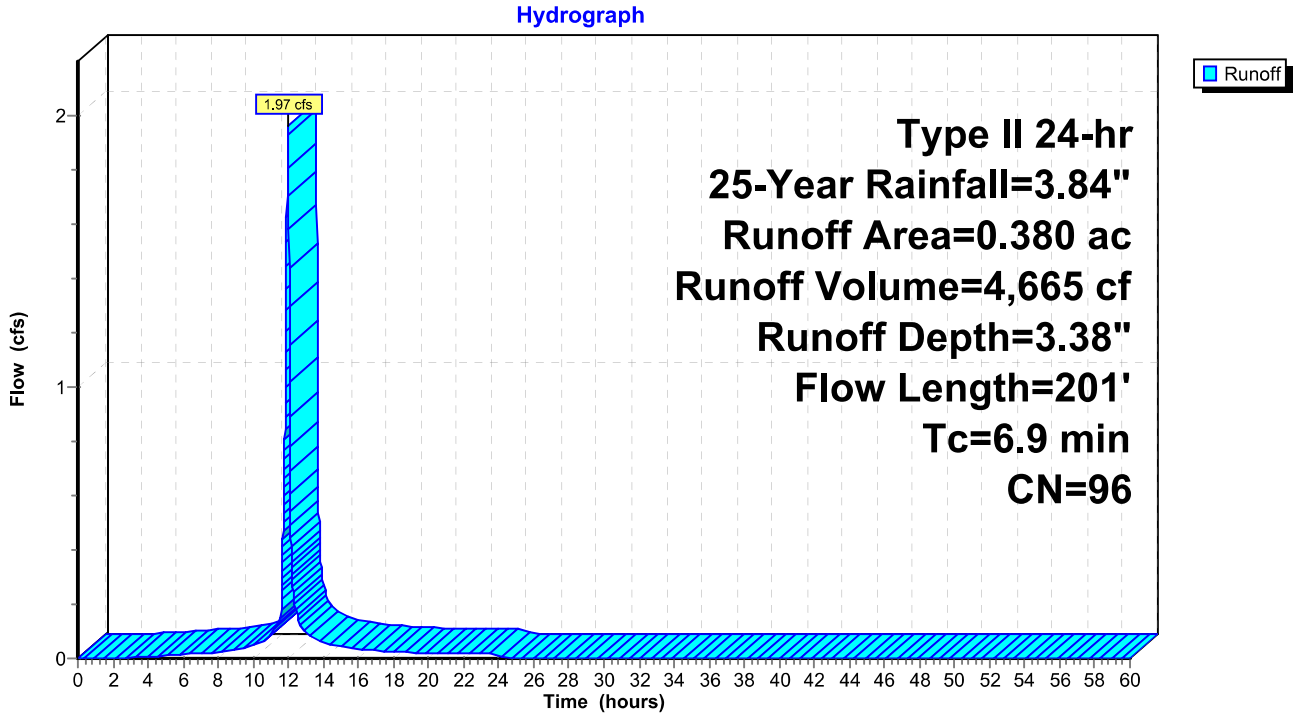
Runoff = 1.97 cfs @ 11.98 hrs, Volume= 4,665 cf, Depth= 3.38"
Routed to Pond 1P : Pipe Storage

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type II 24-hr 25-Year Rainfall=3.84"

Area (ac)	CN	Description
0.060	98	Roofs, HSG D
0.270	98	Paved parking, HSG D
0.050	80	>75% Grass cover, Good, HSG D
0.380	96	Weighted Average
0.050		13.16% Pervious Area
0.330		86.84% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.1	30	0.0080	0.08		**Sheet Flow, grass** Grass: Short n= 0.150 P2= 2.50"
0.2	10	0.0150	0.68		**Sheet Flow, pavement** Smooth surfaces n= 0.011 P2= 2.50"
0.6	161	0.0130	4.58	2.50	**Pipe Channel, pipe flow** 10.0" Round Area= 0.5 sf Perim= 2.6' r= 0.21' n= 0.013 Corrugated PE, smooth interior
6.9	201	Total			

Subcatchment 1S: West



Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Summary for Subcatchment 2S: East

[47] Hint: Peak is 403% of capacity of segment #2

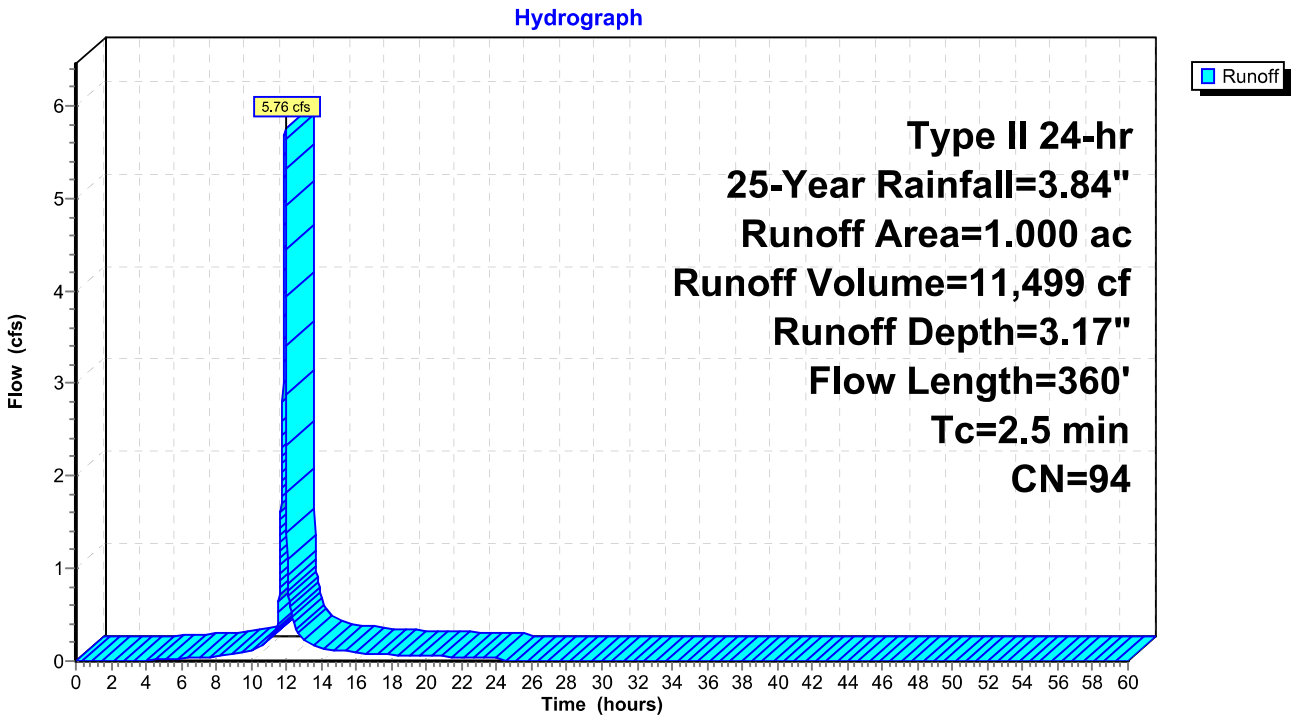
Runoff = 5.76 cfs @ 11.93 hrs, Volume= 11,499 cf, Depth= 3.17"

Runoff by SCS TR-20 method, UH=SCS, Weighted-CN, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Type II 24-hr 25-Year Rainfall=3.84"

Area (ac)	CN	Description
0.060	98	Roofs, HSG D
0.690	98	Paved parking, HSG D
0.250	80	>75% Grass cover, Good, HSG D
1.000	94	Weighted Average
0.250		25.00% Pervious Area
0.750		75.00% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
1.3	75	0.0120	0.94		**Sheet Flow, pavement** Smooth surfaces n= 0.011 P2= 2.50"
1.2	285	0.0140	4.10	1.43	**Pipe Channel, pipe flow** 8.0" Round Area= 0.3 sf Perim= 2.1' r= 0.17' n= 0.013 Corrugated PE, smooth interior
2.5	360	Total			

Subcatchment 2S: East



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Summary for Pond 1P: Pipe Storage

[93] Warning: Storage range exceeded by 4.09'
[88] Warning: Qout>Qin may require smaller dt or Finer Routing
[85] Warning: Oscillations may require smaller dt or Finer Routing (severity=4)

Inflow Area = 16,553 sf, 86.84% Impervious, Inflow Depth = 3.38" for 25-Year event
Inflow = 1.97 cfs @ 11.98 hrs, Volume= 4,665 cf
Outflow = 2.18 cfs @ 11.98 hrs, Volume= 4,074 cf, Atten= 0%, Lag= 0.2 min
Primary = 2.18 cfs @ 11.98 hrs, Volume= 4,074 cf

Routing by Stor-Ind method, Time Span= 0.00-60.00 hrs, dt= 0.01 hrs
Peak Elev= 618.42' @ 11.98 hrs Surf.Area= 526 sf Storage= 885 cf

Plug-Flow detention time= 105.7 min calculated for 4,074 cf (87% of inflow)
Center-of-Mass det. time= 44.8 min (811.0 - 766.3)

Volume	Invert	Avail.Storage	Storage Description
#1A	611.00'	513 cf	**12.33'W x 42.67'L x 3.33'H Field A** 1,754 cf Overall - 471 cf Embedded = 1,284 cf x 40.0% Voids
#2A	611.50'	372 cf	**ADS N-12 24"** x 6 Inside #1 Inside= 23.8"W x 23.8"H => 3.10 sf x 20.00'L = 62.0 cf Outside= 28.0"W x 28.0"H => 3.92 sf x 20.00'L = 78.4 cf 6 Chambers in 3 Rows
		885 cf	Total Available Storage

Storage Group A created with Chamber Wizard

Device	Routing	Invert	Outlet Devices
#1	Primary	610.45'	**8.0" Round Culvert** L= 45.0' CPP, square edge headwall, Ke= 0.500 Inlet / Outlet Invert= 610.45' / 610.00' S= 0.0100 '/' Cc= 0.900 n= 0.013 Corrugated PE, smooth interior, Flow Area= 0.35 sf
#2	Device 1	613.10'	**6.0" Horiz. Orifice/Grate** C= 0.600 Limited to weir flow at low heads

Primary OutFlow Max=2.18 cfs @ 11.98 hrs HW=618.40' (Free Discharge)
└─**1=Culvert** (Passes 2.18 cfs of 3.93 cfs potential flow)
└─**2=Orifice/Grate** (Orifice Controls 2.18 cfs @ 11.09 fps)

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Pond 1P: Pipe Storage - Chamber Wizard Field A

Chamber Model = ADS N-12 24" (ADS N-12® Pipe)
Inside= 23.8"W x 23.8"H => 3.10 sf x 20.00'L = 62.0 cf
Outside= 28.0"W x 28.0"H => 3.92 sf x 20.00'L = 78.4 cf

28.0" Wide + 16.0" Spacing = 44.0" C-C Row Spacing

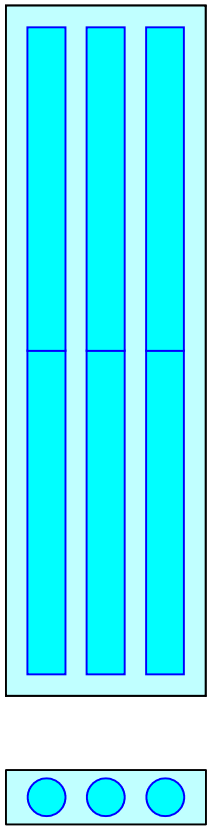
2 Chambers/Row x 20.00' Long = 40.00' Row Length +16.0" End Stone x 2 = 42.67' Base Length
3 Rows x 28.0" Wide + 16.0" Spacing x 2 + 16.0" Side Stone x 2 = 12.33' Base Width
6.0" Stone Base + 28.0" Chamber Height + 6.0" Stone Cover = 3.33' Field Height

6 Chambers x 62.0 cf = 372.0 cf Chamber Storage
6 Chambers x 78.4 cf = 470.6 cf Displacement

1,754.1 cf Field - 470.6 cf Chambers = 1,283.6 cf Stone x 40.0% Voids = 513.4 cf Stone Storage

Chamber Storage + Stone Storage = 885.4 cf = 0.020 af
Overall Storage Efficiency = 50.5%
Overall System Size = 42.67' x 12.33' x 3.33'

6 Chambers
65.0 cy Field
47.5 cy Stone



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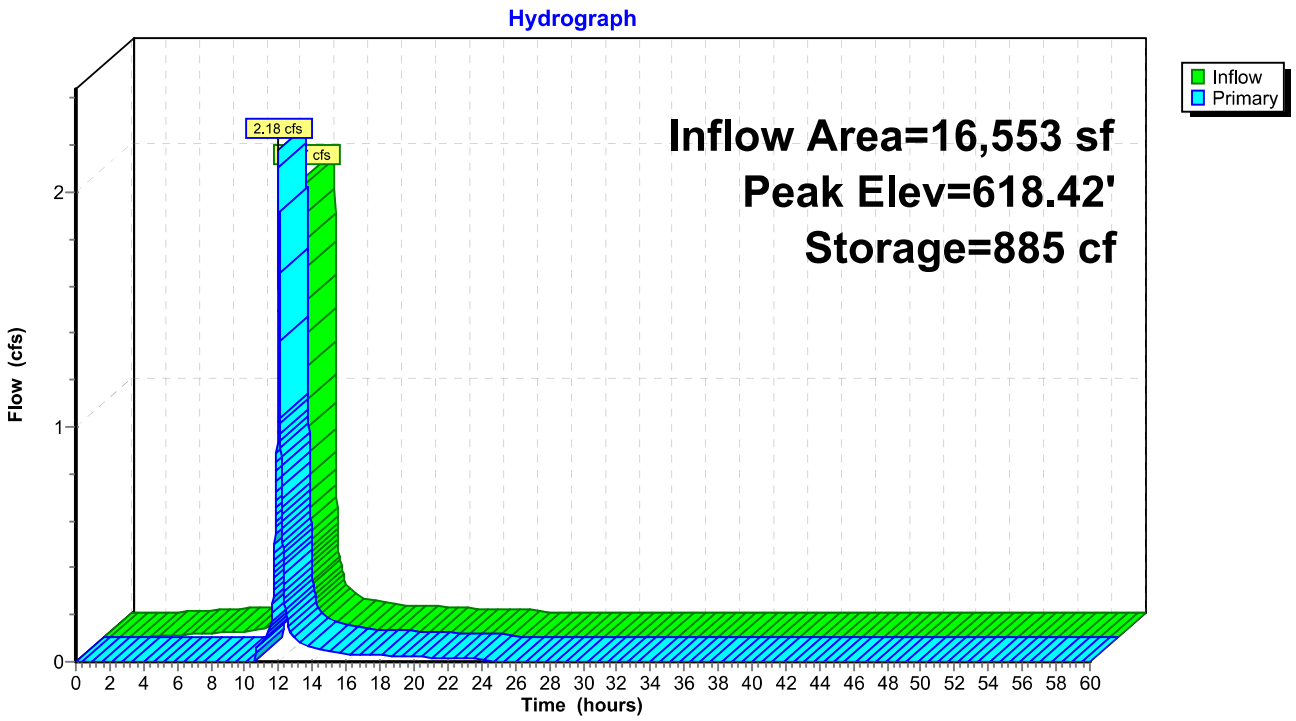
Pond 1P: Pipe Storage



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BARRON & ASSOCIATES, P.C.
Geotechnical Consulting and Special Inspections
10440 Main Street (716) 759-7821
Clarence, NY 14031 www.barronandassociatespc.com

June 10, 2022 Job No: 22-565

Iskalo Development Corporation
Harbinger Square
5166 Main Street
Williamsville, New York 14221

RE: Geotechnical Engineering Report
Proposed Site Redevelopment
5105 Sheridan Drive
Town of Amherst, Erie Co., New York 14221

Sir or Madam:

This Barron & Associates, P.C. - Buffalo Drilling Company, Inc. (B&A-BDC) letter report presents th findings of the subsurface investigation program and the geotechnical engineering recommendations fo the above referenced project. The geographic orientation of the site is illustrated on the U.S. Geologi Survey (USGS) site location map in Figure No. 1. The project site is illustrated in Figure No. 2 and entitle "Test Boring Location Plan". The test boring log is shown in Appendix A. Refer to Appendix B entitled "Geotechnical Reference Standards", for an explanation of the terminology that is used for soil and roc descriptions.

SITE AND SUBSURFACE CONDITIONS

SITE CONDITIONS: The proposed project site is a corner parcel, addressed as 5105 Sheridan Drive, i the Town of Amherst, New York and includes an existing commercial building, and asphalt parking area and entrances. The site topography is generally flat.

PREDOMINATE SUBSURFACE CONDITIONS: A synopsis of the subsurface fill, soil, bedrock an groundwater conditions is as follows:

- Topsoil: A three-inch-thick layer of topsoil exists at the boring location.
- Random Fill Materials: Approximately four feet of crushed limestone fill material exist beneath th topsoil and is comprised of sand to gravel-sized crushed limestone mixed with little to trace amount of silt, clay, asphalt, and roots.
- Organic Materials: No buried topsoil or peat layers were encountered within the natural soil layers Organic materials are unacceptable for foundation and load bearing purposes.
- Naturally Deposited Soils: The natural soil deposits in this area of the Town of Amherst ar predominately composed of lacustrine silty clay that mantles cohesive glacial till. Beneath the f material, lacustrine silty clay exists and extends approximately eight feet below existing ground surface This moderately plastic soil is noted as stiff and wet. Beneath the lacustrine silty clay, cohesive till soil where encountered and extend to refusal approximately 31 feet below ground surface. The tills ar primarily very stiff and moist. The upper portions of the unit are noted to be stiff and wet near the silt clay interface.
- Bedrock: Auger refusal, which generally is inferred to be the top of competent bedrock, wa encountered at 31 feet below ground surface at relative elevation 69.00 ± feet. Based upon ou experience and knowledge of regional geology bedrock is expected to closely mirror surfac topography and be the Camillus Shale Formation.

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

- Groundwater Measurements: At the completion of drilling, groundwater was not encountered durin subsurface exploration. Based upon soil moisture conditions, static groundwater level is believed t be below the assumed bearing elevations approximately 10 feet below existing grade (relative elevatio 90.00+/- feet), and no other severe groundwater condition was encountered.

SEISMIC/EARTHQUAKE CONSIDERATIONS: For the given site conditions, the most applicable sit definition is Site Class D, in accordance with Section 1613.2.2 of Building Code of New York State © 202 and listed in Table 20.3-1 of Chapter 20 of American Society of Civil Engineers (ASCE) Standard 7-1 The design spectral response acceleration parameters S_{DS}, at 0.2 seconds, and S_{D1}, at one second, ar 0.182g and 0.072g (g = 32.2 feet/sec^2), respectively.

FOUNDATION AND CONSTRUCTION RECOMMENDATIONS

BUILDING(S): Specific development plans, site features, building type(s), and final grades are not know at the time of this report.

FOOTINGS: For adequate frost protection, foundation excavations must extend at least 48 inches belo finished exterior grade, or as required by local code. All excavation efforts should be monitored b experienced construction personnel. Bearing surfaces that are soft or in any manner unacceptable, mus be undercut to a stable grade. All undercut areas beneath proposed shallow foundations must exten laterally beyond each vertically projected edge of the foundation by a minimum distance equal to one-ha the total depth of the undercut or equating to a slope of two vertical to one horizontal. Undercuts shall b backfilled with granular fill that is placed in loose lifts not exceeding 12 inches deep and compacted to minimum 95 percent of maximum dry density as determined by ASTM D1557. All footings for propose buildings are recommended to be designed at/near the same contact pressure.

The footings should bear directly on the approved, natural, inorganic silty clay or on a thoroughl compacted (i.e., 95 percent minimum of ASTM D1557 maximum dry density) select/approved granular f or other approved fill (i.e., fill used for a raised subgrade) section that extends to the approved stiff or bette natural inorganic soil. Refer to Appendix D entitled "General Earthwork Specification", for definition of f types and gradations, recommended minimum compaction requirements for various site development and placement and compaction methods.

The maximum net allowable bearing capacity for continuous strip and spread footings is preliminaril recommended not to exceed 3,000 pounds per square foot (psf) of footing area on approved natural soil or compacted select granular fill. Total and differential settlements of less than one inch and three-fourth of an inch, respectively, may be expected.

FLOOR SLABS: Prior to fill placement, the exposed subgrade surface would be thoroughly compacte and proofrolled. Typically, any encountered soft/medium stiff soils/fills would be removed for subsequer replacement with a select or approved compacted (i.e., minimum 92 percent of the maximum dry densit from ASTM D1557) granular fill. If suitable for reuse on-site, the in-place or excavated existing fills/natura soft/medium stiff soils would be conditioned (i.e., sorted, dried, blended) and thoroughly compacte Where required to raise the subgrade, an approved soil/fill will be placed and thoroughly compacted in thi lifts.

A geotextile fabric that separates the subgrade or raised subgrade and the select granular base layer i recommended. The use of a thin gravel cushion, as a capillary break, or a thin sand cushion over a vapo barrier that is placed beneath the concrete slabs are at the discretion of the design architect/engineer o as required by local code.

Above the approved subgrade, a minimum six-inch thick select granular fill (i.e., number two crusher ru stone or equal) layer is preliminarily recommended as the base course for a concrete floor slabs. Th recommended subgrade modulus at the top of the base layer for a concrete floor slab bearing on thoroughly compacted (i.e., minimum 95 percent compaction) base layer and prepared soil/fill subgrad (i.e., minimum 92 percent compaction) is recommended not to exceed 100 pounds per cubic inch with Poisson Ratio of 0.40. The actual design thickness, application of reinforcement, and use of a vapor barrie is at the discretion of the design architect or structural engineer.

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Job No: 22-565

PAVEMENT: It is preliminarily recommended that the approved subgrade surface is adequately graded and/or underdrains are installed to prevent water accumulation. Typically, on an approved subgrade surface (i.e., minimum 92 percent compaction), a minimum three-inch asphalt thickness over a minimum eight-inch thick thoroughly compacted (i.e., minimum 95 percent compaction) select granular layer, as the base course, are recommended for lightly traveled roadway and parking areas (standard duty section). Geotextile filter and strength fabric, on cohesive/fine-grained soil subgrades, and a minimum four-inch asphalt thickness over a minimum 12-inch thick thoroughly compacted base course are recommended for all truck routes and heavily traveled roadways (heavy duty section).

LIMITATIONS: This report is based on the information that is provided by project representatives and the subsurface conditions that were encountered at the test boring locations. Due to the nature of the investigation method, additional test borings and/or test pit excavations will provide a greater level of delineation of the subsurface soil/fill/rock conditions than can be defined by the single test boring data alone. As detailed in Appendix E "Limitations, modification regarding proposed building/structure locations and other site developments can result in changes to the provided recommendations.

Thank you for the opportunity to assist on this project. If questions should arise, please call either of the undersigned at your earliest convenience.

Very truly yours,
BARRON & ASSOCIATES, INC.
and
BUFFALO DRILLING COMPANY, INC.

Andrew J. Camping, PG
Senior Geologist

James S. Barron, PE
President

6.10.22

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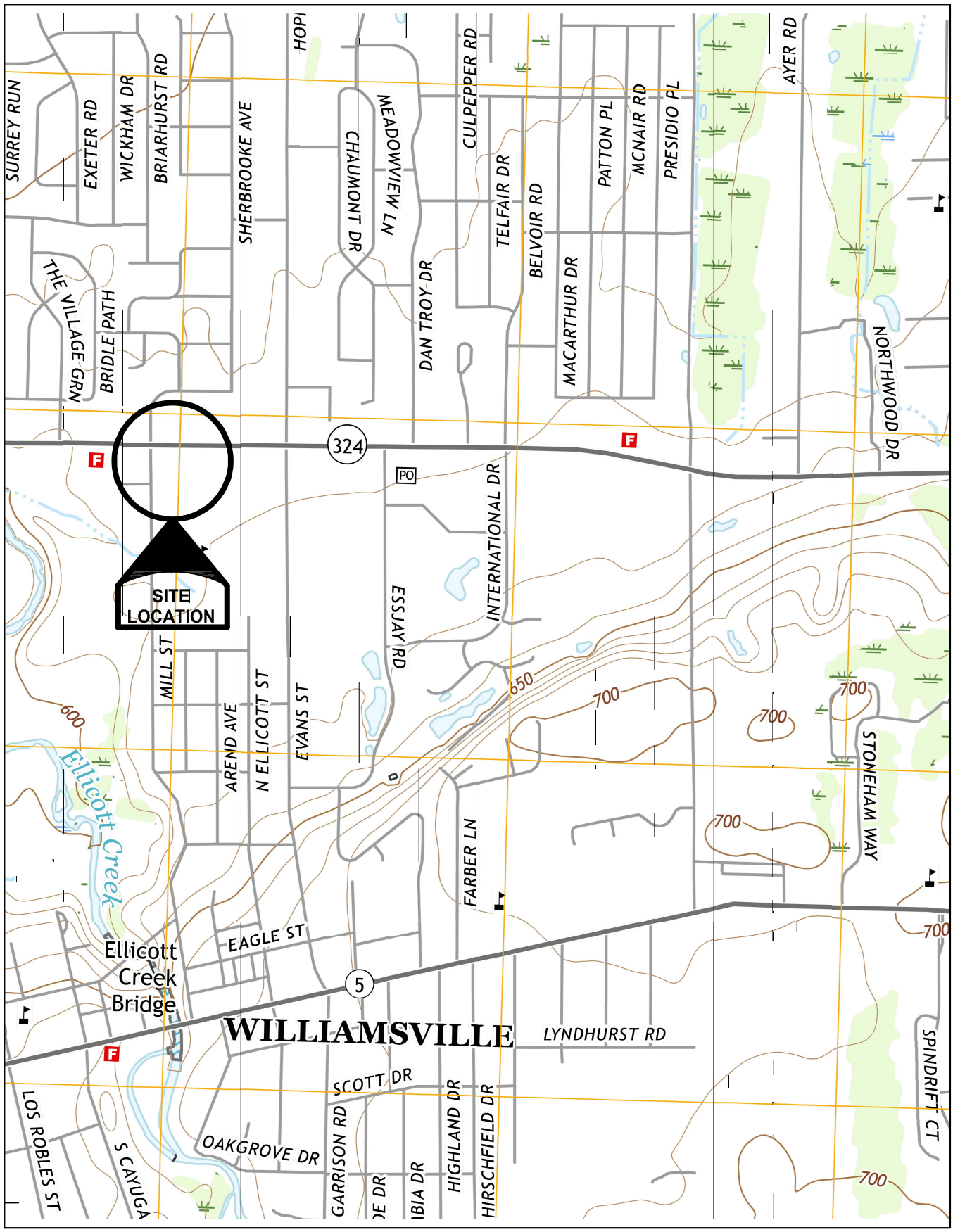

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CLIENT: ISKALO DEVELOPMENT CORPORATION
HARBINGER SQUARE
5166 MAIN STREET
WILLIAMSVILLE, NEW YORK 14221
PROJECT: PROPOSED SITE REDEVELOPMENT

NEW YORK STATE
SITE LOCATION

USGS SITE LOCATION PLAN
LANCASTER
2016

JOB NO : 22-565

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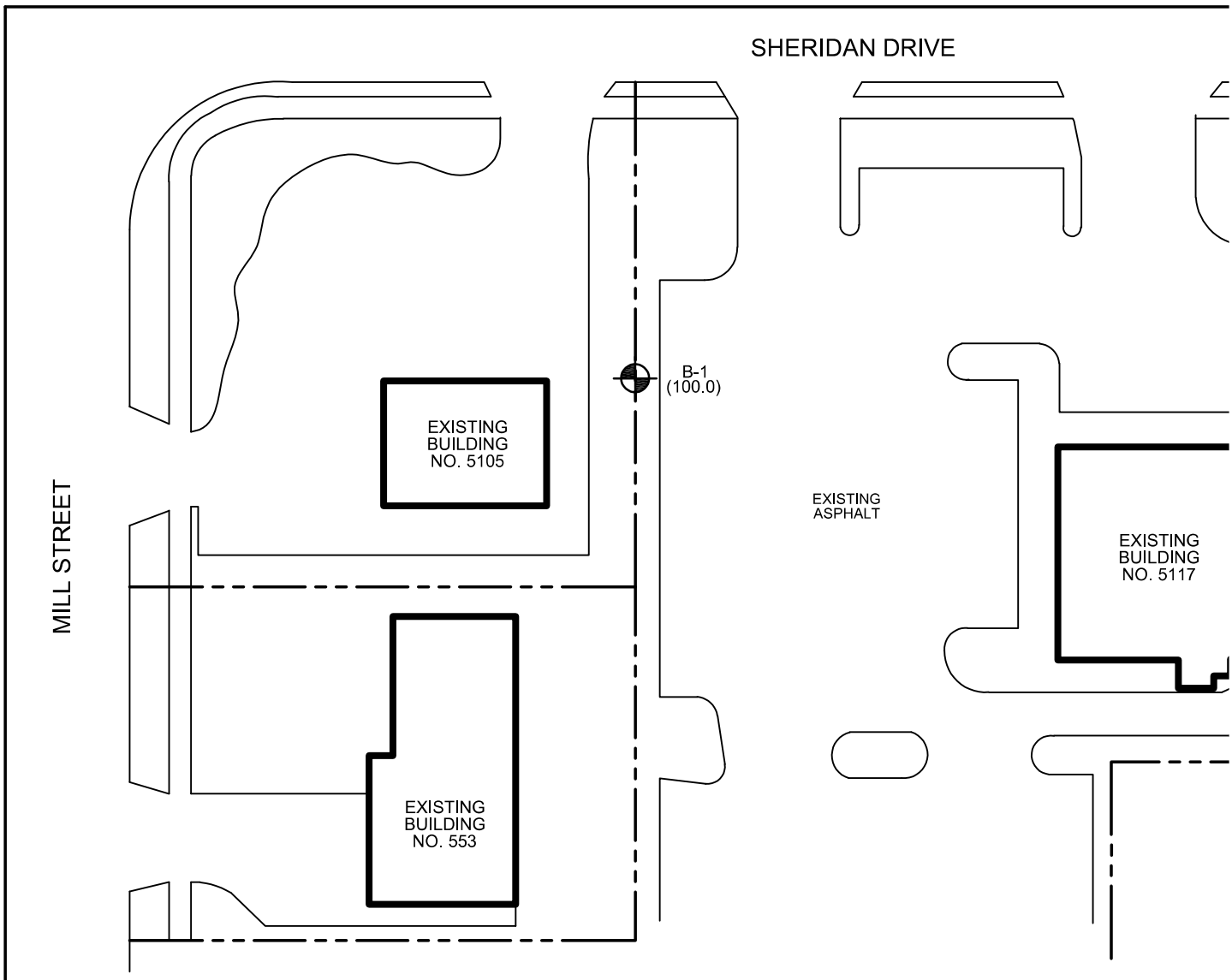

LEGEND

B-1 = TEST BORING & NO.

(100.0) = RELATIVE GROUND SURFACE ELEVATION (FT.)

NOTES:

1. BORING, BUILDINGS, SITE FEATURES, PROPERTY LINE LOCATIONS, AND SCALE OF DRAW
2. BASE MAP REFERENCE PROVIDED BY A FIELD SKETCH FROM A BARRON & ASSOCIATES

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DRAWN: DAN KASPROWICZ

CLIENT: ISKALO DEVELOPMENT CORPORATION
HARBINGER SQUARE
5166 MAIN STREET
WILLIAMSVILLE, NEW YORK 14221

PROJECT: PROPOSED SITE REDEVELOPMENT
5105 SHERIDAN DRIVE
TOWN OF AMHERST, ERIE CO.,NEW YORK 14221

JOB N

DATE:

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APPENDIX A

TEST BORING LOG

BARRON & ASSOCIATES, P.C. &
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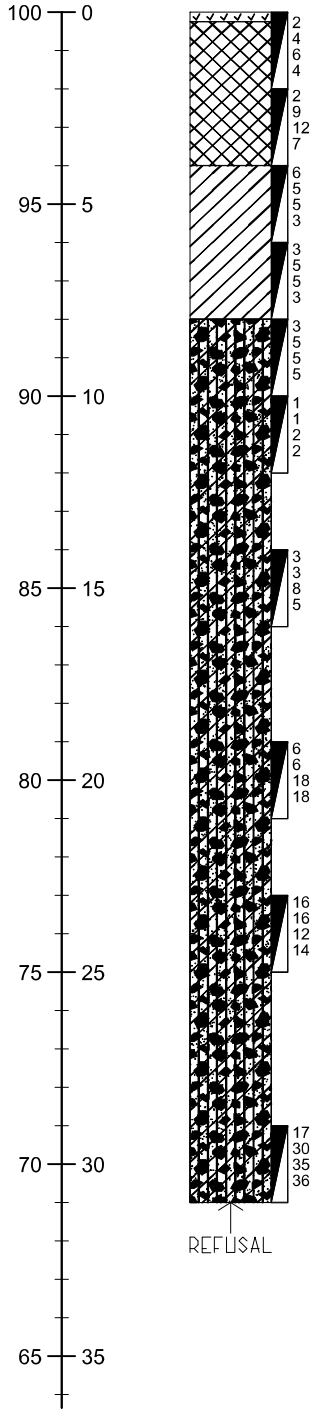
CLARENCE, NEW YORK 14031
(716) 759-7821 FAX: (716) 759-7823

TEST BORING LOG

JOB No.: 22-565 **BORING No.:** B-1

PROJECT: Proposed Site Redevelopment
5105 Sheridan Drive, Town of Amherst, Erie Co., New York 14221

DRILLER:	C. Cole	**TYPE OF DRILL RIG:**	CME-55 (Truck)
SAMPLING METHODS:	ASTM D1586	**SIZE AND TYPE OF BIT:**	2 1/4" I.D. H.S.A.
DATE STARTED:	6/9/22	**SURFACE ELEVATION (ft.):**	100.0
DATE COMPLETED:	6/9/22	**GROUNDWATER DEPTH (ft.):** (measured at completion unless indicated below)	None



Sample No. : Range	N-Value	% REC (RQD)	Soil and Rock Description / Remarks
			Topsoil (3")
S-1 : 0.0'- 2.0'	10	35	Dk. gray, m. dense f/c sand to gravel-sized Crushed Limestone, l Silt, tr. Asphalt, tr. Clay, tr. Roots, non-plastic, moist (Crushed Limestone-Fill)
S-2 : 2.0'- 4.0'	21	40	Same as S-1
S-3 : 4.0'- 6.0'	10	0	Dk. brown/brown, stiff CLAY, some Silt, little f/c Sand, tr. Gravel, Roots, mod. plastic, wet (CL) (No Recovery)
S-4 : 6.0'- 8.0'	10	35	Same as S-3
S-5 : 8.0'- 10.0'	10	100	Red/brown, stiff CLAY, some Silt, little Gravel, little f/c Sand, mod plastic, wet (CL-Till)
S-6 : 10.0'- 12.0'	3	100	...grade: soft
S-7 : 14.0'- 16.0'	11	80	...grade: Gray, stiff, tr. Gravel, tr. f/c Sand, moist
S-8 : 19.0'- 21.0'	24	0	...grade: v. stiff (No Recovery)
S-9 : 23.0'- 25.0'	28	25	...grade: Gray/brown, little Gravel, little f/c Sand, wet
S-10 : 29.0'- 31.0'	65	50	...grade: hard, some Gravel, moist *(Shale fragments in jar.)*
			Depth to Bottom of Hole: 31.0 feet

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APPENDIX B

GEOTECHNICAL REFERENCE STANDARDS

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Column Header Descriptions

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CLARENCE, NEW YORK 14031
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TEST BORING LOG

JOB No.: BORING No.:

PROJECT:

EXAMPLE

DRILLER:
SAMPLING METHODS:
DATE STARTED:
DATE COMPLETED:

TYPE OF DRILL RIG:
SIZE AND TYPE OF BIT:
SURFACE ELEVATION (ft.):
GROUNDWATER DEPTH (ft.):
(measured at completion unless indicated below)

Elevation/ Depth (feet)	Soil Symbols Sampler Symbols Field Test Data	Sample No. : Range	N-Value	% REC (RQD)	Soil and Rock Description / Remarks
100 — 0	1 1 1 2	S-1 : 0.0'- 2.0'	2	50	Dk. brown, soft, CLAY, some Silt, little f. Sand, tr. Gravel, tr. Roots, tr. Organic matter, mod. plastic, wet (CL)
	6 8 11 14	S-2 : 2.0'- 4.0'	19	50	Brown, m. dense f. SAND, some Silt, tr. Gravel, tr. Clay, tr. Roots, non-plastic, moist (SM)

Elevation/Depth: The depth column provides the vertical scale of the boring log in feet below ground surface.

Sample No. : Range: Disturbed samples are identified with "S" preceding the sample number. Undisturbed (Shelby-tube) samples are identified with "U" preceding the sample number. Rock core samples identified with "C" preceding the core run. The range of elevation/depth where the sample was taken is identified in one-tenth foot increments.

N-value: The Standard Penetration Test N-value, as specified by ASTM D1586, is defined as the number of blows required by a 140-pound hammer falling 30 inches, each blow, to drive a 2-in outside diameter split-spoon sampler 12 inches.

% REC (RQD): "Percent Recovery" is the length of samples recovered divided by the total length sampled. The result is numerically expressed as a percent. The Rock Quality Designation (RQD) is the total length of pieces >4 inches divided by the total length of core run.

Soil and Rock Description / Remarks: This column denotes the exact depth of recovery and general documentation of drilling efforts. Description and classification are based on visual inspection of samples and boring operations. The stratum lines shown on the boring logs are based upon interpretation and may not represent precise subsurface conditions. Water-level readings have been made in the drill holes at time under conditions stated on the boring logs. Fluctuations in the water level may occur due to other factors than those present the time measurement was taken. See attached sheet.

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Soil and Rock Description / Remarks: Terminology Used for Soil Description

Density Description of Granular Soil

Number of Blows per ft., N	*Relative Density*
0 - 4	Very Loose
4 - 10	Loose
10 - 30	Medium
30 - 50	Dense
Over 50	Very Dense

Abbreviations Used in Soil Sample Classification

f - fine	v - very
m - medium	gr - gray
c - coarse	bn - brown
f/m - fine to medium	yel - yellow
f/c - fine to coarse	sl - slight
tr - trace	dk - dark

Consistency Description of Cohesive Soil

Number of Blows per ft., N	*Consistency*
Below 2	Very Soft
2 - 4	Soft
4 - 8	Medium
8 - 15	Stiff
15 - 30	Very Stiff
Over 30	Hard

Bedding

Parting	Less than 0.02 ft.
Band	0.02 - 0.2 ft.
Thin bed	0.2 - 0.5 ft.
Medium bed	0.5 - 1.0 ft.
Thick bed	1.0 - 2.0 ft.
Massive	Over 2.0 ft.

Grain Size

	Passing / Retained on
Boulder	LARGE / 12-in sieve
Cobble	12-in / 3-in sieve
Gravel	3-in sieve / No. 4 sieve
	No. 4 sieve / No. 10 sieve
Sand	No. 10 sieve / No. 40 sieve
	No. 40 sieve / No. 200 sieve
Silt	No. 200 sieve / 0.005 mm sieve
Clay	Smaller than 0.005 mm

Hardness

Very Soft or Plastic	Can be indented with thumb
Soft	Can be scratched with fingernai
Moderately Hard	Can be scratched with knife
Hard	Difficulty to scratch with knife
Very hard	Cannot be scratched with knife

Percentage Terminology Used in Soil Classification

Trace	0 - 10 %	Some	20 - 35 %
Little	10 - 20 %	And	35 - 50 %

Moisture

Dry	Absence of moisture, dusty, dry to the touch.
Moisture	Small quantity of moisture. Soil usually above groundwater level.
Wet	Moisture noticeable to the touch. Soil may be below groundwater level.
Saturated	Visible free water, usually soil is below groundwater level.

Plasticity

Non-plastic	An 1/8-in thread cannot be rolled at any water content.
Slight plasticity	Thread can be barley rolled.
Moderate plasticity	Thread is easy to roll and little time is required to reach the plastic limit (PL).
Plasticity	Considerable time is required to reach PL. Thread can be re-rolled several times after reaching the PL.

Crystallinity or Texture

Dense	Crystals are to small they cannot be distinguished with the naked eye.
Very Fine Crystalline	Crystals barely discernable with the naked eye.
Crystalline	Crystals are medium size, up to 1/8-in diameter.
Very Coarsely Crystalline	Crystals larger than 1/8-in diameter.

Voids

Porous	Smaller than pinhead. Their presence is indicated by the degree of absorbency.
Pitted	Pinhead size to 1/4 in. If thin walls separate the individuals pits, the core may be described as honeycomb
Vug	1/4 inch to the diameter of the core. The upper limit will vary with core size.
Cavity	Larger than the diameter of the core.

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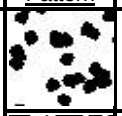
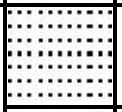
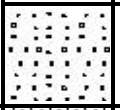
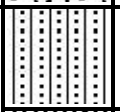
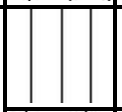
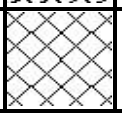
Soil Classification Chart: Unified Soil Classification System (USCS)

Major Divisions			Pattern	USCS ID	Typical Descriptions
Coarse-Grained Soils: More than 50% of material larger than No. 200 sieve	**Gravels**: More than 50% of coarse fraction larger than No. 4 sieve	Clean Gravels (little or no fines)		GW	Well-graded gravels, gravel-sand mixtures, little or fines
				GP	Poorly-graded gravels, gravel-sand mixtures, little o no fines
		Gravels with appreciable amounts of fines		GM	Silty gravels, gravel-sand-silt mixtures
				GC	Clayey gravels, gravel-sand-silt mixtures
	Sands: Less than 50% of coarse fraction larger than No. 4 sieve	Clean sands (little or no fines)		SW	Well-graded sands, gravelly sands, little or no fines
				SP	Poorly-graded sands, gravelly sands, little or no fin
		Sand with appreciable amount of fines		SM	Silty sands, silt-sand mixtures
				SC	Clayey sands, sand-clay mixtures
Fine-Grained Soils: Less than 50% of material larger than No. 200 sieve	**Silts and Clays, Low plasticity**: Liquid Limit < 50%			ML	Inorganic silts and very fine sands, rock flour, silty clayey fine sands or clayey silts with slight plasticity
				CL	Inorganic clays of low to medium plasticity, gravely clays, sandy clays, silty clays, lean clays
				OL	Organic silts and organic silty clays of low plasticity
	Silts and Clays, High plasticity: Liquid Limit > 50%			MH	Inorganic silts, micaceous or diatomaceous fine sa or silty soils
				CH	Inorganic clays of high plasticity, fat clays
				OH	Organic clays of medium to high plasticity, organic silts
Highly Organic Soils				Pt	Peat, humus, swamp soils with organic contents
Miscellaneous Fill				FILL	Miscellaneous fill may belong in any division but is identified as FILL

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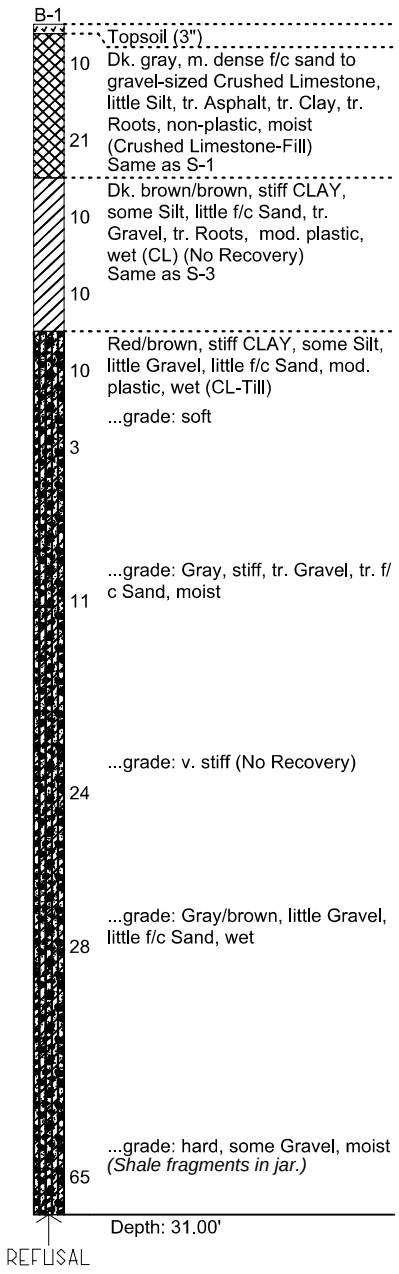
APPENDIX C

ENGINEERING COMPUTATIONS AND SCHEMATICS

"PROFILE OF BORING"



RELATIVE ELEVATION (feet)

110 105 100 95 90 85 80 75 70 65

11 10 10 9 9 8 8 7 7 6

Note: Bear footings on stable, natural, silty clay (CL) soil or approved select granular fill section, placed in loose lifts no greater than 12 inches thick and compacted to 95% of max. dry density as per ASTM D1557.

On Above Conditions: USE Q_{ALLOW} = 3,000 PSF

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BARRON & ASSOCIATES, P.C. & BUFFALO DRILLING COMPANY, INC.
10440 MAIN STREET, CLARENCE, NEW YORK 14031

PLOTTED: 6/10/2022 | JOB NO.:
BY: A.

Site Redevelopment, 5105 Sheridan Dr., Amherst, NY 14221

Latitude, Longitude: 42.9784, -78.7441

Date	6/10/2022, 10:53:47 AM
Design Code Reference Document	ASCE7-16
Risk Category	II
Site Class	D - Stiff Soil

Type	Value	Description
S_S	0.171	MCE_R ground motion. (for 0.2 second period)
S_1	0.045	MCE_R ground motion. (for 1.0s period)
S_{MS}	0.273	Site-modified spectral acceleration value
S_{M1}	0.109	Site-modified spectral acceleration value
S_{DS}	0.182	Numeric seismic design value at 0.2 second SA
S_{D1}	0.072	Numeric seismic design value at 1.0 second SA

Type	Value	Description
SDC	B	Seismic design category
F_a	1.6	Site amplification factor at 0.2 second
F_v	2.4	Site amplification factor at 1.0 second
PGA	0.096	MCE_G peak ground acceleration
F_{PGA}	1.6	Site amplification factor at PGA
PGA_M	0.153	Site modified peak ground acceleration
T_L	6	Long-period transition period in seconds
SsRT	0.171	Probabilistic risk-targeted ground motion. (0.2 second)
SsUH	0.178	Factored uniform-hazard (2% probability of exceedance in 50 years) spectral acceleration
SsD	1.5	Factored deterministic acceleration value. (0.2 second)
S1RT	0.045	Probabilistic risk-targeted ground motion. (1.0 second)
S1UH	0.048	Factored uniform-hazard (2% probability of exceedance in 50 years) spectral acceleration.
S1D	0.6	Factored deterministic acceleration value. (1.0 second)
PGAd	0.5	Factored deterministic acceleration value. (Peak Ground Acceleration)
C_{RS}	0.958	Mapped value of the risk coefficient at short periods
C_{R1}	0.934	Mapped value of the risk coefficient at a period of 1 s

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B&A JOB NO.: 22-565

DATE: 06/10/22

LATERAL EARTH PRESSURE ON GENERIC BLOCK FOUNDATIONS FOR SIGNS, FREE-STANDING RETAINING WALLS, OR BELOW GRADE/BASEMENT/TANK/POOL RETAINING WALLS (Less Than 20 Feet High)

a) Porous filter media, in contact with the basement/below grade foundation wall or retaining walls, protects and is in contact with a minimum 4 inch diameter perforated drainage pipes at the footing/base of the foundation/structural wall (exterior backfill side and interic basement side) and/or weep pipes through the wall, as needed and as applicable.

b) Where recommended, a geotextile filter fabric will protect the gravel filter media from the earth backfill. Overlap unsewn seams as per the manufacturer's recommendations.

c) Waterproof earth side of wall, as is customarily provided in practice.

d) Drainage pipes are connected to an appropriately designed collector pipe, conveyance, and/or sump pump system as is applicable for the intended purpose of the wall and as customarily provided/installed in practice.

e) For potential groundwater table conditions above the top of the basement slab-on-grade condition, install continuous waterstops (with n joints in stop) at wall and floor construction joints, as is customarily provided in practice. Interior intermediate drainage pipes beneath the slab, that are spaced on-center and in both directions, do appear to be needed.

f) Assume a uniformly graded, clean coarse sand or sandy gravel backfills:
- equivalent N-value in a dense state: $(N_1)_{60}$ = 40 blows/foot
- friction angle: ϕ' = 38 degrees {Teng, pg. 12}
- average in-place densities: moist - γ_m = 120 pcf
  saturated - γ_{sat} = 132 pcf submerged - $\gamma' = (\gamma_{sat} - \gamma_w)$ = 70 pcf

g) Assume at base of wall/footing, coefficient of friction against sliding (f_s) at base of wall (Refer to Teng, pg. 320-1):
$f_s = \tan(0.58 \times \phi') = 0.40$ (AREA silty soil to silty coarse-grained soil)

h) Use equivalent fluid pressure design approach {Hough, pg. 249 and NAVFAC pg. 7-10-9}:
- at rest pressure coefficient - $K_0 = 1 - \sin(\phi') = 0.38$
- effective lateral pressure of soil - $\gamma'_l = K_o \times \gamma' = 26.6$ pcf
- hydrostatic pressure - γ_w = 62.4 pcf
- equivalent fluid pressure with water level at the top of the grade at the wall - $\gamma_{eo} = \gamma'_l + \gamma_w$ = 89 pcf (say 90 pcf)
- equivalent fluid pressure with compaction induced lateral stress increase (W&F, pg 409) - $\gamma_{eo} = 2 \times K_o \times \gamma_m$ = 91 pcf (say 90 pcf)
- active pressure case - $K_a = [1 - \sin(\phi')] / [1 + \sin(\phi')] = 0.24$
  $\gamma_{ea} = K_a \times \gamma_m$ = 29 pcf (say 30 pcf)
- passive pressure case - $K_p = [1 + \sin(\phi')] / [1 - \sin(\phi')] = 4.2$
  $\gamma_{ep} = K_p \times \gamma_m$ = 504 pcf (say 330 pcf with a F.S. = 1.5)

		Thoroughly Compacted ⇒⇒	Uniformly Graded & Clean Coarse Sand or Sandy Gravel Fill	Non-Plastic Silty Sand or Sandy Silt Fill	
USE: Earth Pressure Coefficient	Static Active	=	0.24	0.33	
	Static At-Rest	=	0.76	1.00	
	Static Passive	=	2.80	2.00	(with F.S. = 1.5
	Static Passive	=	4.20	3.00	(with F.S. = 1.0
USE: Equivalent Fluid Pressure	Static Active	=	30 pcf		
	Static At-Rest	=	90 pcf (for rigid walls)		
	Static Passive	=	330 pcf (with F.S. = 1.5)	[500 pcf with (with F.S. = 1.0)]	

[For earthquakes, structural engineer may elect to use the above Static Passive case instead of the below Earthquake Lateral Load for Non-Yielding Wall movement into the soil backfill.]

USE: Simplified Model for Earthquake Lateral Load/Ft. Wall Length @ 0.6 H_{bw} above base. Loads for Non-Yielding Wall. H_{bw} = Earth Height Behind Wall (feet

Reduce load by 33% for Yielding Wall (active case) = (6.8 psf / foot) x H_{bw}^2 (NYS, S_{ds} = 0.25 g)
(γ_m = 120 pcf for S_{ds} value. Add to Static At Rest/ Active Pressure/Load for unsaturated backfill case) = (13.5 psf / foot) x H_{bw}^2 (NYS, S_{ds} = 0.50 g)
= (17.5 psf / foot) x H_{bw}^2 (NEern NYS, $S_{ds} \le 0.65$ g)

[Above for Site Class C to E soils. Interpolate for other S_{ds} values.
Use 1.75 x values for walls on Class B/A rock or on rigid foundation base. (FEMA NEHRP Guidelines)]

Saturated/Liquified Soil During Earthquake = 132 pcf
(Equivalent Fluid Pressure. Add to inertial hydrodynamic pressure, not presented here.)
{For looser/denser backfills, adjust above pressures by the ratio = new density / 120 pcf or / 132 pcf (for saturated case)}

USE: Coefficient of Friction Against Sliding (f_s)	=	0.45	(on compacted NYSDOT Item #304.12 or #304.14 gravels)
(use lowest f_s with no underlying weaker layers)	=	0.35	(on compacted granular soil & non-plastic silt)
	=	0.20	(slab-on-grade on polyethylene on granular fill)
[with a F.S. = 1.0]	=	0.60/0.50	(on clean, rough, & sound bedrock/smooth bedrock)
Min. Factor of Safety Against Sliding	=	1.5	*[Rev.9-30-09]*

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APPENDIX D

GENERAL EARTHWORK SPECIFICATION

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GENERAL EARTHWORK SPECIFICATIONS

1. GENERAL

1.1. SITE AND SUBSURFACE CONDITIONS

1.1.1. Overview

This specification is included as a courtesy to the clients of *Barron & Associates, PC* an addresses earthwork site preparation. Additions and modifications are necessary to create job-specific specification. This specification may serve as a basis for the development for technical specification under Division 31 (Earthwork) and Division 32 (Exterior Improvements

1.1.2. Site Conditions

The site-specific conditions are described under separate cover or may be available from th OWNER.

1.1.3. Subsurface Conditions

The site-specific subsurface conditions are described under separate cover or may b available from the OWNER.

1.2. REFERENCES

1.2.1. American Standard for Testing and Measurement (ASTM)

- ASTM C136 Standard Test Method for Sieve Analysis of Fine and Coarse Aggregates
- ASTM D6938 Standard Test Methods for In-Place Density and Water Content of Soil and Soil-Aggregate by Nuclear Methods (Shallow Depth)
- ASTM D7928 Standard Test Method for Particle-Size Distribution (Gradation) of Fine-Grained Soils Using the Sedimentation (Hydrometer) Analysis
- ASTM D1140 Standard Test Methods for Determining the Amount of Material Finer than 75-µm (No. 200) Sieve in Soils by Washing
- ASTM D1557 Standard Test Methods for Laboratory Compaction Characteristics of Soil Using Modified Effort (56,000 ft-lbf/ft^3 (2,700 kN-m/m^3))
- ASTM D2216 Standard Test Methods for Laboratory Determination of Water (Moisture) Content of Soil and Rock by Mass
- ASTM D2487 Standard Practice for Classification of Soils for Engineering Purposes (Unifiec Soil Classification System)

- ASTM D4318 Standard Test Methods for Liquid Limit, Plastic Limit, and Plasticity Index of Soils
- ASTM D1883 Standard Test Method for California Bearing Ratio (CBR) of Laboratory-Compacted Soils

1.2.2. Other

- 2018 International Building Code (IBC)
- 2020 Building Code of New York State
- 2020 Residential Code of New York State
- 2021 MasterSpec

1.3. DEFINITIONS

1.3.1. Unacceptable Material

Soil material containing debris, wood, scrap material, vegetation, refuse, soft unsoun particles, and other organic, frozen, deleterious, or objectionable materials. Contaminated soil shall be properly documented and removed or remediated on site. If necessary, remediatio procedure will be defined by the OWNER.

1.3.2. Unsuitable Material

Brown, organic topsoil and underlying soft pockets of organic silt or wet, reworked silty clay.

1.3.3. Ordinary Fill

Friable soil containing no stone greater than two-thirds loose lift thickness and no unacceptabl or unsuitable materials. In general, existing random fill is expected to be acceptable for reus as ordinary fill given proper sorting, blending, drying, and controlled placement methods.

1.3.4. Granular Fill

Ordinary fill meeting the designation of ASTM D2487 classification of GW with a maximum c 10 percent by weight passing ASTM D1140, No. 200 sieve.

1.3.5. Select Granular Fill

Clean, uncoated soil which contains no unacceptable materials and conforms to the gradatio requirements defined in Table A: Select Granular Fill.

Table A: Select Granular Fill

Sieve Size	Percent Finer by Weight
⅔ of the loose lift thickness	100
No. 10	30 - 95
No. 40	10 - 70
No. 200	0 - 15

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1.3.6. Sand and Gravel

Clean, hard, durable, uncoated particle of sand and gravel, free from lumps of clay, containin no unacceptable matter, and conforming to gradation requirements of Table B: Sand an Gravel.

Table B: Sand and Gravel	
Sieve Size	Percent Finer by Weight
*	100
No. 4	50 - 85
No. 10	
No. 40	10 - 35
No. 100	
No. 200	0 - 8

* Job-Specific. To be determined by the ENGINEEF

1.3.7. Crushed Stone

Clean, durable, sharp-angled fragments of rock or crushed gravel stone of uniform quality containing no unacceptable matter, free from coatings, and conforming to gradatio requirements of Table C: Crushed Stone.

Table C: Crushed Stone		
Sieve Size	Percent Finer by Weight	
	¾-inch Stone	1 ¼-inch Stone
1 ½-inch		100
1 ¼-inch		85 - 100
1-inch	100	
¾-inch	90 - 100	10 - 40
⅝-inch		
½-inch	10 - 50	0 - 8
⅜-inch	0 - 20	
No. 4	0 - 5	

1.3.8. Flowable Fill

Also known as Controlled Low Strength Material – Controlled Density Fill (CLSM-CDF), thi material is available under a variety of producer names (e.g., K-Krete©, M-Crete, Flash Fill© Flowable Mortar, Unshrinkable Fill, etc.). This non-settling backfill mixture is most commonl used for its flowable characteristics, its support strength under traffic loads, and its removabilit at a later date. The material may be produced on-site or off-site. In either case, the produce

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of such materials and the product must meet certain certification criteria. Such information i beyond the scope of this specification and will be considered on a site-specific basis.

Flowable fill may be acceptable for use as a backfill for utility trenches of other low-lying area which require a compacted granular fill. Its use and warranty of performance is left to th CONTRACTOR in such applications.

The use of flowable fill under load-bearing structural components in place of properly place and compacted granular fill is NOT common and is questionable. The localized use of suc material may have profound effects on the performance of a foundation system. Site-specifi conditions and the extent of anticipated use of flowable fill must be examined by geotechnica engineer. Cost of such consultation shall be borne by the CONTRACTOR unless specificall directed by the OWNER to seek such consultation. Without such consultation, warranty c performance for such use is left to the CONTRACTOR.

1.4. SUBMITTALS

The following submittals shall be provided in accordance with approved submittals procedures.

(1) Fill Source: Provide name and source locations of fill material.

(2) Field Test Reports: Field tests will be performed by OWNER's Representative as needed CONTRACTOR may be required to perform such tests on proposed off-site fill materials.

(a) Fill material grain size analyses per ASTM C136, D7928, D1140, D2487

(b) Moisture/Density test results per ASTM D2216

(c) Liquid limit, plastic limit, and plasticity index per ASTM D4318

(d) Compaction/Density test results per ASTM D6938 and D1557

(3) Sample: Geotextile fabric

2. PRODUCTS

Geotextile Fabric: Mirafi 600X or equal. (Also referred to as synthetic fabric).

3. EXECUTION

3.1. PROTECTION

3.1.1. General

Manner of excavation shall minimize disturbance of underlying natural ground. If deeme necessary by the Engineer, alter construction procedures to reduce subgrade disturbance

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Excavate areas which have been excessively disturbed to firm ground and backfill with properl compacted granular fill.

3.1.2. Roads and Walks

Keep roads and walks free of dirt and debris at all times.

3.1.3. Trees, Shrubs, and Existing Facilities

Protect from any damage all vegetation and facilities identified to remain.

3.1.4. Utility Lines

Locate all utilities within the area of disturbance prior to the start of work. Show locations o initial plans. Protect utility lines from damage. Notify the ENGINEER immediately of damag to or an encounter with an unknown utility. Damage to utility lines are to be repaired by th CONTRACTOR at no additional cost. The CONTRACTOR shall have underground utilit owners stake out utility locations prior to the start of clearing and excavation operations.

3.2. VERIFICATION OF CONDITIONS / PROOF-ROLLING

Prior to placement of the initial layer of fill over the natural ground, proof-roll the exposed natura ground above the groundwater table elevation by making two passes with a fully-loaded ten-whee truck. Excavate unstable areas detected by this process and replace with compacted granular fill.

3.3. PREPARATION

3.3.1. Surface Preparation

Within the site limits indicated on the drawings, excavate all unsuitable material to firm natura ground in the manner specified herein. Follow a construction procedure which permits visua identification of firm natural ground. In the even that groundwater is encountered, th ENGINEER may require that the size of the open excavation be limited to that which can b handled by open pumping to allow visual inspection of the excavation bottom and th performance of backfill operations to be conducted in a dry state.

Excavation of unsuitable material shall be limited to the greater of the following:

- A distance of 5 feet beyond building lines or
- The area defined by a one-horizontal to one-vertical line sloping down from the outsid bottom edge of exterior footings to firm natural ground.

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3.4. PLACEMENT AND COMPACTION

3.4.1. General

Place fill in accordance with Table D: Compaction Alternatives. These alternatives are provide as minimum compaction standards only and in no way relieve the CONTRACTOR of hi obligation to achieve any specified degree of compaction by whatever means may b necessary.

Grade to provide positive drainage and a smooth surface which will readily shed water. To th extent practicable, compact each layer to the specified density on the same day placed. Plac fill in horizontal layers. Where horizontal layers meet a natural slope, key layer into slope b cutting a bench.

Fill that is too wet for proper compaction: Disc, harrow, or otherwise dry to proper moistur content for compaction to the required density.

Fill that is too dry for proper compaction: Uniformly apply water over the surface of the loos layer in sufficient quantity to allow compaction to the required density.

Table D: Compaction Alternatives

Compaction Method	Maximum Stone Size	Maximum Loose Lift Thickness (inches)		Maximum Number of Passes	
		Below Structure and Pavements	Less-Critical Areas	Below Structure and Pavements	Less-Critica Areas
Hand operated vibratory plate of light roller in confined areas.	3	4	4	4	4
Hand operated vibratory drum rollers weighing at least 1,000 pounds in confined areas.	4	6	8	4	4
Loaded 10-wheel truck or D-8 crawler.	6	10	12	4	2
Light vibratory drum roller; Min. weight at drum 8,000lbs; Min. dynamic force 10,000lbs.	8	12	12	6	2
Minimum vibratory drum; Min. weight at drum 10,000lbs; Min. dynamic force 20,000lbs.	8	18	18	6	4

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3.4.2. Dewatering

Provide adequate pumping and drainage facilities to keep excavated areas sufficiently dry c groundwater and surface run-off. Dewatering shall avoid adversely affection constructio procedures or causing excessive disturbance of underlying natural ground. Drain all pumpe water in such a manner as to avoid damage to adjacent property.

If requested by the ENGINEER, place a 6-inch to 12-inch layer of sand and gravel or crushe stone over the natural underlying soil to stabilize area which have been disturbed due t groundwater seepage pressures and to expedite dewatering operations. Particular attentio shall be given areas under proposed foundations.

3.5. FIELD QUALITY CONTROL

3.5.1. Compaction Requirements

Allow the ENGINEER sufficient time to make necessary observations and tests. Base th degree of compaction on maximum dry density as determined by ASTM D1557. The minimur degree of compaction for placed fill shall be as indicated in Table E: Compactio Requirements.

Table E: Compaction Requirements

Area	Minimum Degree of Compaction (%)
Below foundation.	95
Pavement and building subbase and base courses.	95
Below building slab base course and above bottom of foundation.	92
Below pavement subbase and base courses.	90
Trench backfill outside of building.	90
Trench backfill inside of building.	Refer to one of the above- listed categories
Ordinary fill within 5 feet of grade.	90
Vegetated areas below 5 feet of grade.	85

3.5.2. Testing

Site work should be monitored and tested by geotechnical ENGINEER or his representativ and in accordance with requirements of the design team to assure compliance with earthwor and foundation construction specifications.

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The owner will retain a geotechnical ENGINEER or his representative to perform on-sit observations and testing during this phase of construction operations. The geotechnica ENGINEER or his representative will:

- Observe excavation and dewatering of building and controlled fill areas;
- Observe backfill and compaction within building and controlled fill areas;
- Laboratory test and analyze fill material; and
- Observe construction – and performing water content, gradation, and compaction tests

On a timely basis, the CONTRACTOR will receive copies of test results submitted to th OWNER. In addition, during construction the geotechnical ENGINEER will advise the OWNEI and CONTRACTOR in writing of conditions which fail to conform to the Contract Documents The CONTRACTOR shall take immediate action to remedy indicated deficiencies.

The geotechnical ENGINEER or his representative will not supervise or direct the actual wor of the CONTRACTOR or employees and representatives of the CONTRACTOR. The presenc of, observations by, and testing performed by the geotechnical ENGINEER or hi representatives shall not excuse the CONTRACTOR from defects discovered in the work.

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APPENDIX E

LIMITATIONS

LIMITATIONS

1. This report is based on the data that was obtained from the subsurface explorations and site redevelopment as submitted to the geotechnical engineer. A geotechnical engineer, who is experienced in foundation construction and earthwork, should be engaged to review the final design and specifications in order to determine whether any change in concept may have any effect on the validity of the conclusions presented herein, and whether these conclusions have, in fact, been implemented in the design and specifications.

2. The subsurface conditions, including thickness, between the exploration locations are approximate and simplified representations of the strata and transitions. There is the possibility that variations in soil and rock conditions and boundaries will be encountered during construction. In order to permit correlation between the exploratory soil data and the actual soil conditions encountered during construction and so as to assess conformance with the plans and specifications as originally contemplated, it is recommended that a geotechnical engineer, who is experienced in foundation construction and earthwork monitoring, should be retained to perform continuous construction review during the site preparation and foundation construction operations.

3. The subsurface exploration logs and subsurface conditions may aid in estimating material quality and quantities, such as topsoil/organic matter, fills, natural soils, and rock, but are not to be relied upon as the exclusive means for bid preparation purposes. It is the responsibility of the contractor to perform any additional site examinations and explorations and to prepare an accurate bid.

4. Disclaimers:
   a. In the event that any changes in the nature, design or location of the structure are planned, the conclusions that are contained in this report shall not be considered valid unless the changes are reviewed and the conclusions of this report are modified or verified in writing.
   b. The geotechnical engineering report has been prepared for this project by Barron & Associates, P.C. This report is for assistance in design only and is not a sufficient basis on which to prepare an accurate bid.
   c. This report has been prepared for the exclusive use of Iskalo Development Corporation of Williamsville, New York, their client(s), and their designated design representatives, for specific application to the redevelopment of the existing parcel at 5105 Sheridan Drive, in the Town of Amherst, Erie County, New York and in accordance with generally accepted geotechnical engineering practice. No other warranty, expressed or implied, is made.

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Traffic Impact Study

for the proposed

Sheridan and Mill Re-Development

Town of Amherst
Erie County, New York

October 2022

Project No. 42051

Prepared For:

Iskalo Development Corp.

Harbinger Square
5166 Main Street
Williamsville, NY 14221
Attn: David Chiazza

Prepared By:

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LIST OF REFERENCES

1. Highway Capacity Manual, Sixth Edition. Transportation Research Board. National Research Council, Washington, DC. 2016.
2. New York State Department of Transportation (NYSDOT) Traffic Data Viewer. 2021. Retrieved from https://www.dot.ny.gov/tdv.
3. Trip Generation, Eleventh Edition. Institute of Transportation Engineers. Washington, DC. 2021.

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EXECUTIVE SUMMARY

OVERVIEW

The purpose of this report is to identify the potential traffic impacts associated with the proposed redevelopment of the property assemblage located on the southeast corner of the Sheridan Drive and Mill Street intersection in the Town of Amherst, Erie County, New York. The operating characteristics of the proposed access points and impacts to the adjacent roadway network are identified and mitigating measures, if any, are provided to minimize capacity or safety concerns.

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

The proposed redevelopment site, which consists of four (4) contiguous parcels, is currently occupied by a Mighty Taco, a vacant former Valvoline Instant Oil Change, a two-family residential dwelling and one single family home. Immediately surrounding the proposed development site is Sheridan Dr to the north, United Auto to the east, Williamsville Central Schools Transportation Department to the south, and Mill St to the west. Land uses in the vicinity of the project site include transportation, automotive service, multi-family residential, educational, and retail uses. The study area consists of the following intersections:

- Sheridan Dr/Hopkins Rd/Evans St
- Sheridan Dr/Mighty Taco Exit
- Sheridan Dr/Mighty Taco Entrance
- Sheridan Dr/Mill St
- Mill St/Mill Middle School Driveway

The proposed project includes the existing Mighty Taco restaurant (with drive-thru window), a ±2,266 square foot (SF) coffee shop with drive-through window, and a three-story apartment building with 18 units. The proposed coffee shop would be constructed over a one year period. There is no specific development time frame for the proposed apartment building. Access to the proposed coffee shop with drive-through development will be provided by one proposed right-in right-out (RIRO) driveway along Mill St and one proposed full access driveway along Sheridan Dr. The three (3) existing driveways along Sheridan Drive are proposed to be removed and consolidated into the proposed single full access driveway. Access to the proposed apartment building will be provided by one proposed full access driveway on Mill Street located at the south end of the proposed apartment building (and south of the proposed RIRO driveway).

The Town of Amherst was contacted to discuss any other specific developments that are currently approved or under construction that would generate additional traffic in the study area. No such projects were identified. A review of historical NYSDOT traffic volume data on the study roadways in the vicinity of the site indicates that traffic has fluctuated slightly between 2011 and 2019. To account for normal increases in background traffic growth, including any unforeseen developments in the project study area, and considering the projected timeframe for full build-out of the project, a growth rate of 0.5% was applied to the existing base traffic volumes in the study area for the build-out period during the AM, and PM peak hours.

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CONCLUSIONS & RECOMMENDATIONS

This study evaluates the potential traffic impacts resulting from the proposed Sheridan and Mill redevelopment project in the Town of Amherst, Erie County, New York. Based upon the analyses, the results indicate that the proposed development will not have significant adverse traffic impacts on the existing roadway network. The following sets forth conclusions and recommendations based upon the results of the analyses:

1. The proposed project is expected to generate approximately 106 entering/118 exiting vehicle trips during the AM peak hour, and 62 entering/54 exiting vehicle trips during the PM peak hour. Not all of these driveway volumes are new. A portion of the proposed volume is reduced considering "pass-by" credits (defined in Section VI B). Thus, the proposed project is expected to generate approximately 37 entering/51 exiting vehicle trips during the AM peak hour, and 40 entering/32 exiting vehicle trips during the PM peak hour.

2. Observations of actual AM peak hour queuing of northbound traffic on Mill St at the Sheridan Dr intersection indicate that vehicles are blocking the proposed right-in right-out (RIRO) driveway on Mill St during 25% of the signal cycles. These queues happen intermittently throughout the AM peak hour and clear as soon as the signal turns green. Right turns exiting this driveway will have ample opportunity to safely exit the site at this location.

3. Queue lengths were observed along Mill St at the Mill Middle School driveway in both the northbound and southbound directions during the AM peak hour. In the northbound direction, no queuing was observed. In the southbound direction, the queue length reached a maximum of six vehicles which equates to a queue length of 120 to 150 feet. The proposed residential driveway along Mill St is approximately 450 feet to the north of the Mill Middle School driveway. Therefore, it will not be affected by the queueing at this intersection.

4. The results of the drive-through queuing analysis for the coffee shop with drive-through indicate 95th percentile queue lengths of seven (7) vehicles during the AM peak hour, and three (3) vehicles during the PM peak hour. Based on an analysis of the current site plan, a dedicated drive-through lane would provide storage for 11 passenger vehicles (with additional capacity within the aisle of the parking lot). The analyses indicate that there is sufficient stacking space on-site to accommodate the projected drive-through demands during all peak hours.

5. The projected traffic impacts resulting from full development of the proposed project during all peak hours can be accommodated by the existing transportation network with no highway improvements.

6. For purposes of the environmental review of the proposed project pursuant to the State Environmental Quality Review Act (SEQRA), it is our firm's professional opinion that the proposed project will not result in any potentially significant adverse traffic impacts to the study area intersections.

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I. INTRODUCTION

The purpose of this report is to identify the potential traffic impacts associated with the proposed redevelopment of a four-parcel property assemblage on the southeast corner of Sheridan Drive and Mill Street in the Town of Amherst, Erie County, New York. The operating characteristics of the proposed access points and impacts to the adjacent roadway network are identified and mitigating measures, if any, are provided to minimize capacity or safety concerns.

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

II. LOCATION

The proposed redevelopment site is located on the southeast corner of the intersection of Sheridan Dr and Mill St, in the Town of Amherst, Erie County, New York. The site is currently occupied by a Mighty Taco, a vacant former Valvoline Instant Oil Change building, a two-family residential dwelling and a single-family home. Surrounding the proposed development is Sheridan Dr to the north, United Auto to the east, Williamsville Central Schools Transportation Department to the south, and Mill St to the west. Land uses in the vicinity of the project site include transportation, automotive service, multi-family residential, educational, and retail uses. The study area consists of the intersections of:

- Sheridan Dr/Hopkins Rd/Evans St
- Sheridan Dr/Mighty Taco Exit
- Sheridan Dr/Mighty Taco Entrance
- Sheridan Dr/Mill St
- Mill St/Mill Middle School Driveway

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

III. EXISTING HIGHWAY SYSTEM

A. Vehicular Network Description

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

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TABLE I: EXISTING HIGHWAY SYSTEM

ROADWAY[1]	CLASS[2]	AGENCY[3]	SPEED LIMIT[4]	# OF TRAVEL LANES[5]	TRAVEL PATTERN/ DIRECTION	EST. AADT[6] & SOURCE[7]
Sheridan Dr (NY-324)	14	NYSDOT	45	4	Two-way/ East-West	31,757 NYSDOT (2019)
Hopkins Rd (CR-87)	16	ECDPW	35	2	Two-way/ North-South	15,332 NYSDOT (2017)
Evans St (CR-195)	16	ECDPW	30	2	Two-way/ North-South	12,784 NYSDOT (2018)
Mill St (CR-557)	19	Town of Amherst	30	2	Two-way/ North-South	N/A

Notes:
1. Route Name/Number: "NY" = New York.
2. State Functional Classification of Roadway (All are Urban): 14 = Principal Arterial, 16 = Minor Arterial, 19 = Local
3. Jurisdictional Agency of Roadway. "NYSDOT" = New York State Department of Transportation, "ECDPW" = Erie County Department of Public Works.
4. Posted or Statewide Limit in Miles per Hour (mph).
5. Excludes turning/auxiliary lanes developed at intersections.
6. Estimated AADT in Vehicles per Day (vpd).
7. AADT Source (Year).

B. ***Multi-Modal Network Description***

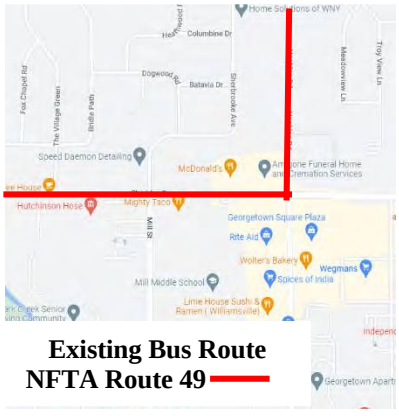
This evaluation reviewed the study area's pedestrian, bicycle, and transit network via field and aerial reconnaissance. A description of the multi-modal infrastructure is described hereafter.

Pedestrian and Bicycle Facilities

There are sidewalks along both sides of Sheridan Dr, Hopkins Rd, Evans St, and Mill St throughout the study area. There are no dedicated bicycle facilities in the study area, however, bicyclists are allowed to share the road with motorists on all roadways and utilize the existing shoulder space, when available, within the study area.

Transit Facilities

Public transit service within the study area is provided by the Niagara Frontier Transportation Authority (NFTA). NFTA currently provides one bus route that services the Sheridan Dr and Hopkins Rd corridors (Route 49), shown in the image to the right. Bus stops are located along both sides of Sheridan Dr and Hopkins Rd.



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IV. EXISTING TRAFFIC CONDITIONS

A. *Peak Intervals for Analysis*

Given the functional characteristics of the land uses proposed for the site (coffee shop), the peak hours selected for analysis are the weekday commuter AM and PM peaks. The combination of site traffic and adjacent through traffic produces the greatest demand during these time periods.

B. *Existing Traffic Volume Data*

Weekday commuter AM (7:00-10:00AM) and PM (4:00-6:00PM) peak hour volumes were collected by SRF & Associates at the study area intersections, as noted in *Section II*, with the exception of the Mighty Taco entrance and exit driveways, which were not counted during the AM peak because the building does not operate during that time period. The peak hour traffic periods generally occurred between 8:00-9:00 AM, and 4:15-5:15 PM at the study intersections. The count dates for each study intersection are noted in **Table II** below.

TABLE II: STUDY INTERSECTION COUNT DATES

INTERSECTION	AM PEAK COUNT DATE	PM PEAK COUNT DATE
Sheridan Dr/Hopkins Rd/Evans St	Thursday June 16, 2022	Thursday June 16, 2022
Sheridan Dr/Mighty Taco Exit	N/A	Monday July 18, 2022
Sheridan Dr/Mighty Taco Entrance	N/A	Monday July 18, 2022
Sheridan Dr/Mill St	Tuesday September 13, 2022	Tuesday May 24, 2022
Mill St/Mill Middle School Driveway	Tuesday September 13, 2022	Wednesday June 15, 2022

All turning movement count data was collected on a typical weekday while local schools were in session and no adverse weather conditions impacted traffic, with the exception of the Mighty Taco entrance and exit driveways, which were not counted while local schools were in session because the driveway traffic is not affected by whether school is in session or not. The collected traffic volumes were reviewed to confirm the accuracy and relative balance of the collective traffic counts. The 2022 Existing Conditions weekday AM, and PM peak hour traffic volumes are reflected in **Figure 3**.

C. *Field Observations*

The study intersections were observed during all peak intervals to assess current traffic operations. Signal timing information for intersections within the study area was utilized to determine peak hour phasing plans and phase durations during each interval. This information was used to support and/or calibrate capacity analysis models described in detail later in this report.

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D. ***Existing Crash Investigation***

The purpose of this crash analysis is to identify inherent safety issues by studying and quantifying historical crashes at the study intersections and identifying potential crash patterns and clusters.

A crash cluster is defined as an abnormal occurrence of similar crash types occurring at approximately the same location or involving the same geometric features. The severity of the crashes should also be considered. A history of crashes is an indication that further analysis is required to determine the cause(s) of the crash(es) and to identify what actions, if any, could be taken to mitigate the crashes.

A crash investigation within the study area was conducted to assess the safety history from May 31, 2017, through May 31, 2022. The data was provided by the New York State Department of Motor Vehicles through a Freedom of Information (FOIL) request.

Given that the COVID-19 pandemic influenced daily travel in 2020 and 2021, any reported crashes in 2020 and 2022 were dismissed from the study and the crash rates are based on 3 years of data.

Reportable (non-injury, injury, and fatal injury) type crashes are defined as damage to one person's property in the amount of $1,001 or more. The Non-Reportable type crashes result in property damage of $1,000 or less. Crash rates were computed for the study intersection and compared with NYSDOT average crash rates for similar intersections, as summarized in **Table III.** Intersection rates are listed as crashes per million entering vehicle (CR/MEV). Pertinent crash data is provided in the Appendices.

TABLE III: EXISTING ACCIDENT INVESTIGATION

INTERSECTION	TOTAL NO. OF ACCIDENTS	ACTUAL CRASH RATE	STATEWIDE AVERAGE CRASH RATE
Sheridan Dr/Hopkins Rd/Evans St	63	1.39	0.56
Sheridan Dr/Mill St	25	0.70	0.56
Mill St/Mill Middle School Dwy	0	0.00	0.19

Two of the three study intersections had a crash rate higher than the statewide average. The results of these intersections with calculated rates higher than the statewide average are described in greater detail below.

Sheridan Dr/Hopkins Rd/Evans St

As shown in Table III, the study intersection has a crash rate that is 2.48 times higher than the statewide average crash rate for similar intersections. The following crashes occurred: rear end (24), left turn (7), overtaking (4), right angle (9), sideswipe (3), head on (1), and fixed object (4).

The following patterns were reported:

- Rear end
  - Southbound (seven crashes)
  - Eastbound (six crashes)
  - Westbound (eight crashes)

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- Left Turn
  - Westbound (three crashes)
- Overtaking
  - Eastbound (three crashes)
- Right Angle
  - Northbound (four crashes)
  - Westbound (three crashes)

Based on the noted collisions, there are no discernible crash patterns that require mitigation. The reported rear end crashes (38%) are characteristic of moderate to heavily trafficked signalized intersections. The causes of the rear end crashes were generally due to driver error, unsafe speeds, or following too closely.

Sheridan Dr/Mill St

As shown in Table II, the study intersection has a crash rate that is 1.25 times higher than the statewide average crash rate for similar intersections. The following crashes occurred: rear end (12), left turn (1), right turn (1), right angle (4), bike/ped (1), and fixed object (2).

The following patterns were reported:

- Rear end
  - Eastbound (six crashes)
  - Westbound (four crashes)
- Right Angle
  - Eastbound (three crashes)

Based on the noted collisions, there are no discernible crash patterns that require mitigation. The reported rear end crashes (48%) are characteristic of moderate to heavily trafficked signalized intersections. The causes of the rear end crashes were generally due to driver error, unsafe speeds, or following too closely.

E. Intersection Queueing Analysis

Observations of actual AM peak hour queuing of northbound traffic on Mill St at the Sheridan Dr intersection indicate that vehicles are blocking the proposed right-in right-out (RIRO) driveway on Mill St during 25% of the signal cycles. These queues happen intermittently throughout the AM peak hour and clear as soon as the signal turns green. Right turns exiting this driveway will have ample opportunity to safely exit the site at this location.

The graph below depicts the length of the queue documented during every signal cycle during the peak hour between 8:00 and 9:00 AM on Tuesday September 13, 2022. Queues are shown in the form of number of cars queued. It can be assumed that each car uses approximately 20-25 ft of space (based on industry standards). This equates to an average queue of 53 to 66 ft and a 95th percentile queue of 180 to 225 ft during the AM peak.

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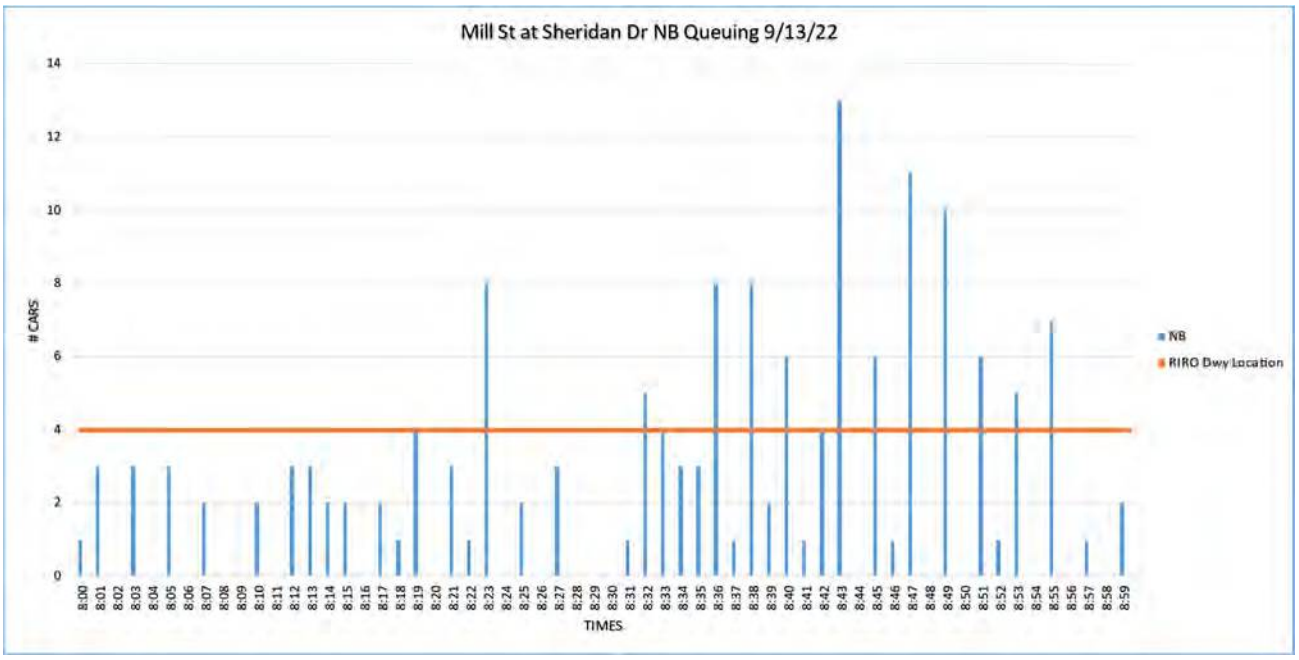

Additionally, Mill Street at the Mill Middle School driveway was also observed for queue lengths in both the northbound and southbound directions during the AM peak hour. In the northbound direction, no queuing was observed. In the southbound direction, the queue length reached a maximum of six vehicles, which equates to a queue length of 120 to 150 feet. It is noted that the southbound queueing cleared within 15 seconds each time. The proposed residential driveway along Mill St is approximately 450 feet to the north of the Mill Middle School driveway, and therefore will not be affected by the queueing at this intersection.

V. FUTURE AREA DEVELOPMENT AND LOCAL GROWTH

Construction of the proposed building to house the coffee shop at Sheridan and Mill is anticipated to be completed within one year. The anticipated time frame for development of the apartment building is uncertain however for purposes of analysis in this report it is assumed to be constructed during the same one year timeframe as the coffee shop. The Town of Amherst was contacted to discuss any other specific developments that are currently approved or under construction that would generate additional traffic in the study area. No such projects were identified.

A review of historical NYSDOT traffic volume data on the study roadways in the vicinity of the site indicates that traffic has fluctuated slightly between 2011 and 2019. To account for normal increases in background traffic growth, including any unforeseen developments in the project study area, and considering the projected timeframe for full build-out of the project, a growth rate of 0.5% was applied to the existing base traffic volumes in the study area for the build-out period during the AM, and PM peak hours. Future background traffic volumes are shown in **Figure 4**.

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VI. PROPOSED DEVELOPMENT

A. Description

The proposed project includes the existing Mighty Taco restaurant (with drive-thru window), a ±2,266 square foot (SF) coffee shop with drive-through window, and a three-story apartment building with 18 units. The coffee shop would be constructed over a one-year period. The time frame for development of the apartment building is uncertain however for purposes of analysis in this report it is assumed to be constructed during the same one year timeframe as the coffee shop. Access to the proposed coffee shop with drive-through will be provided by one proposed right-in right-out (RIRO) driveway along Mill St and one proposed full access driveway along Sheridan Drive (to be shared with the Mighty Taco). The three (3) existing driveways along Sheridan Drive are proposed to be removed and consolidated into the proposed single full access driveway. Access to the proposed apartment building will be provided by one proposed full access driveway on Mill St, at the south end of the proposed apartment building, south of the proposed RIRO driveway. **Figure 5** illustrates the proposed concept plan.

B. Site Traffic Generation

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

Additionally, for certain types of developments, the total number of trips generated is different from (i.e. less than) the amount of new traffic added to the adjacent highway network by the generator. Service-oriented developments (i.e., shopping centers, restaurants, and coffee shops) often locate adjacent to busy streets, like Sheridan Drive, in order to attract the motorists already passing by the site on the adjacent street(s). These sites attract a portion of their trips from traffic passing by the site. “Pass-by” traffic refers to the amount of existing traffic already on the roadway adjacent to a site that, as it “passes by” the site, will enter the site driveways to patronize the project site and then continue on its way past the site. The quantifying of “pass-by” trips has the net result of reducing the volume of new traffic that is added to the site driveways and/or adjacent roadways.

Although the Handbook has data for the coffee shop land use with a drive-through, the data is limited to weekday only (not specific to a peak hour). This data indicates a weekday pass-by rate of 89%. Given the limited data, pass-by rates for fast-food restaurants with drive-through windows were reviewed as a comparable use. Pass-by trips are expected to be closer to the coffee shop land use than the fast-food restaurant land use during the morning peak due to the site’s location adjacent the heavily traveled corridor of Sheridan Dr. Therefore, a pass-by rate of 70% was applied to the AM peak hour to account for more trips related to the indoor seating. As the ITE does not have a pass-by rate for the coffee shop land use during the PM peak hour, pass-by rates for fast-food restaurants were used based on the previously noted similarities between the land uses. Therefore, a pass-by rate of 50% was applied to the PM peak hour.

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Table IV shows the total site generated trips for the AM, and PM peak hours for the project site. All trip generation information has been included in the Attachments.

TABLE IV: SITE GENERATED TRIPS

LAND USE	ITE LUC[1]	SIZE	AM PEAK HOUR		PM PEAK HOUR	
			ENTER	EXIT	ENTER	EXIT
Multifamily Housing (Low-Rise)	220	18 Units	7	22	18	10
Coffee Shop with Drive-Through Window	937	±2,266 SF	99	96	44	44
Pass-by Rates (70% AM, 50% PM)			*-69*	*-67*	*-22*	*-22*
Total Primary Trips			**37**	**51**	**40**	**32**

Note:
1. LUC = Land Use Code.

The proposed project is expected to generate approximately 106 entering/118 exiting vehicle trips during the AM peak hour, and 62 entering/54 exiting vehicle trips during the PM peak hour. Not all these driveway volumes are new, but instead a portion of the proposed volume is reduced considering pass-by credits. Thus, the proposed project is expected to generate approximately 37 entering/51 exiting vehicle trips during the AM peak hour, and 40 entering/32 exiting vehicle trips during the PM peak hour.

C. Site Traffic Distribution

The cumulative effect of site traffic on the transportation network is dependent on the origins and destinations of that traffic and the location of the access drive serving the site.

The proposed arrival/departure distribution of traffic to be generated at this site is considered a function of several parameters, including the following:

- Employment centers in the local area and region;
- Population centers in the local area and region;
- Site access drive locations and internal roadway circulation;
- Existing highway network;
- Existing traffic patterns; and
- Existing traffic conditions and controls

Figure 6A and 6B show the anticipated trip distribution pattern percentages for the proposed traffic for the coffee shop with drive-through window. **Figure 7A** shows the associated pass-by trips for the coffee shop with drive-through window. **Figure 7B** illustrates the peak hour site generated traffic for the residential development based on the distribution percentages derived in Figure 6B. **Figure 7C** illustrates the total peak hour site generated traffic for the coffee shop with drive-through based on the distribution percentages derived in Figure 6A, as well as considering the pass-by trips shown in Figure 7A and residential site trips shown in Figure 7B.

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VII. FULL DEVELOPMENT VOLUMES

The projected design hour traffic volumes were developed for the weekday AM and PM peak hours by combining the 2023 future background traffic conditions (Figure 4), and projected site generated volumes for full build-out of the proposed development (Figure 7C) to yield the total traffic conditions expected under full development conditions. **Figure 8** illustrates the total weekday AM and PM peak hour volumes anticipated for the proposed development under full development conditions.

VIII. CAPACITY ANALYSIS

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

Six Levels of Service are defined for analysis purposes. They are assigned letter designations, from "A" to "F", with LOS "A" representing the best conditions and LOS "F" the worst. Suggested ranges of service capacity and an explanation of Levels of Service are included in the Appendix.

The standard procedure for capacity analysis of signalized and un-signalized intersections is outlined in the Highway Capacity Manual (HCM 2016) published by the Transportation Research Board. Traffic analysis software, Synchro 11, which is based on procedures and methodologies contained in the HCM, was used to analyze operating conditions at study area intersections. The procedure yields a Level of Service based on the HCM 2016 as an indicator of how well intersections operate.

Existing and background operating conditions during the peak study periods are evaluated to determine a basis for comparison with the projected future conditions. The future traffic conditions generated by the proposed development under full build out were analyzed to assess the operations of the intersections in the study area. Capacity results for existing, background, and full development conditions are listed in **Table V.** The discussion following the table summarizes capacity conditions. All capacity analysis calculations are included in the Appendices. However, it is noted that capacity analysis results were derived using the HCM 2000 methodology for unsignalized intersections within Synchro as required by NYSDOT Region 5.

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TABLE V: CAPACITY ANALYSIS RESULTS

INTERSECTION	2022 EXISTING BASE CONDITIONS				2023 BACKGROUND CONDITIONS				2023 FULL BUILD CONDITIONS			
	AM		PM		AM		PM		AM		PM	
1. Sheridan Dr/Hopkins Rd/Evans St (S)												
EB Left - Sheridan Dr	B	11.3	D	48.5	B	11.2	D	48.6	B	14.0	D	48.8
EB Thru/Right - Sheridan Dr	B	19.6	D	39.1	C	20.3	D	39.4	C	21.4	D	40.1
WB Left - Sheridan Dr	C	28.9	C	25.7	C	29.3	C	26.0	C	32.5	C	26.2
WB Thru/Right - Sheridan Dr	C	31.9	D	49.7	C	32.0	D	51.1	C	32.8	D	53.9
NB Left - Evans St	C	34.1	D	43.0	C	34.2	D	43.1	C	34.2	D	44.0
NB Thru - Evans St	D	52.1	E	74.3	D	52.2	E	74.4	D	51.7	E	74.4
NB Right - Evans St	A	3.1	A	2.9	A	3.1	A	2.9	A	3.0	A	2.9
SB Left - Hopkins Rd	D	52.6	E	55.4	D	53.0	E	56.0	D	52.1	E	56.6
SB Thru - Hopkins Rd	E	76.8	E	57.9	E	77.1	E	57.8	E	77.1	E	57.9
SB Right - Hopkins Rd	A	9.1	A	9.0	A	9.1	A	8.9	A	9.1	A	8.9
Overall LOS	***C***	***31.7***	***D***	***45.7***	***C***	***32.0***	***D***	***46.3***	***C***	***32.6***	***D***	***47.4***
Volume-to-Capacity (v/c) Ratio	***0.90***		***0.94***		***0.90***		***0.95***		***0.90***		***0.96***	
2. Sheridan Dr/Mighty Taco Exit (U)												
NB Left - Mighty Taco Exit	A	0.0	B	10.6	A	0.0	B	10.6	N/A		N/A	
NB Right - Mighty Taco Exit	A	0.0	B	10.1	A	0.0	B	10.1				
2. Sheridan Dr/Proposed Dwy (U)												
WB Left - Sheridan Dr	N/A		N/A		N/A		N/A		B	10.7	B	11.7
NB Left - Mighty Taco Exit									B	14.7	B	12.2
NB Right - Mighty Taco Exit									B	11.3	B	10.4
3. Sheridan Dr/Mighty Taco Entrance (U)												
WB Left - Sheridan Dr	A	0.0	B	11.2	A	0.0	B	11.2	N/A		N/A	
4. Sheridan Dr/Mill St (S)												
EB Left - Sheridan Dr	C	23.4	B	19.5	C	22.8	B	19.5	C	22.9	B	19.5
EB Thru/Right - Sheridan Dr	D	49.5	C	31.0	D	47.6	C	31.2	D	53.1	C	32.0
WB Left - Sheridan Dr	D	45.6	E	64.3	D	48.6	E	64.4	D	50.3	E	65.9
WB Thru/Right - Sheridan Dr	C	25.7	A	8.2	C	25.8	A	8.3	C	25.7	A	8.5
NB Left - Mill St	E	69.4	F	82.8	E	69.4	F	83.2	E	77.0	F	92.8
NB Thru/Right - Mill St	B	10.1	B	13.6	B	10.1	B	13.6	A	9.7	B	13.5
SB Left - Mill St	D	50.0	E	58.3	D	50.0	E	58.3	D	50.3	E	58.5
SB Thru/Right - Mill St	E	60.1	D	52.7	E	60.1	D	52.7	E	60.1	D	52.7
Overall LOS	***D***	***40.8***	***C***	***25.1***	***D***	***40.1***	***C***	***25.2***	***D***	***43.3***	***C***	***26.7***
Volume-to-Capacity (v/c) Ratio	***0.96***		***0.82***		***0.96***		***0.82***		***0.98***		***0.89***	
5. Mill St/Proposed RIRO Dwy (U)												
WB Right - Proposed RIRO Dwy	N/A		N/A		N/A		N/A		A	9.8	B	10.6
6. Mill St/Mill Middle School Dwy (U)												
WB Left - Mill Middle School Dwy	D	34.8	B	13.0	E	35.1	B	13.0	E	36.0	B	13.1
WB Right - Mill Middle School Dwy	B	10.5	B	10.2	B	10.5	B	10.2	B	10.5	B	10.3
SB Left - Mill St	A	4.3	A	0.5	A	4.4	A	0.5	A	4.3	A	0.5
7. Mill St/Proposed Residential Dwy (U)												
WB - Proposed Residential Dwy	N/A		N/A		N/A		N/A		B	10.2	B	10.8
SB Left - Mill St									A	0.2	A	0.6

Notes:

1. A(2.8) = Level of Service (Delay in seconds per vehicle)
2. EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound
3. (S) = Signalized; (U) = Unsignalized
4. N/A = Approach does not exist and/or was not analyzed during this condition
5. Green shaded cells indicate low delays, yellow shaded cells indicate moderate delays, red shaded cells indicate long delays.
6. The v/c ratio, also referred to as degree of saturation, represents the sufficiency of an intersection to accommodate the vehicular demand. A v/c ratio less than 0.85 generally indicates that adequate capacity is available and vehicles are not expected to experience significant queues and delays. A v/c ratio between 0.85 and 0.95 generally indicates an intersection is nearing capacity. Intersections with a v/c ratio of 1.0 or greater generally indicate conditions at or above capacity.

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1. Sheridan Dr/Hopkins Rd/Evans St

All approaches operate at LOS "D" or better during both peak hours under all conditions with the exception of the southbound thru approach, which operate at LOS "E" during the AM and PM peak hours under all conditions and the northbound thru, and southbound left approaches which operate at LOS "E" during the PM peak hour under all conditions. No changes in levels of service are anticipated as a result as a result of the proposed development and no mitigation is warranted or recommended.

2 & 3. Sheridan Dr/Mighty Taco Exit/Mighty Taco Entrance/Proposed Driveway

All movements at the existing driveway intersections currently operate at LOS "B" or better during all peak hours under existing and background conditions. For full development of the proposed project, the existing entrance and exit driveways will be reconstructed to provide one full access driveway. Under full development conditions, all approaches at the proposed site driveway are projected to operate at LOS "B" during both peak hours. No improvements are warranted nor recommended at this location. The proposed driveway should consist of one entering and two exiting lanes.

4. Sheridan Dr/Mill St

All approaches operate at LOS "D" or better under all conditions during all peak hours with the exception of the following:

- Northbound left approach operates at LOS "E" and "F" during the AM and PM peak hours, respectively
- Southbound thru/right approach operates at LOS "E" during the AM peak hour
- Westbound left approach operates at LOS "E" during the PM peak hour
- Southbound left approach operates at LOS "E" during the PM peak hour

Signal timings were adjusted to better optimize how the signal operates during background and full build conditions during the AM peak hour. By reducing the eastbound thru/left phase green time by one second and adding one second to the eastbound/westbound thru phase green time, the overall intersection delay and v/c ratio can be reduced. Given that the signal is fully actuated, actual operations will adjust to accommodate minor fluctuations in traffic volumes. With the optimized signal timings, no changes in levels of service are anticipated as a result of the proposed development and the proposed development does not contribute to the existing poor operating conditions. No mitigation is warranted or recommended.

5. Mill St/Proposed RIRO Driveway

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

6. Mill St/Mill Middle School Driveway

All approaches at this intersection operate at LOS "D" or better during all peak hours under all conditions with the exception of the westbound left approach which operates at LOS "E" during the AM peak hour. It is noted that the driveway proposed for the coffee shop is RIRO, and as such prohibits traffic from traveling south on Mill Street. No changes in LOS are anticipated as a result of the proposed project, therefore, no improvements are warranted or recommended.

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IX. DRIVE-THROUGH QUEUE ASSESSMENT

This study conducted a drive-through queuing analysis during the weekday AM, and PM peak hours to determine the anticipated queue length and adequacy of the proposed on-site stacking space using the drive-through. A formula was developed based upon the average service rates and observed queuing to estimate queue lengths at coffee shops given the projected arrival rate at the drive-through. This formula assumes that both arrival and service rates are random. This is based on observations that vehicle arrivals are random, and that service times in the drive-through vary based on type and number of items ordered. For example, service time for ordering a coffee is less than that of a customer who orders coffee and a breakfast sandwich.

Since both the arrival and service times at the proposed drive-through are randomly distributed, stochastic queuing equations were used for this analysis. Since only a portion of site generated traffic will utilize the drive-through, site trip data and drive-through was taken at 16 different coffee and coffee/donut shops across Upstate New York. This data was used to determine the percentage of patrons that utilize the drive-through to order their food/drink. It was determined that on average, 69% of the site traffic for a coffee or coffee/donut shop with drive-through will go through the drive-through. The peak projected arrival rate at the proposed drive-through is 68 vehicles per hour during the AM peak hour. Using a service rate of approximately 35 seconds (excluding the waiting time in a storage area immediately in advance of the service positions after placing an order at the order window) during the AM peak hour, the average service rate in the drive-through is 103 vehicles per hour. This service rate in the drive-through is based on service by two persons. Based on service rates collected at similar single-order drive-through facilities in the Western New York/Finger Lakes Region, there is variability in service times ranging from 25 to 35 seconds during the AM peak hour.

Using the same drive-through utilization percentage as the AM peak hour, the peak projected arrival rate at the proposed drive-through is 30 vehicles per hour during the PM peak hour. Assuming a dinnertime service rate of approximately 55 seconds, based upon previous studies at existing coffee and coffee/donut shops, the average service rate in the drive-through is 65 vehicles per hour for the PM peak hour.

Table VI summarizes the results of the proposed drive-through queue assessment.

TABLE VI: PEAK HOUR DRIVE-THROUGH QUEUING RESULTS

PEAK HOUR	PARAMETER	RESULTS
AM Peak Hour	Arrival Rate	68 vph
	Service Rate	103 vph
	95% Confidence Queue Length	7 vehicles
PM Peak Hour	Arrival Rate	30 vph
	Service Rate	65 vph
	95% Confidence Queue Length	3 vehicles

Notes:
1. Vph = Vehicles per Hour.

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The results of the drive-through queuing analysis indicate 95th percentile queue lengths of seven (7) vehicles during the AM peak hour, and three (3) vehicles during the PM peak hour.

Based on an analysis of the current site plan, the dedicated drive-through lane would provide storage for 11 passenger vehicles (with additional capacity available within the aisle of the parking lot, if needed. The analyses indicate that there is sufficient stacking space on-site to accommodate the projected drive-through demands during all peak hours.

A queuing analysis for the Mighty Taco drive-through was conducted to determine the anticipated queue length and adequacy of the proposed dedicated on-site stacking lane (10 vehicle spaces). Drive-through data was collected at three sites in the Finger Lakes region between February 9, 2021 and February 10, 2021. It is noted that the fast-food taco restaurant sites were only open for drive-through and delivery operations only at the time of data collection as a result of COVID restrictions. Based on data collected at three fast-food taco restaurant locations—3500 West Genesee Street (Syracuse), 950 Jefferson Road (Henrietta), and 1436 West Ridge Road (Greece)—the maximum queue experienced during the PM peak period was five (5) vehicles. Data was not collected during the AM peak hour since Mighty Taco's do not operate during the AM peak hour. The on-site stacking space can sufficiently accommodate projected drive-through queues during the peak hours studied.

X. CONCLUSIONS & RECOMMENDATIONS

This study evaluates the potential traffic impacts resulting from the proposed Sheridan and Mill redevelopment project in the Town of Amherst, Erie County, New York. Based upon the analyses, the results indicate that the proposed development will not have significant adverse traffic impacts on the existing roadway network. The following sets forth conclusions and recommendations based upon the results of the analyses:

1. The proposed project is expected to generate approximately 106 entering/118 exiting vehicle trips during the AM peak hour, and 62 entering/54 exiting vehicle trips during the PM peak hour. Not all of these driveway volumes are new. A portion of the proposed volume is reduced considering "pass-by" credits (defined in Section VI B). Thus, the proposed project is expected to generate approximately 37 entering/51 exiting vehicle trips during the AM peak hour, and 40 entering/32 exiting vehicle trips during the PM peak hour.

2. Observations of actual AM peak hour queuing of northbound traffic on Mill St at the Sheridan Dr intersection indicate that vehicles are blocking the proposed right-in right-out (RIRO) driveway on Mill St during 25% of the signal cycles. These queues happen intermittently throughout the AM peak hour and clear as soon as the signal turns green. Right turns exiting this driveway will have ample opportunity to safely exit the site at this location.

3. Queue lengths were observed along Mill St at the Mill Middle School driveway in both the northbound and southbound directions during the AM peak hour. In the northbound direction, no queuing was observed. In the southbound direction, the queue length reached a maximum of six vehicles which equates to a queue length of 120 to 150 feet. The proposed residential driveway along Mill St is approximately 450 feet to the north of the Mill Middle School driveway. Therefore, it will not be affected by the queueing at this intersection.

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

4. The results of the drive-through queuing analysis for the coffee shop with drive-through indicate 95th percentile queue lengths of seven (7) vehicles during the AM peak hour, and three (3) vehicles during the PM peak hour. Based on an analysis of the current site plan, a dedicated drive-through lane would provide storage for 11 passenger vehicles (with additional capacity within the aisle of the parking lot). The analyses indicate that there is sufficient stacking space on-site to accommodate the projected drive-through demands during all peak hours.

5. The projected traffic impacts resulting from full development of the proposed project during all peak hours can be accommodated by the existing transportation network with no highway improvements.

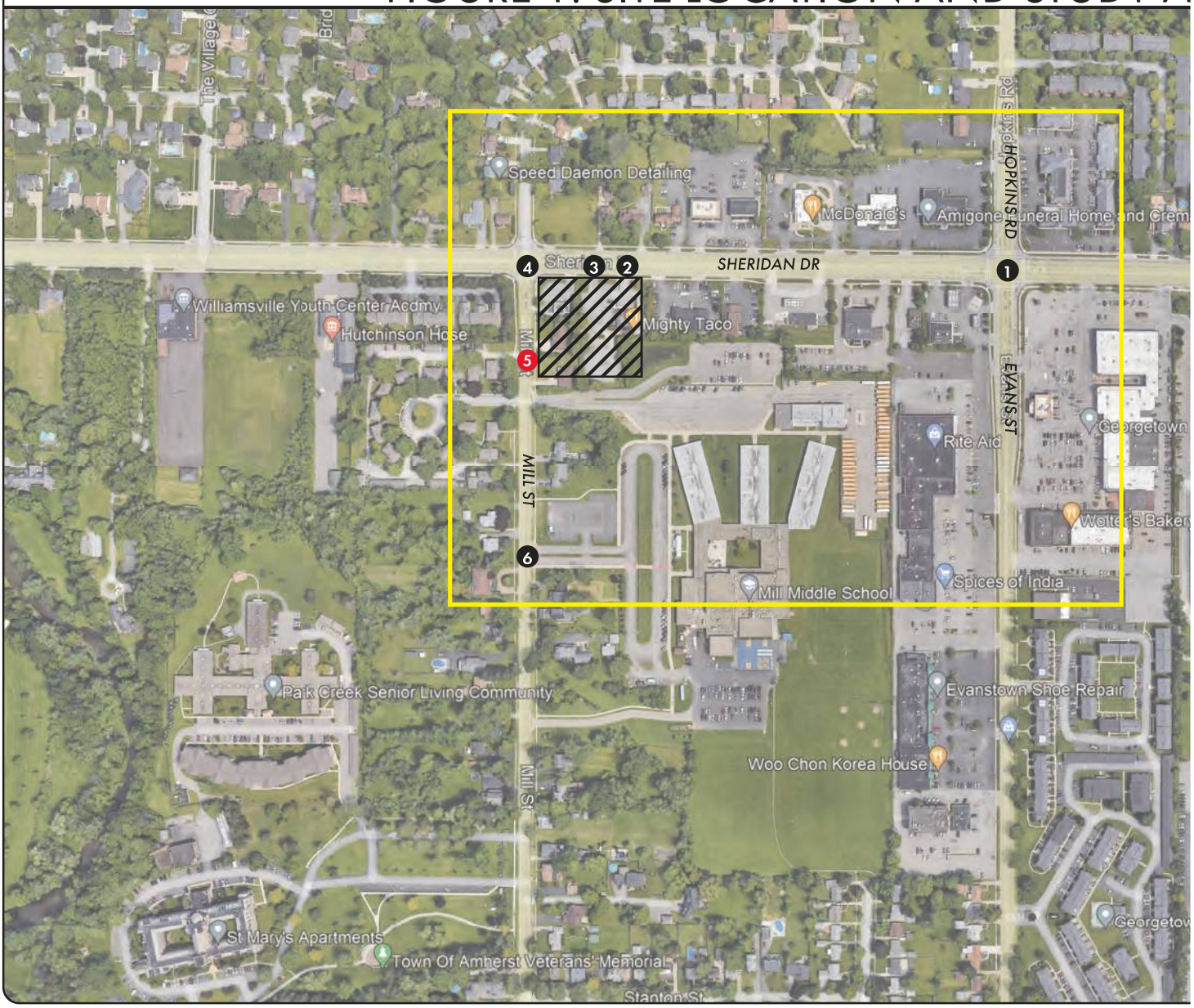
6. For purposes of the environmental review of the proposed project pursuant to the State Environmental Quality Review Act (SEQRA), it is our firm's professional opinion that the proposed project will not result in any potentially significant adverse traffic impacts to the study area intersections.

XI. FIGURES

Figures 1 through 8 are included on the following pages.

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

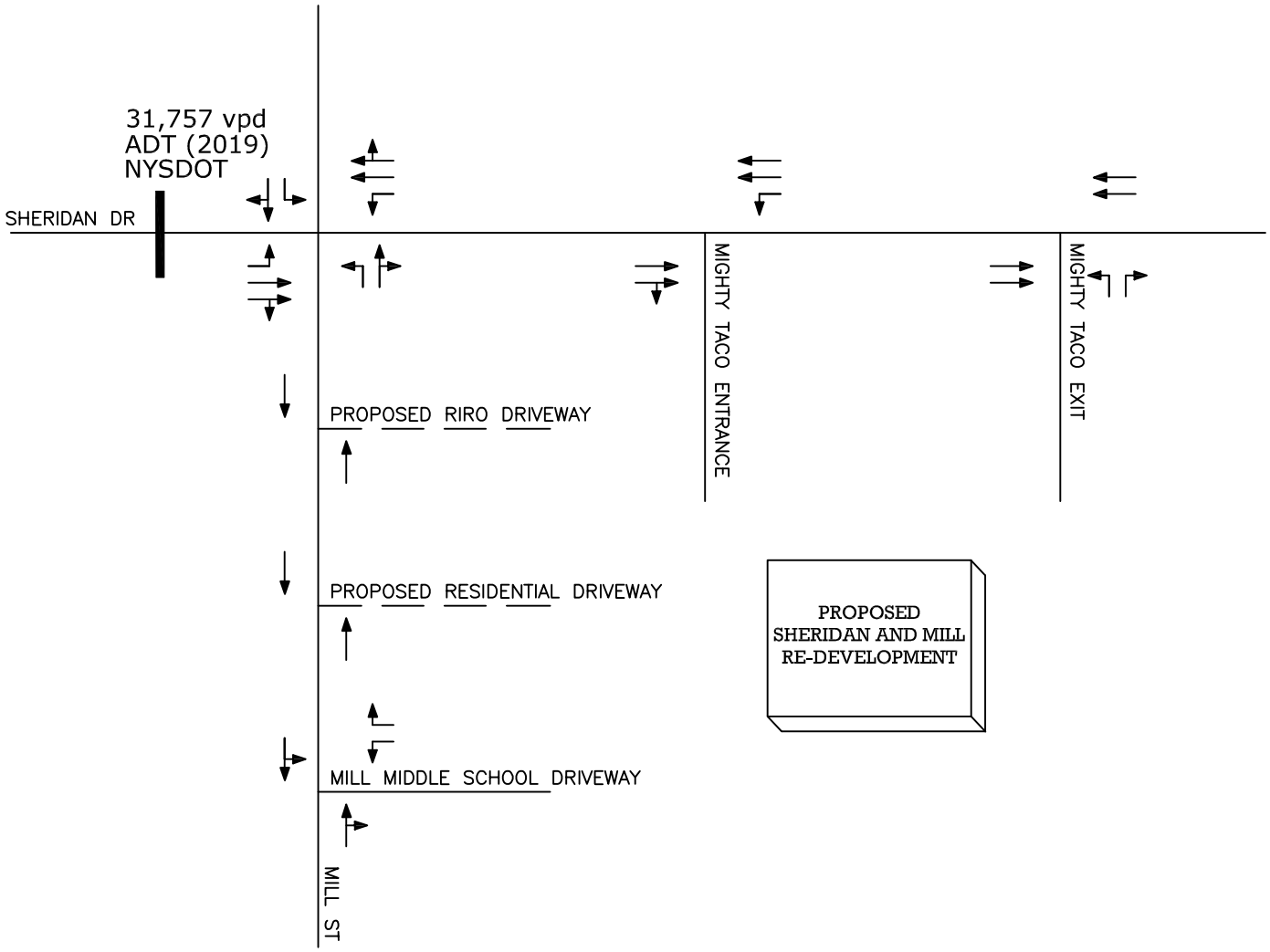
FIGURE 1: SITE LOCATION AND STUDY AR



Key	PROPOSED SHERIDAN AND MILL RE-DEVELOPMENT	
# Study Intersection # Proposed Intersection Site Location Study Area	TOWN OF AMHERST, ERIE COUNTY, NEW YORK	Projec

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Notes:
1. All AADT volumes by those noted:
   1.1. NYSDOT = New York State Department of Transportation.
2. V.P.D. = Vehicles per Day.



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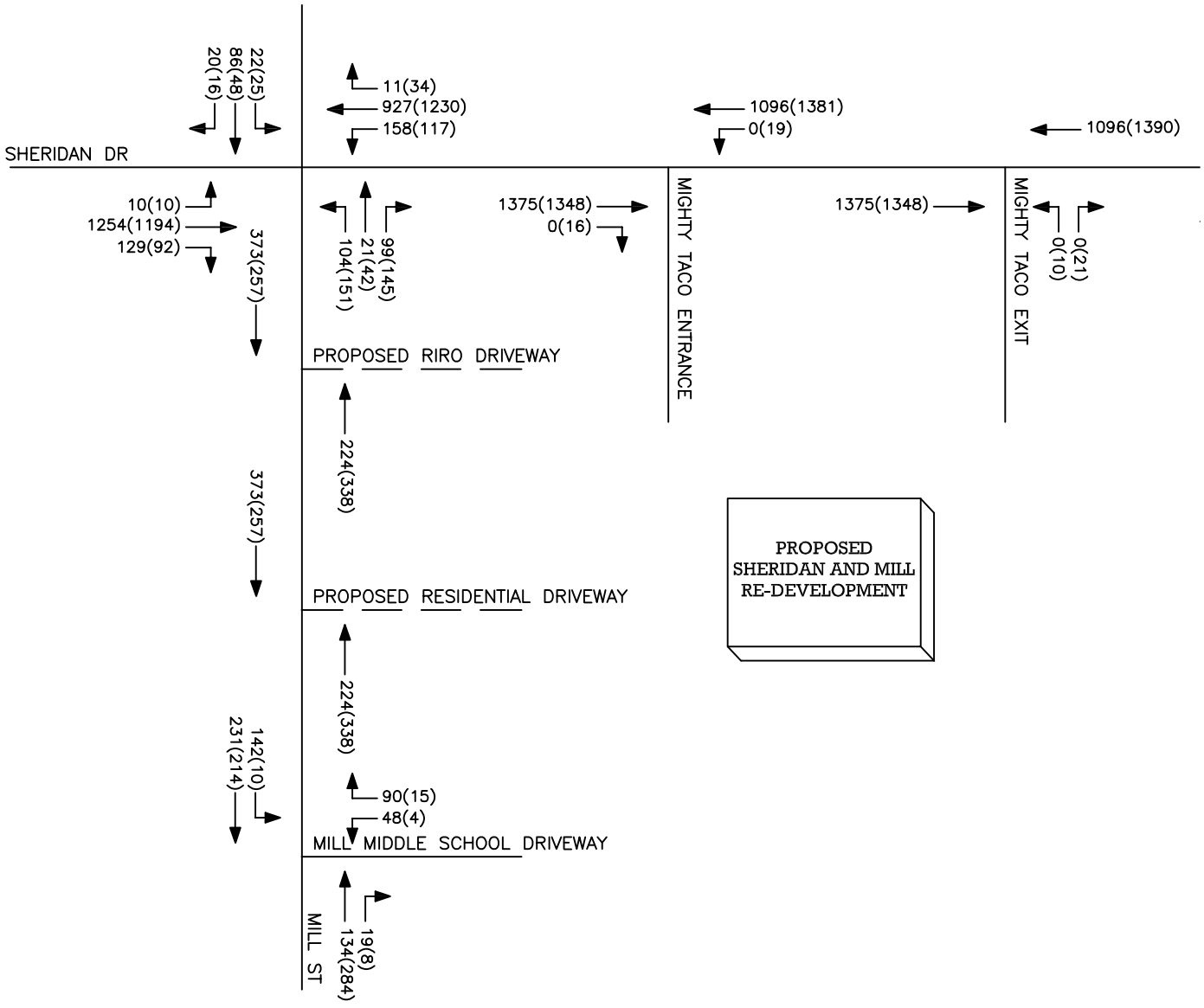
NOT TO SCALE

FIGURE 2

LANE GEOMETRY &
AVERAGE DAILY TRAFFIC

PROPOSED SHERIDAN AND MILL RE-DEVEL
TOWN OF AMHERST, NY

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)



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NOT TO SCALE

FIGURE 3

PEAK HOUR VOLUMES
2022 EXISTING CONDITIONS

PROPOSED SHERIDAN AND MILL RE-DEVELO
TOWN OF AMHERST, NY

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

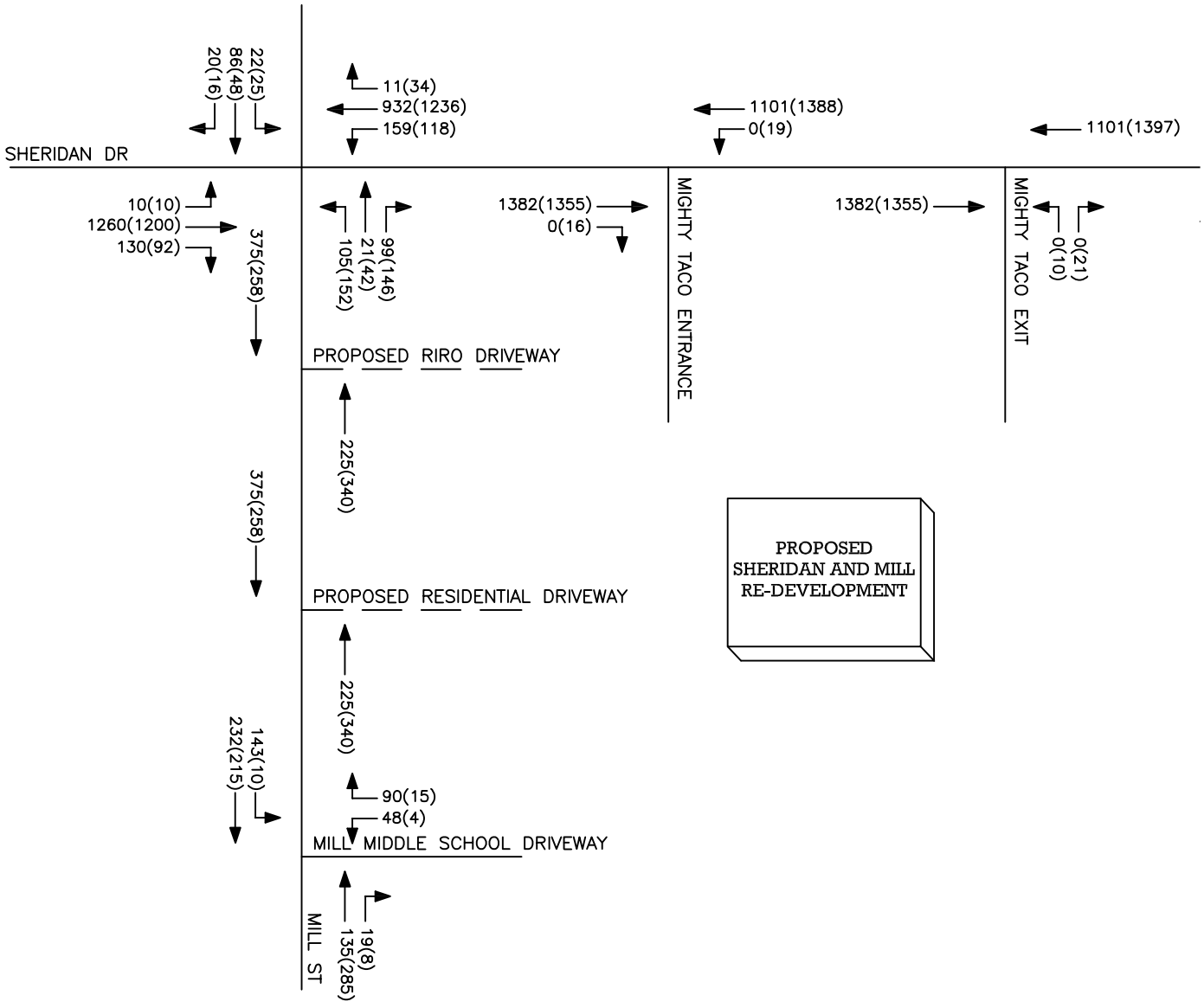

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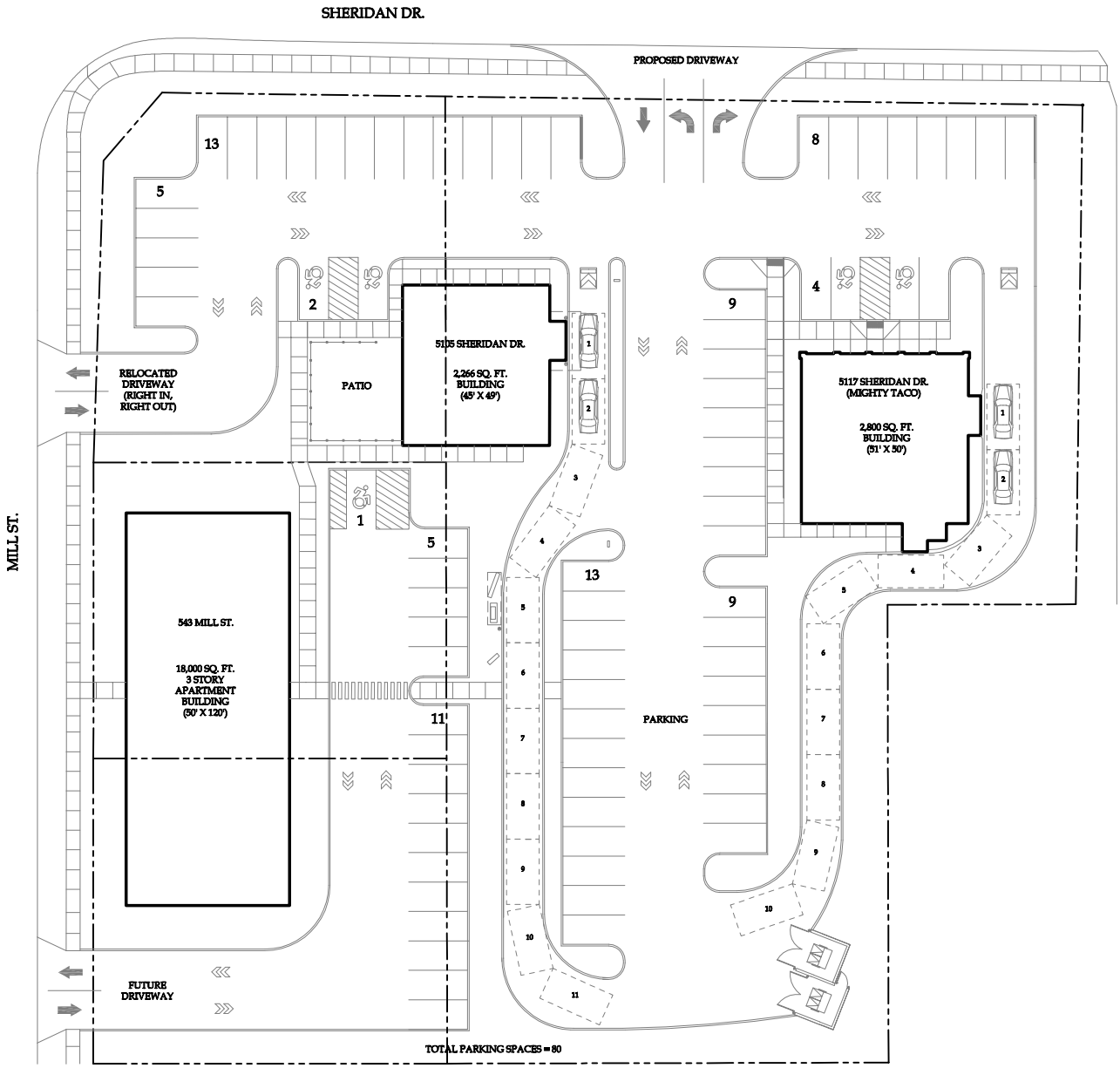
FIGURE 4

PEAK HOUR VOLUMES
2023 BACKGROUND CONDITIONS

PROPOSED SHERIDAN AND MILL RE-DEVELO
TOWN OF AMHERST, NY

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)



SITE DATA TABLE					
ADDRESS	SIZE OF PARCEL	EXISTING ZONING	PROPOSED ZONING	BUILDING SQ. FT.	DRIVE-THRU STACKING SPACES
543 MILL ST.	.23 ACRES	R-4	DC-3	18,000 SQ. FT.	N/A
555 MILL ST.	.22 ACRES	R-4	DC-3		
5105 SHERIDAN DR.	.29 ACRES	MS	DC-3	1,910 SQ. FT.	11
5117 SHERIDAN DR.	1.0 ACRES	MS / R-4	DC-3	2,800 SQ. FT.	10
SIZE OF PROJECT SITE	1.74 ACRES				
PARKING SPACES	80				
GREENSPACE PERCENTAGE	27%				

ISKALO DEVELOPMENT CORP

PROPOSED RETAIL SHERIDAN DR./MILL ST. AMHERST, NY

CONCEPT SITE PLAN

6-7-2022

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

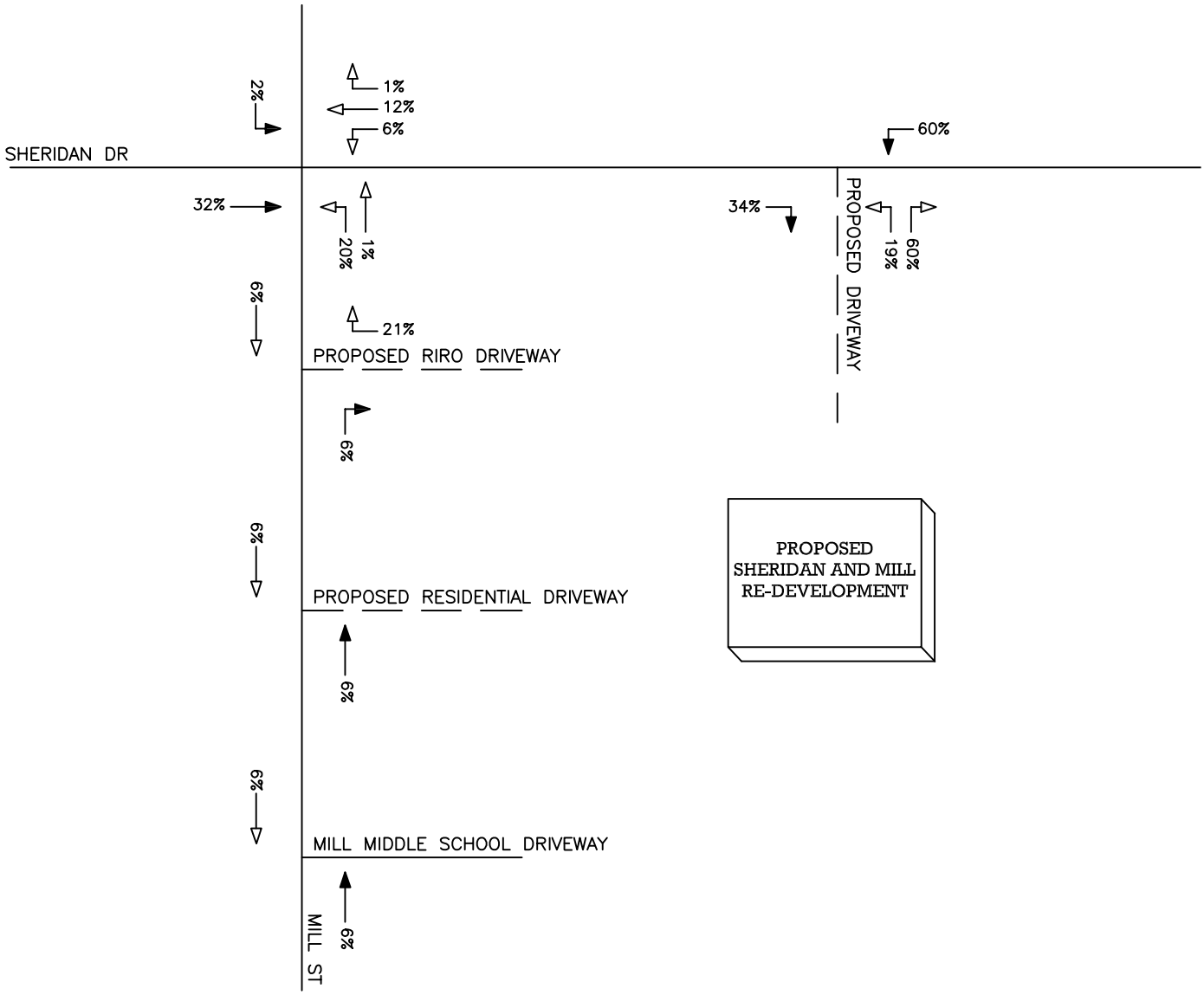


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FIGURE 6A

TRIP DISTRIBUTION - COFFEE SHOP

PROPOSED SHERIDAN AND MILL RE-DEVEL
TOWN OF AMHERST, NY

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

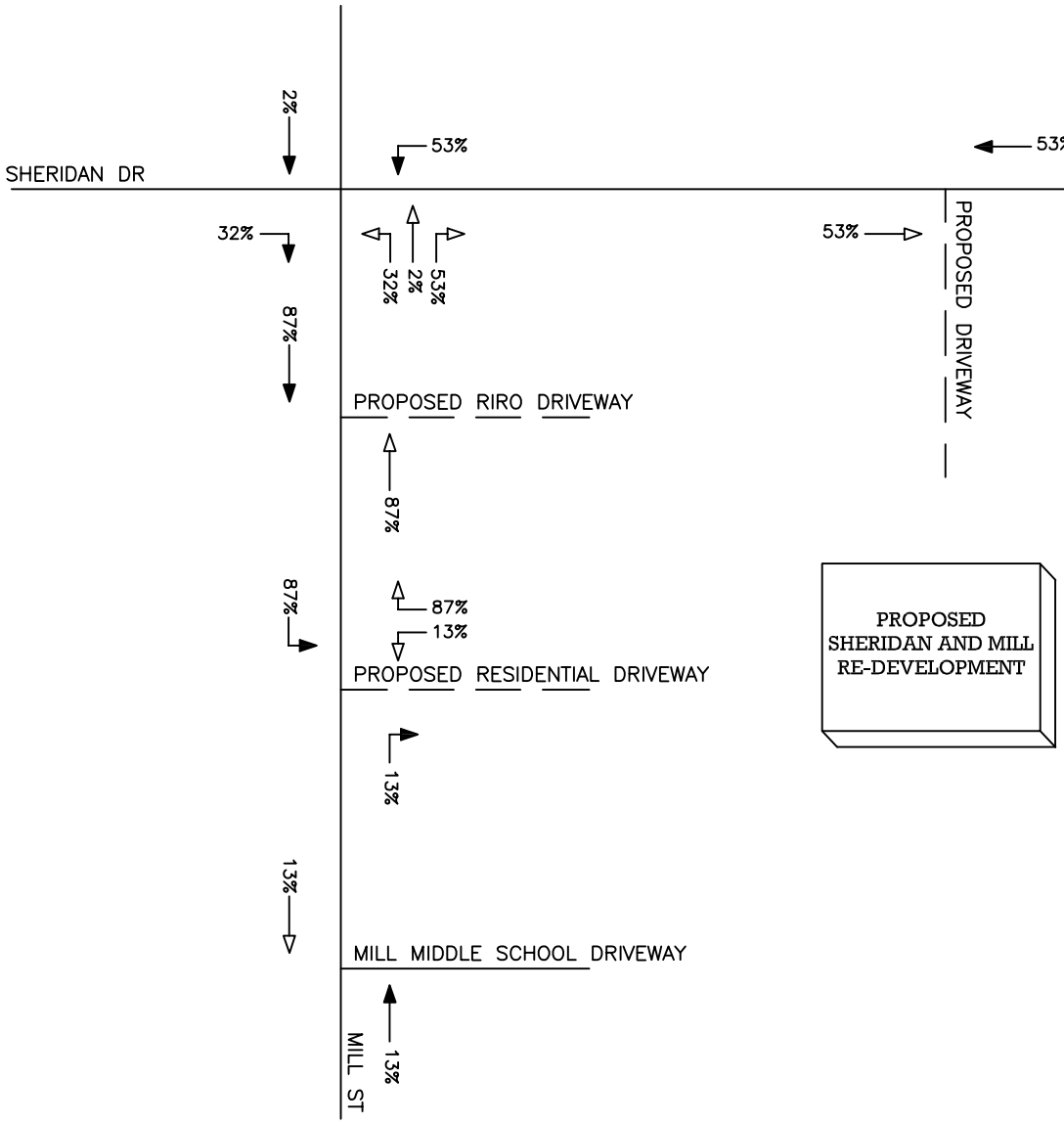

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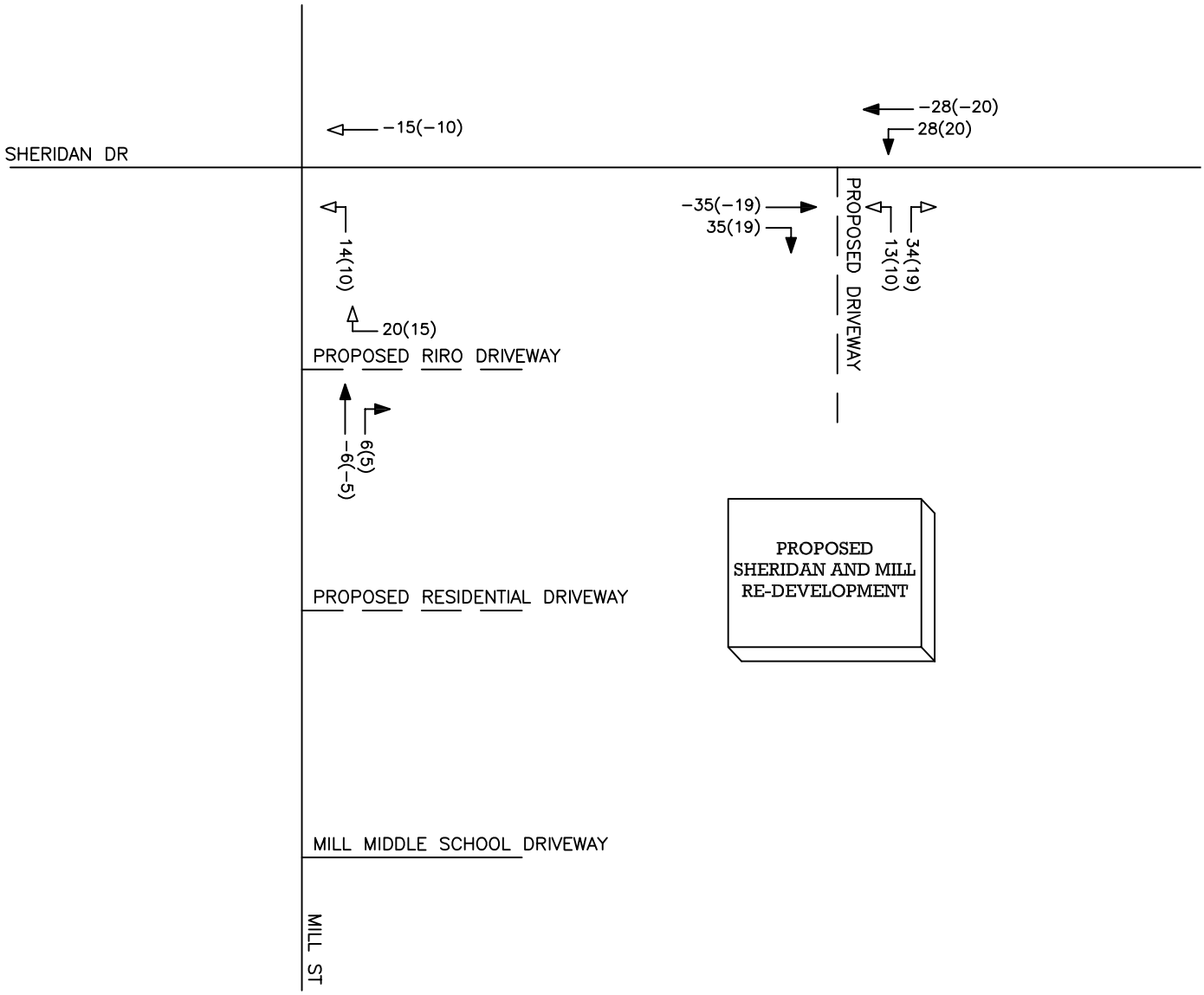
FIGURE 6B

TRIP DISTRIBUTION - RESIDENTIAL

PROPOSED SHERIDAN AND MILL RE-DEVELO
TOWN OF AMHERST, NY

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)



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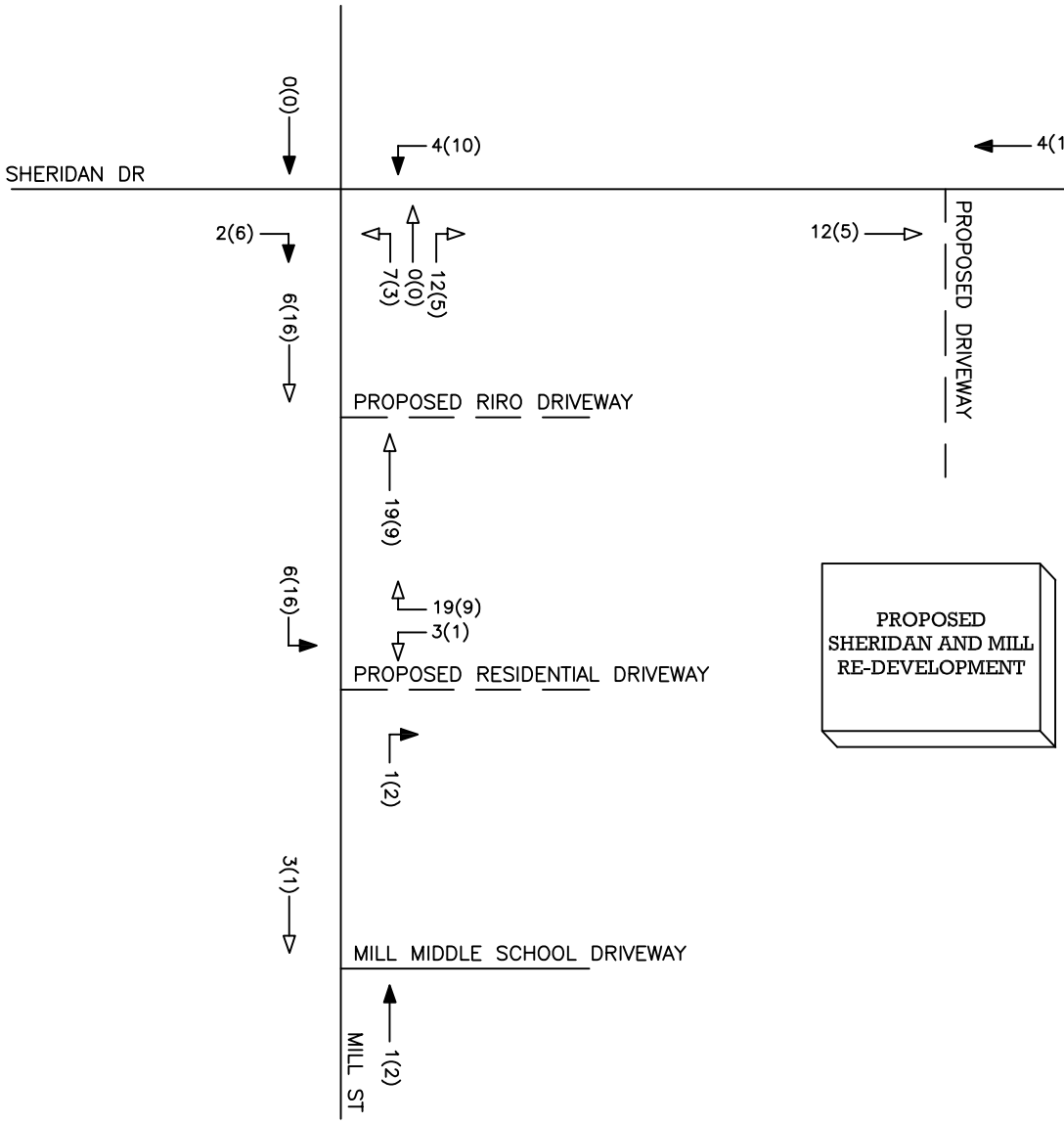
NOT TO SCALE

FIGURE 7A

PASS-BY TRIPS

PROPOSED SHERIDAN AND MILL RE-DEVEL
TOWN OF AMHERST, NY

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)



SRF ASSOCIATES PA

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NOT TO SCALE

FIGURE 7B

SITE GENERATED TRIPS - RESIDENTIA

PROPOSED SHERIDAN AND MILL RE-DEVEL
TOWN OF AMHERST, NY

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

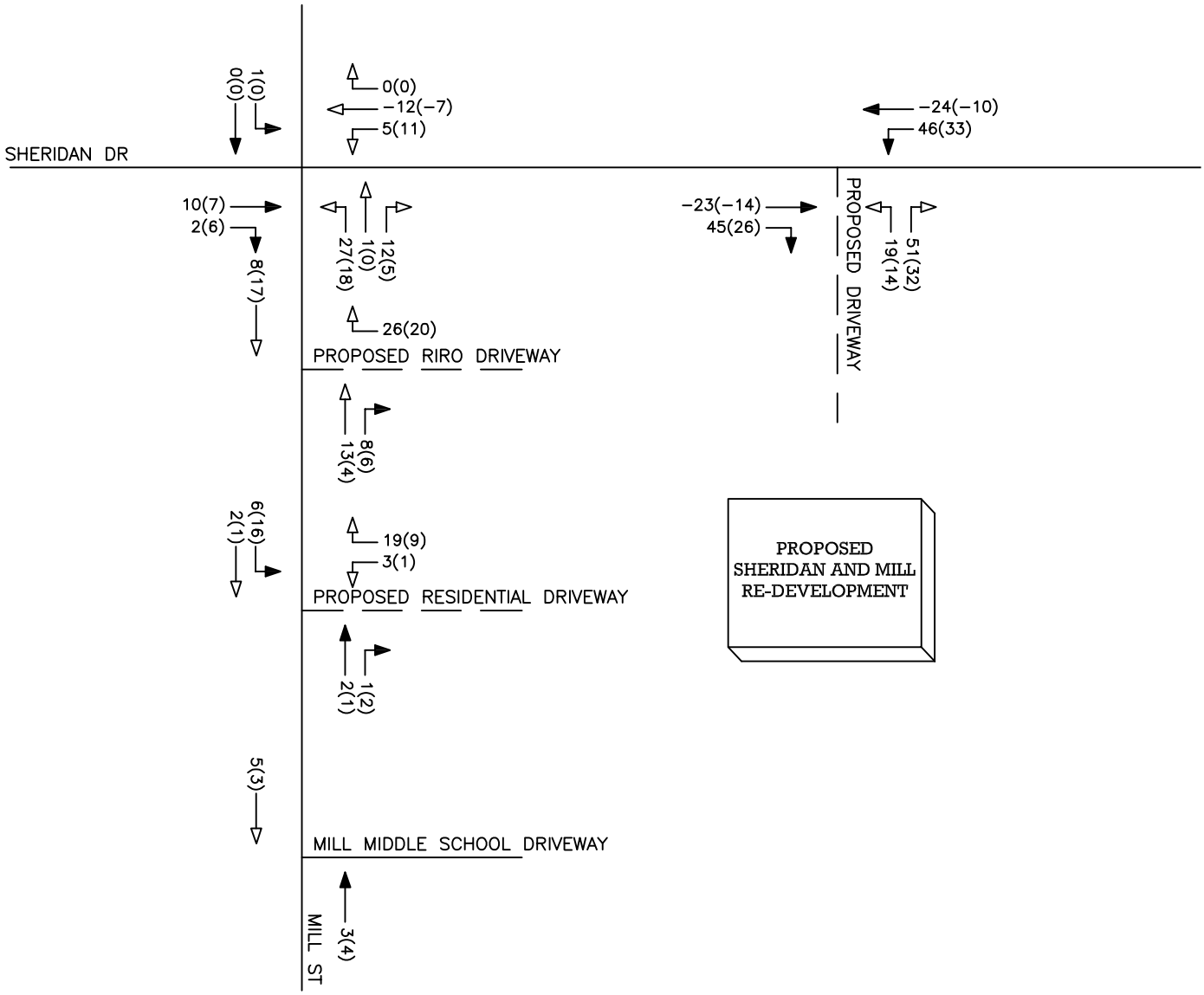

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FIGURE 7C

TOTAL SITE GENERATED TRIPS

PROPOSED SHERIDAN AND MILL RE-DEVELO
TOWN OF AMHERST, NY

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

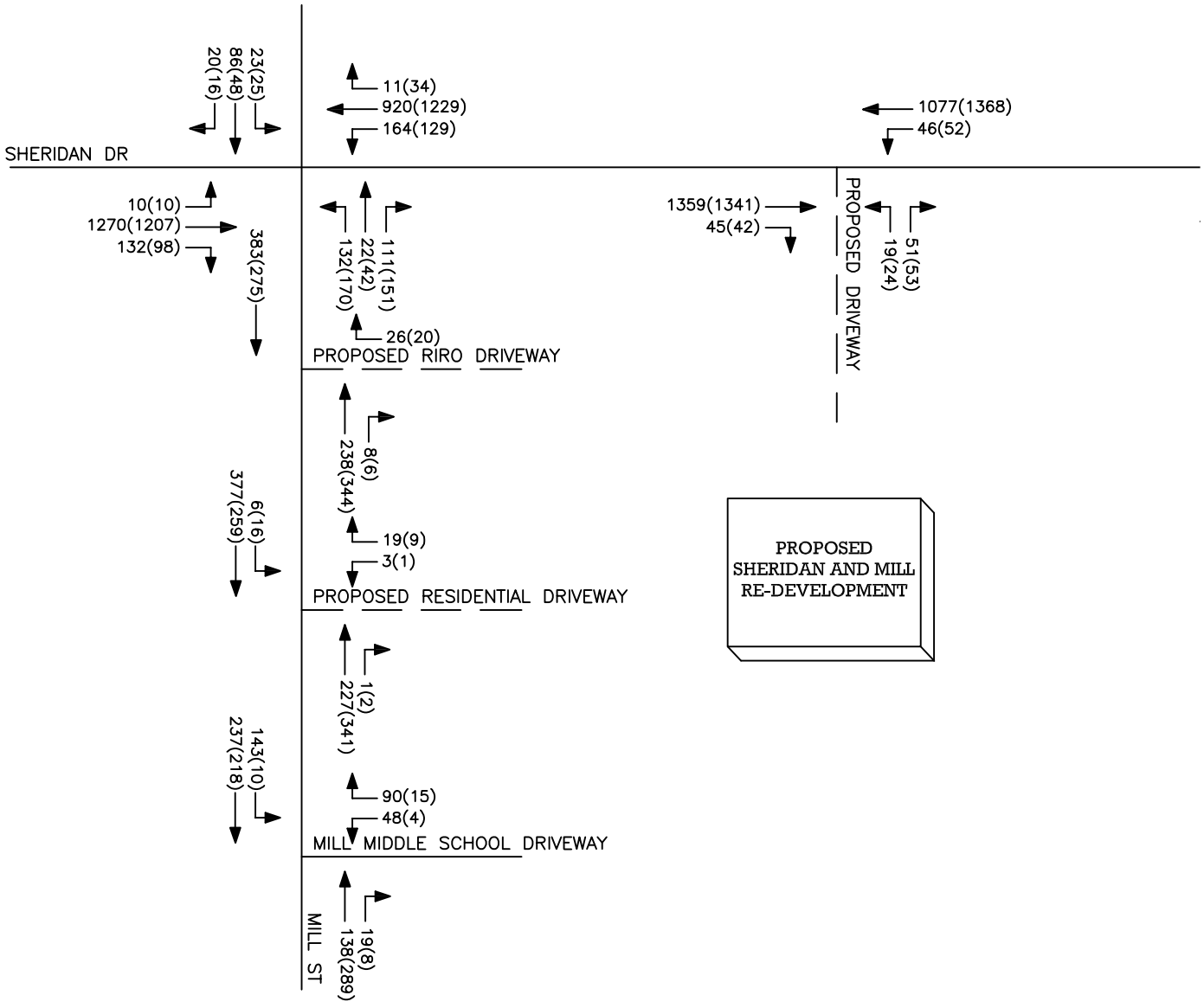

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FIGURE 8

PEAK HOUR VOLUMES
FULL DEVELOPMENT CONDITIONS

PROPOSED SHERIDAN AND MILL RE-DEVEL
TOWN OF AMHERST, NY

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

APPENDICES

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

A1

Collected Traffic Volume Data

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: Sheridan Dr & Mill ST 5/24
Site Code:
Start Date: 05/24/2022

Turning Movement Data

Mill st Southbound							Sheridan Dr Westbound							Mill St Northbound							Sheridan Dr Eastbound							
Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
2	1	7	7	0	0	17	10	0	296	31	0	0	337	35	6	12	47	0	0	100	23	0	281	0	0	2	304	758
5	0	9	6	0	0	20	11	1	306	31	0	0	349	29	3	8	28	0	0	68	32	1	300	3	0	0	336	773
4	1	13	3	0	0	21	11	0	301	33	0	2	345	38	9	14	43	0	0	104	27	3	274	2	0	1	306	776
3	0	9	12	0	0	24	5	0	333	30	0	1	368	18	8	7	36	0	0	69	15	1	342	4	0	0	362	823
14	2	38	28	0	0	82	37	1	1236	125	0	3	1399	120	26	41	154	0	0	341	97	5	1197	9	0	3	1308	3130
1	2	17	4	0	0	24	6	0	290	23	0	0	319	32	8	13	44	0	0	97	12	1	278	1	0	0	292	732
2	1	5	3	0	0	11	4	0	293	23	0	0	320	22	3	5	25	0	1	55	28	0	308	6	0	0	342	728
3	2	8	6	0	0	19	5	0	294	31	0	1	330	18	8	9	33	0	2	68	20	0	254	7	0	0	281	698
3	0	5	7	0	0	15	9	1	264	31	0	0	305	9	7	4	19	0	0	39	35	0	326	4	0	0	365	724
9	5	35	20	0	0	69	24	1	1141	108	0	1	1274	81	26	31	121	0	3	259	95	1	1166	18	0	0	1280	2882
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	7	73	48	0	0	151	61	2	2377	233	0	4	2673	201	52	72	275	0	3	600	192	6	2363	27	0	3	2588	6012
15.2	4.6	48.3	31.8	0.0	-	-	2.3	0.1	88.9	8.7	0.0	-	-	33.5	8.7	12.0	45.8	0.0	-	-	7.4	0.2	91.3	1.0	0.0	-	-	-
0.4	0.1	1.2	0.8	0.0	-	2.5	1.0	0.0	39.5	3.9	0.0	-	44.5	3.3	0.9	1.2	4.6	0.0	-	10.0	3.2	0.1	39.3	0.4	0.0	-	43.0	-
0	0	0	0	0	-	0	0	0	4	2	0	-	6	0	0	0	2	0	-	2	0	0	5	0	0	-	5	13
0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.2	0.9	-	-	0.2	0.0	0.0	0.0	0.7	-	-	0.3	0.0	0.0	0.2	0.0	-	-	0.2	0.2
23	6	71	48	0	-	148	60	2	2344	210	0	-	2616	200	52	70	271	0	-	593	187	6	2337	27	0	-	2557	5914
100.0	85.7	97.3	100.0	-	-	98.0	98.4	100.0	98.6	90.1	-	-	97.9	99.5	100.0	97.2	98.5	-	-	98.8	97.4	100.0	98.9	100.0	-	-	98.8	98.4
0	1	2	0	0	-	3	1	0	29	21	0	-	51	1	0	2	2	0	-	5	5	0	21	0	0	-	26	85
0.0	14.3	2.7	0.0	-	-	2.0	1.6	0.0	1.2	9.0	-	-	1.9	0.5	0.0	2.8	0.7	-	-	0.8	2.6	0.0	0.9	0.0	-	-	1.0	1.4
-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	33.3	-	-	-	-	-	-	0.0	-	-
-	-	-	-	-	0	-	-	-	-	-	-	4	-	-	-	-	-	-	2	-	-	-	-	-	-	3	-	-
-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	66.7	-	-	-	-	-	-	100.0	-	-

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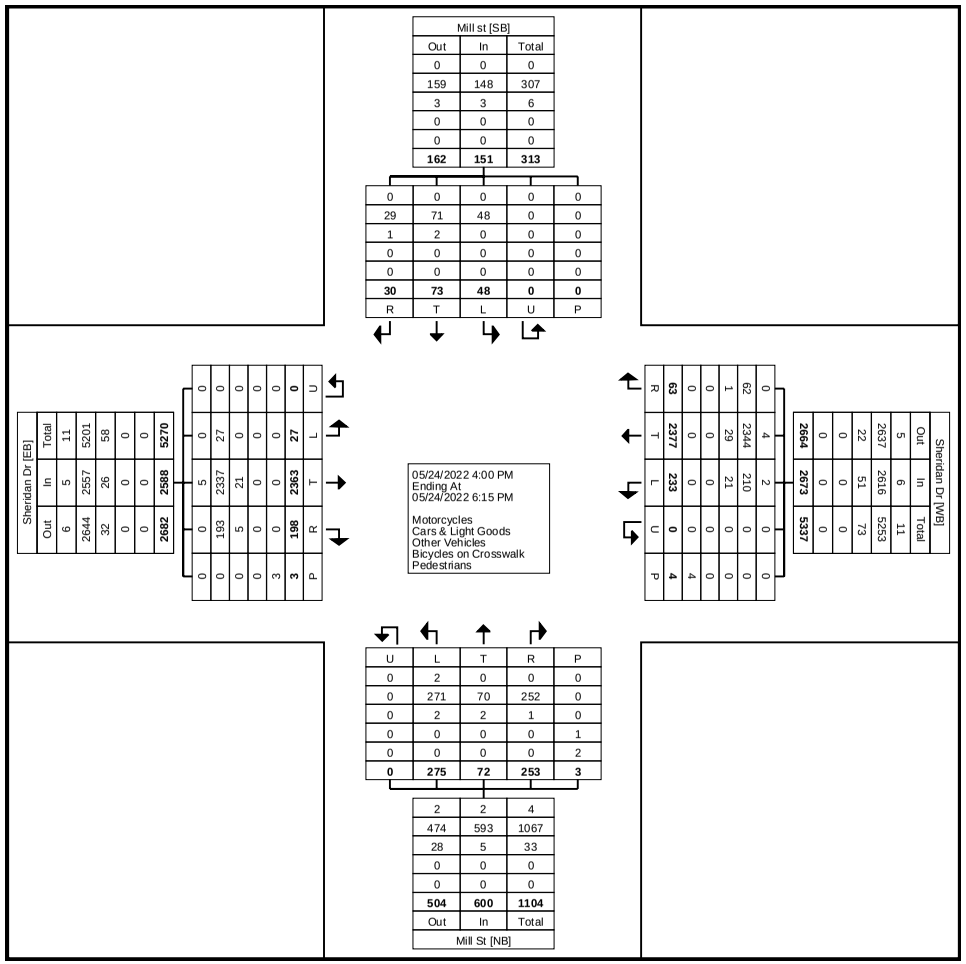

Turning Movement Data Plot

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: Sheridan Dr & Mill ST 5/24
Site Code:
Start Date: 05/24/2022
Page No: 3

Turning Movement Peak Hour Data (4:00 PM)

Mill st Southbound							Sheridan Dr Westbound							Mill St Northbound							Sheridan Dr Eastbound							
Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
2	1	7	7	0	0	17	10	0	296	31	0	0	337	35	6	12	47	0	0	100	23	0	281	0	0	2	304	758
5	0	9	6	0	0	20	11	1	306	31	0	0	349	29	3	8	28	0	0	68	32	1	300	3	0	0	336	773
4	1	13	3	0	0	21	11	0	301	33	0	2	345	38	9	14	43	0	0	104	27	3	274	2	0	1	306	776
3	0	9	12	0	0	24	5	0	333	30	0	1	368	18	8	7	36	0	0	69	15	1	342	4	0	0	362	823
14	2	38	28	0	0	82	37	1	1236	125	0	3	1399	120	26	41	154	0	0	341	97	5	1197	9	0	3	1308	3130
17.1	2.4	46.3	34.1	0.0	-	-	2.6	0.1	88.3	8.9	0.0	-	-	35.2	7.6	12.0	45.2	0.0	-	-	7.4	0.4	91.5	0.7	0.0	-	-	-
0.4	0.1	1.2	0.9	0.0	-	2.6	1.2	0.0	39.5	4.0	0.0	-	44.7	3.8	0.8	1.3	4.9	0.0	-	10.9	3.1	0.2	38.2	0.3	0.0	-	41.8	-
0.700	0.500	0.731	0.583	0.000	-	0.854	0.841	0.250	0.928	0.947	0.000	-	0.950	0.789	0.722	0.732	0.819	0.000	-	0.820	0.758	0.417	0.875	0.563	0.000	-	0.903	0.951
0	0	0	0	0	-	0	0	0	2	0	0	-	2	0	0	0	1	0	-	1	0	0	3	0	0	-	3	6
0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.2	0.0	-	-	0.1	0.0	0.0	0.0	0.6	-	-	0.3	0.0	0.0	0.3	0.0	-	-	0.2	0.2
14	2	37	28	0	-	81	36	1	1219	104	0	-	1360	120	26	39	152	0	-	337	92	5	1181	9	0	-	1287	3065
100.0	100.0	97.4	100.0	-	-	98.8	97.3	100.0	98.6	83.2	-	-	97.2	100.0	100.0	95.1	98.7	-	-	98.8	94.8	100.0	98.7	100.0	-	-	98.4	97.9
0	0	1	0	0	-	1	1	0	15	21	0	-	37	0	0	2	1	0	-	3	5	0	13	0	0	-	18	59
0.0	0.0	2.6	0.0	-	-	1.2	2.7	0.0	1.2	16.8	-	-	2.6	0.0	0.0	4.9	0.6	-	-	0.9	5.2	0.0	1.1	0.0	-	-	1.4	1.9
-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
-	-	-	-	-	0	-	-	-	-	-	-	3	-	-	-	-	-	-	0	-	-	-	-	-	-	3	-	-
-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: Sheridan Dr & Mill ST 5/24
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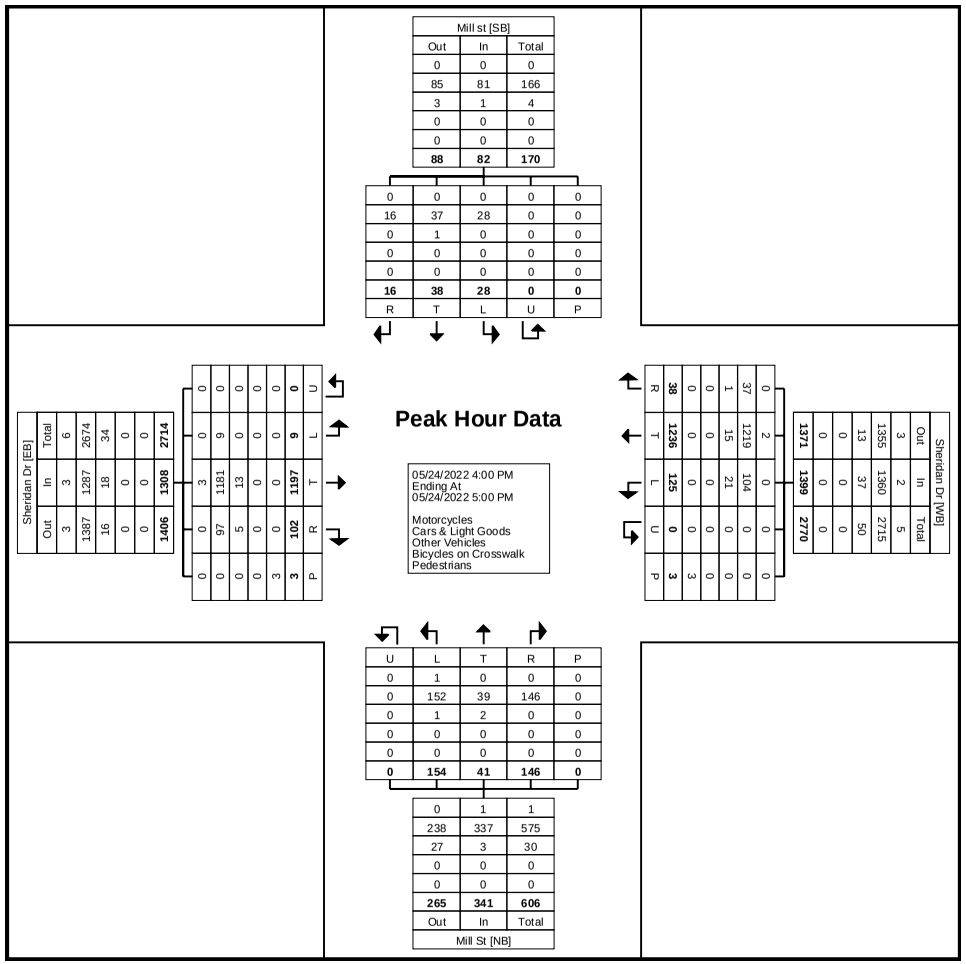


Turning Movement Peak Hour Data Plot (4:00 PM)

TRI-STATE TRAFFIC DATA

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

ew York
2

Count Name: Sheridan Drive & Hopkins Road & Evans Street
Site Code:
Start Date: 06/16/2022
Page No: 1

Turning Movement Data

Hopkins Road & Evans Street Southbound							Sheridan Drive Westbound							Hopkins Road & Evans Street Northbound							Sheridan Drive Eastbound							
Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7	7	13	10	0	1	37	3	1	51	5	0	0	60	1	0	11	3	0	0	15	2	3	57	16	0	0	78	190
11	6	15	14	0	0	46	6	0	66	2	0	0	74	5	0	14	4	0	1	23	8	1	70	22	0	0	101	244
9	1	26	22	0	0	58	14	0	106	10	0	1	130	4	1	24	9	0	0	38	4	0	118	26	0	0	148	374
13	12	33	39	0	0	97	14	3	137	10	0	0	164	5	5	18	17	0	0	45	10	2	142	25	0	0	179	485
40	26	87	85	0	1	238	37	4	360	27	0	1	428	15	6	67	33	0	1	121	24	6	387	89	0	0	506	1293
15	17	40	39	0	0	111	13	3	148	10	1	1	175	1	1	26	11	0	0	39	11	1	145	22	0	0	179	504
20	10	60	61	1	0	152	16	5	169	18	0	0	208	4	1	38	21	0	0	64	19	3	176	23	0	0	221	645
24	12	72	61	0	0	169	17	2	184	29	0	0	232	8	1	44	25	0	0	78	11	1	243	22	0	0	277	756
32	19	83	94	0	0	228	23	2	198	19	1	0	243	10	2	48	21	0	2	81	16	2	263	28	0	0	309	861
91	58	255	255	1	0	660	69	12	699	76	2	1	858	23	5	156	78	0	2	262	57	7	827	95	0	0	986	2766
19	20	57	64	1	4	161	14	0	224	25	3	1	266	20	6	49	17	0	1	92	22	2	285	18	0	1	327	846
12	25	82	79	2	0	200	22	1	166	28	4	0	221	22	6	44	29	0	0	101	22	1	258	22	0	0	303	825
27	18	62	62	0	0	169	31	2	248	31	1	1	313	10	5	30	26	0	1	71	14	3	267	29	0	0	313	866
39	26	92	88	1	1	246	21	2	211	29	5	0	268	19	3	34	33	0	0	89	14	2	254	30	0	1	300	903
97	89	293	293	4	5	776	88	5	849	113	13	2	1068	71	20	157	105	0	2	353	72	8	1064	99	0	2	1243	3440
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
27	18	61	54	0	0	160	62	0	249	27	0	1	338	8	11	71	59	0	2	149	17	0	256	50	0	2	323	970
19	9	52	64	1	0	145	55	3	274	21	1	0	354	16	10	64	50	0	2	140	24	0	282	32	0	0	338	977
33	7	59	50	1	3	150	45	5	261	18	2	1	331	13	8	89	58	0	0	168	12	3	260	41	0	0	316	965
17	16	65	57	0	3	155	41	1	265	22	1	2	330	13	13	71	58	0	1	155	24	1	295	36	0	1	356	996
96	50	237	225	2	6	610	203	9	1049	88	4	4	1353	50	42	295	225	0	5	612	77	4	1093	159	0	3	1333	3908
29	14	75	51	1	0	170	45	3	252	25	0	0	325	17	6	90	60	0	2	173	17	5	269	46	0	0	337	1005
22	16	59	52	1	0	150	38	1	274	20	0	0	333	15	8	64	53	0	0	140	19	0	261	45	0	3	325	948
25	20	57	49	0	2	151	37	2	236	25	0	0	300	13	7	76	39	0	1	135	27	1	225	43	0	0	296	882
15	13	56	39	0	0	123	45	1	242	16	0	0	304	14	12	59	41	0	0	126	22	2	250	42	0	0	316	869
91	63	247	191	2	2	594	165	7	1004	86	0	0	1262	59	33	289	193	0	3	574	85	8	1005	176	0	3	1274	3704
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	286	1119	1049	9	14	2878	562	37	3961	390	19	8	4969	218	106	964	634	0	13	1922	315	33	4376	618	0	8	5342	15111
4	9.9	38.9	36.4	0.3	-	-	11.3	0.7	79.7	7.8	0.4	-	-	11.3	5.5	50.2	33.0	0.0	-	-	5.9	0.6	81.9	11.6	0.0	-	-	-
7	1.9	7.4	6.9	0.1	-	19.0	3.7	0.2	26.2	2.6	0.1	-	32.9	1.4	0.7	6.4	4.2	0.0	-	12.7	2.1	0.2	29.0	4.1	0.0	-	35.4	-
	1	0	1	0	-	2	0	0	4	0	0	-	4	0	0	0	0	0	-	0	0	0	1	1	0	-	2	8
0	0.3	0.0	0.1	0.0	-	0.1	0.0	0.0	0.1	0.0	0.0	-	0.1	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.2	-	-	0.0	0.1
1	281	1087	1036	7	-	2792	549	35	3875	379	19	-	4857	206	106	939	622	0	-	1873	306	33	4292	582	0	-	5213	14735

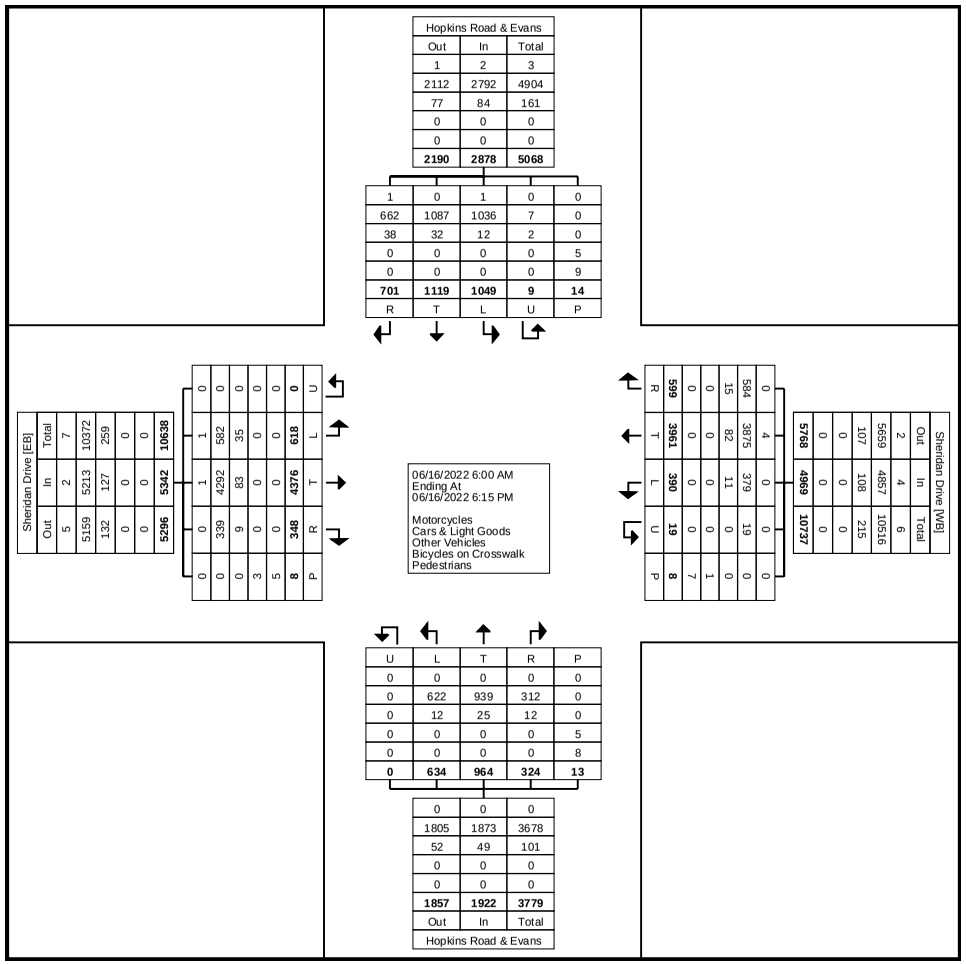
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

91.8	98.3	97.1	98.8	77.8	-	97.0	97.7	94.6	97.8	97.2	100.0	-	97.7	94.5	100.0	97.4	98.1	-	-	97.5	97.1	100.0	98.1	94.2	-	-	97.6	97.5
34	4	32	12	2	-	84	13	2	82	11	0	-	108	12	0	25	12	0	-	49	9	0	83	35	0	-	127	368
8.2	1.4	2.9	1.1	22.2	-	2.9	2.3	5.4	2.1	2.8	0.0	-	2.2	5.5	0.0	2.6	1.9	-	-	2.5	2.9	0.0	1.9	5.7	-	-	2.4	2.4
-	-	-	-	-	5	-	-	-	-	-	-	1	-	-	-	-	-	-	5	-	-	-	-	-	-	3	-	-
-	-	-	-	-	35.7	-	-	-	-	-	-	12.5	-	-	-	-	-	-	38.5	-	-	-	-	-	-	37.5	-	-
-	-	-	-	-	9	-	-	-	-	-	-	7	-	-	-	-	-	-	8	-	-	-	-	-	-	5	-	-
-	-	-	-	-	64.3	-	-	-	-	-	-	87.5	-	-	-	-	-	-	61.5	-	-	-	-	-	-	62.5	-	-

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: Sheridan Drive & Hopkins Road & Evans Street
Site Code:
Start Date: 06/16/2022



Turning Movement Data Plot

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

ew York
2

Count Name: Sheridan Drive & Hopkins Road & Evans Street
Site Code:
Start Date: 06/16/2022
Page No: 4

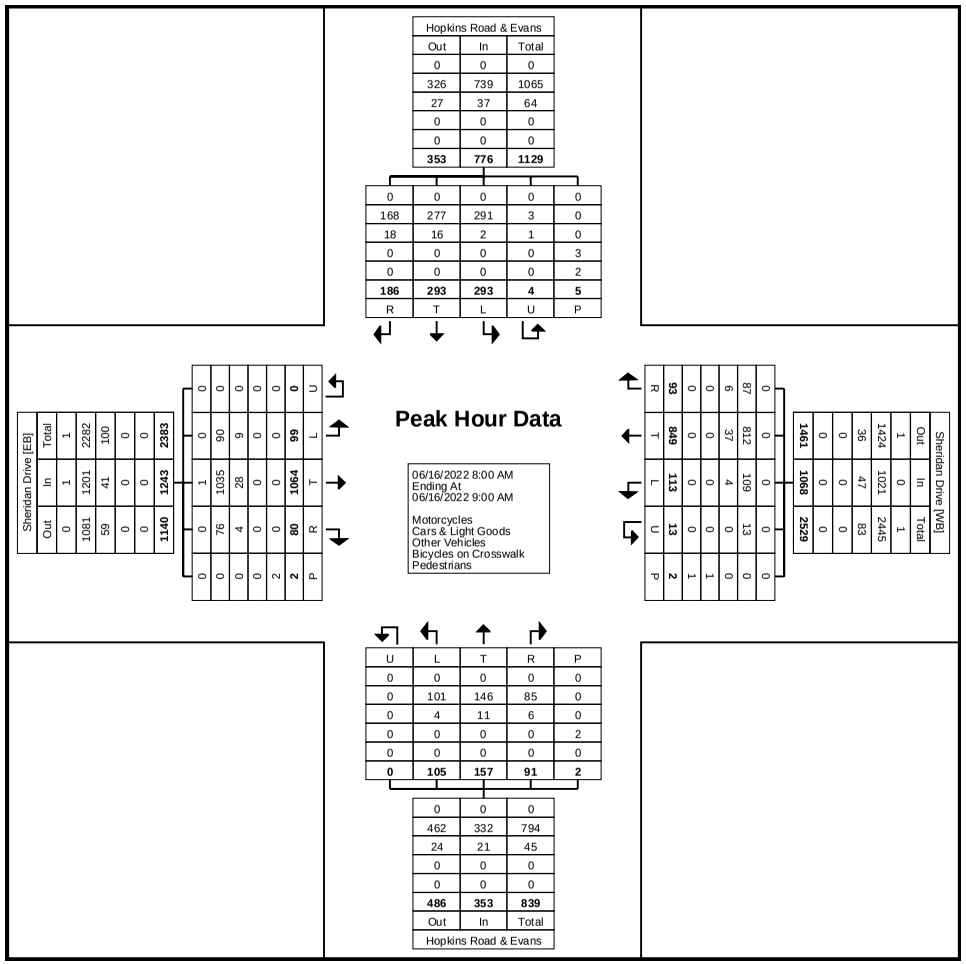
Turning Movement Peak Hour Data (8:00 AM)

Hopkins Road & Evans Street Southbound							Sheridan Drive Westbound							Hopkins Road & Evans Street Northbound							Sheridan Drive Eastbound							
Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
19	20	57	64	1	4	161	14	0	224	25	3	1	266	20	6	49	17	0	1	92	22	2	285	18	0	1	327	846
12	25	82	79	2	0	200	22	1	166	28	4	0	221	22	6	44	29	0	0	101	22	1	258	22	0	0	303	825
27	18	62	62	0	0	169	31	2	248	31	1	1	313	10	5	30	26	0	1	71	14	3	267	29	0	0	313	866
39	26	92	88	1	1	246	21	2	211	29	5	0	268	19	3	34	33	0	0	89	14	2	254	30	0	1	300	903
97	89	293	293	4	5	776	88	5	849	113	13	2	1068	71	20	157	105	0	2	353	72	8	1064	99	0	2	1243	3440
12.5	11.5	37.8	37.8	0.5	-	-	8.2	0.5	79.5	10.6	1.2	-	-	20.1	5.7	44.5	29.7	0.0	-	-	5.8	0.6	85.6	8.0	0.0	-	-	-
2.8	2.6	8.5	8.5	0.1	-	22.6	2.6	0.1	24.7	3.3	0.4	-	31.0	2.1	0.6	4.6	3.1	0.0	-	10.3	2.1	0.2	30.9	2.9	0.0	-	36.1	-
0.622	0.856	0.796	0.832	0.500	-	0.789	0.710	0.625	0.856	0.911	0.650	-	0.853	0.807	0.833	0.801	0.795	0.000	-	0.874	0.818	0.667	0.933	0.825	0.000	-	0.950	0.952
0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	1	0	0	-	1	1
0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.1	0.0	-	-	0.1	0.0
80	88	277	291	3	-	739	82	5	812	109	13	-	1021	65	20	146	101	0	-	332	68	8	1035	90	0	-	1201	3293
82.5	98.9	94.5	99.3	75.0	-	95.2	93.2	100.0	95.6	96.5	100.0	-	95.6	91.5	100.0	93.0	96.2	-	-	94.1	94.4	100.0	97.3	90.9	-	-	96.6	95.7
17	1	16	2	1	-	37	6	0	37	4	0	-	47	6	0	11	4	0	-	21	4	0	28	9	0	-	41	146
17.5	1.1	5.5	0.7	25.0	-	4.8	6.8	0.0	4.4	3.5	0.0	-	4.4	8.5	0.0	7.0	3.8	-	-	5.9	5.6	0.0	2.6	9.1	-	-	3.3	4.2
-	-	-	-	-	3	-	-	-	-	-	-	1	-	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-
-	-	-	-	-	60.0	-	-	-	-	-	-	50.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	0.0	-	-
-	-	-	-	-	2	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-
-	-	-	-	-	40.0	-	-	-	-	-	-	50.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	100.0	-	-

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: Sheridan Drive & Hopkins Road & Evans Street
Site Code:
Start Date: 06/16/2022



Turning Movement Peak Hour Data Plot (8:00 AM)

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

ew York
2

Count Name: Sheridan Drive & Hopkins Road & Evans Street
Site Code:
Start Date: 06/16/2022

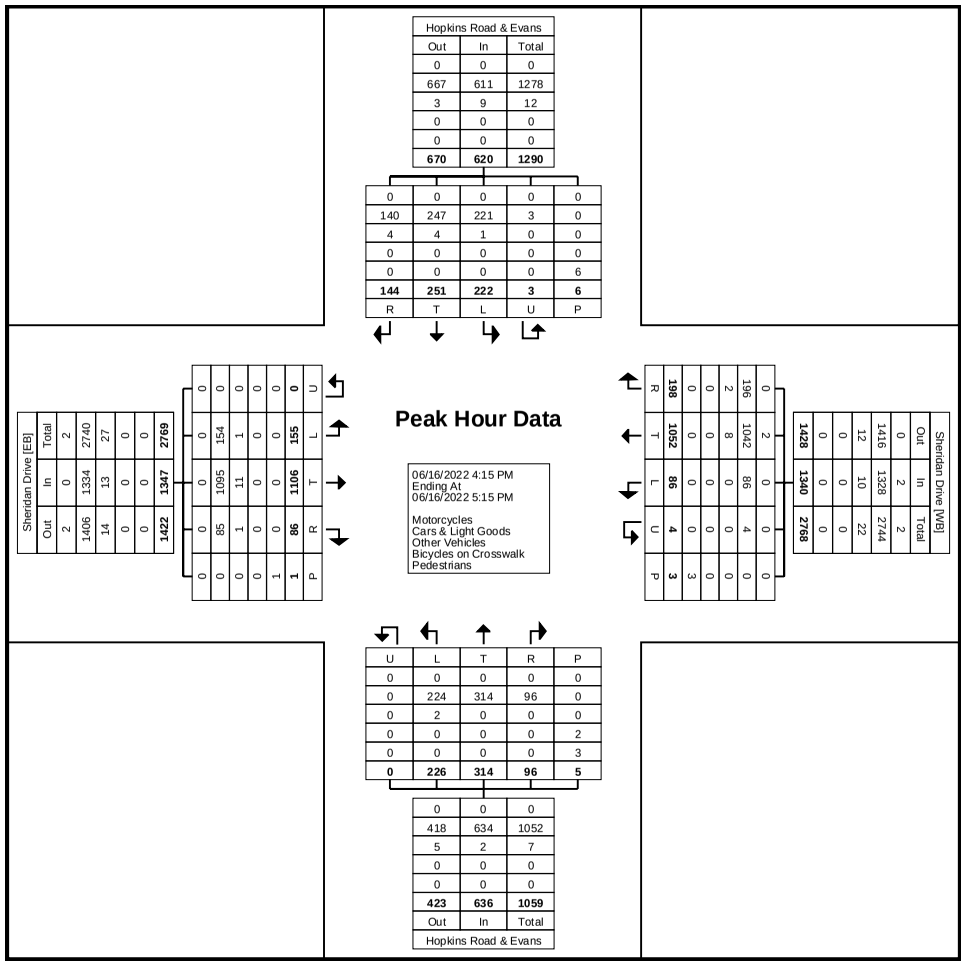
Turning Movement Peak Hour Data (4:15 PM)

Hopkins Road & Evans Street Southbound							Sheridan Drive Westbound							Hopkins Road & Evans Street Northbound							Sheridan Drive Eastbound							
Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
19	9	52	64	1	0	145	55	3	274	21	1	0	354	16	10	64	50	0	2	140	24	0	282	32	0	0	338	977
33	7	59	50	1	3	150	45	5	261	18	2	1	331	13	8	89	58	0	0	168	12	3	260	41	0	0	316	965
17	16	65	57	0	3	155	41	1	265	22	1	2	330	13	13	71	58	0	1	155	24	1	295	36	0	1	356	996
29	14	75	51	1	0	170	45	3	252	25	0	0	325	17	6	90	60	0	2	173	17	5	269	46	0	0	337	1005
98	46	251	222	3	6	620	186	12	1052	86	4	3	1340	59	37	314	226	0	5	636	77	9	1106	155	0	1	1347	3943
15.8	7.4	40.5	35.8	0.5	-	-	13.9	0.9	78.5	6.4	0.3	-	-	9.3	5.8	49.4	35.5	0.0	-	-	5.7	0.7	82.1	11.5	0.0	-	-	-
2.5	1.2	6.4	5.6	0.1	-	15.7	4.7	0.3	26.7	2.2	0.1	-	34.0	1.5	0.9	8.0	5.7	0.0	-	16.1	2.0	0.2	28.0	3.9	0.0	-	34.2	-
0.742	0.719	0.837	0.867	0.750	-	0.912	0.845	0.600	0.960	0.860	0.500	-	0.946	0.868	0.712	0.872	0.942	0.000	-	0.919	0.802	0.450	0.937	0.842	0.000	-	0.946	0.981
0	0	0	0	0	-	0	0	0	2	0	0	-	2	0	0	0	0	0	-	0	0	0	0	0	0	-	0	2
0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.2	0.0	0.0	-	0.1	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.1
97	43	247	221	3	-	611	184	12	1042	86	4	-	1328	59	37	314	224	0	-	634	76	9	1095	154	0	-	1334	3907
99.0	93.5	98.4	99.5	100.0	-	98.5	98.9	100.0	99.0	100.0	100.0	-	99.1	100.0	100.0	100.0	99.1	-	-	99.7	98.7	100.0	99.0	99.4	-	-	99.0	99.1
1	3	4	1	0	-	9	2	0	8	0	0	-	10	0	0	0	2	0	-	2	1	0	11	1	0	-	13	34
1.0	6.5	1.6	0.5	0.0	-	1.5	1.1	0.0	0.8	0.0	0.0	-	0.7	0.0	0.0	0.0	0.9	-	-	0.3	1.3	0.0	1.0	0.6	-	-	1.0	0.9
-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-
-	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	-	40.0	-	-	-	-	-	-	0.0	-	-
-	-	-	-	-	6	-	-	-	-	-	-	3	-	-	-	-	-	-	3	-	-	-	-	-	-	1	-	-
-	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	-	60.0	-	-	-	-	-	-	100.0	-	-

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: Sheridan Drive & Hopkins Road & Evans Street
Site Code:
Start Date: 06/16/2022


Hopkins Road & Evans
Out In Total
0 0 0
667 611 1278
3 9 12
0 0 0
0 0 0
670 620 1290
0 0 0 0 0
140 247 221 3 0
4 4 1 0 0
0 0 0 0 0
0 0 0 0 6
144 251 222 3 6
R T L U P
Peak Hour Data
06/16/2022 4:15 PM
Ending At
06/16/2022 5:15 PM
Motorcycles
Cars & Light Goods
Other Vehicles
Bicycles on Crosswalk
Pedestrians
Sheridan Drive [EB]
Out In Total
2 0 2
1406 1334 2740
14 13 27
0 0 0
0 0 0
1422 1347 2769
0 0 0 0 0 0 0 0 0 0 0 U
0 0 0 0 0 0 0 0 0 0 0 L
0 85 1095 154 0 0 0 0 0 0 0 T
0 85 1095 11 0 0 0 0 0 0 0 R
0 0 0 0 0 0 0 0 0 0 0 P
0 0 0 1 1 0 0 0 0 0 0
0 0 0 0 1 0 0 0 0 0 0
0 0 0 0 0 0 0 0 0 0 0
0 0 0 0 0 0 0 0 0 0 0
0 0 0 0 0

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

ew York
2

Count Name: Sheridan Drive & Mill Street
Site Code:
Start Date: 06/16/2022

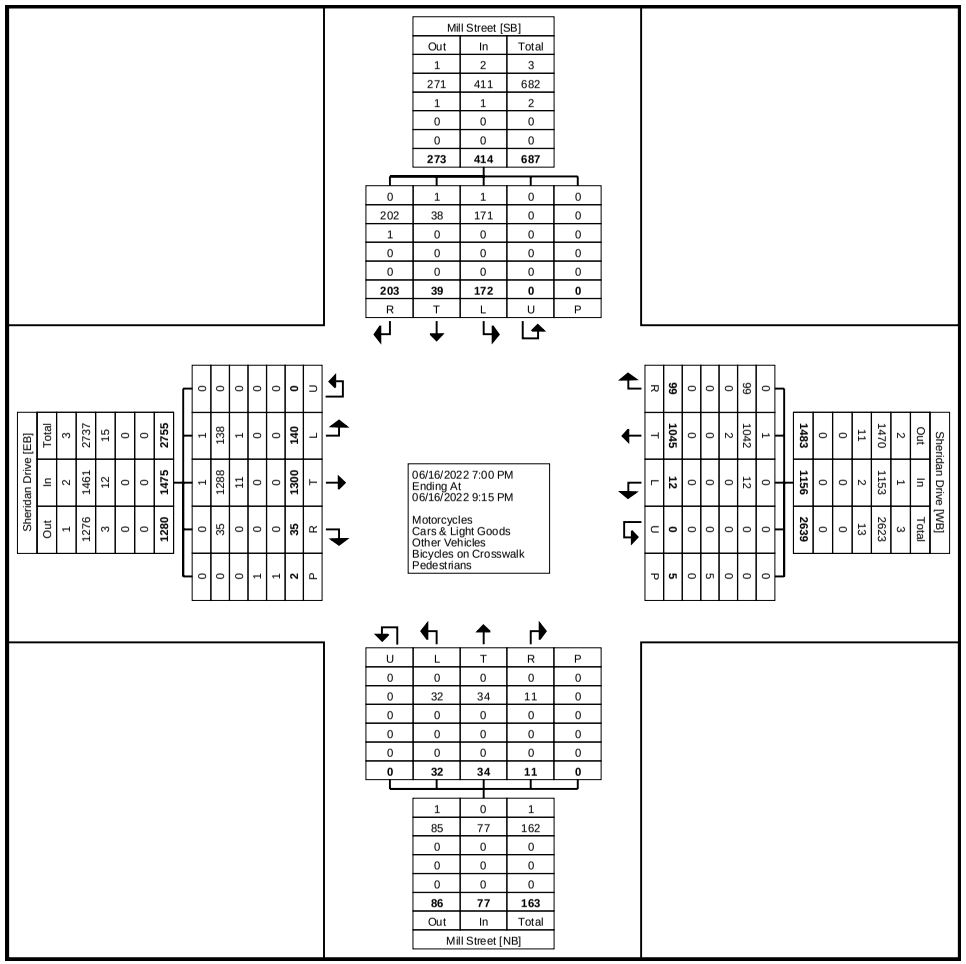
Turning Movement Data

Mill Street Southbound							Sheridan Drive Westbound							Mill Street Northbound							Sheridan Drive Eastbound							
Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
16	6	4	23	0	0	49	12	1	162	3	0	2	178	2	0	6	4	0	0	12	3	2	192	21	0	0	218	457
8	5	2	9	0	0	24	13	2	150	1	0	2	166	1	0	2	5	0	0	8	2	0	182	34	0	0	218	416
10	8	3	15	0	0	36	9	3	139	2	0	0	153	0	0	4	4	0	0	8	6	0	156	23	0	0	185	382
14	8	6	22	0	0	50	12	2	121	0	0	0	135	0	1	4	3	0	0	8	2	0	170	15	0	0	187	380
48	27	15	69	0	0	159	46	8	572	6	0	4	632	3	1	16	16	0	0	36	13	2	700	93	0	0	808	1635
24	16	3	52	0	0	95	11	1	95	0	0	0	107	2	1	7	3	0	0	13	6	3	151	16	0	1	176	391
15	25	5	21	0	0	66	8	1	120	1	0	0	130	1	1	6	5	0	0	13	2	0	192	12	0	1	206	415
9	11	8	12	0	0	40	14	0	131	2	0	1	147	1	0	5	4	0	0	10	5	1	125	13	0	0	144	341
19	9	8	18	0	0	54	7	3	127	3	0	0	140	1	0	0	4	0	0	5	2	1	132	6	0	0	141	340
67	61	24	103	0	0	255	40	5	473	6	0	1	524	5	2	18	16	0	0	41	15	5	600	47	0	2	667	1487
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
115	88	39	172	0	0	414	86	13	1045	12	0	5	1156	8	3	34	32	0	0	77	28	7	1300	140	0	2	1475	3122
27.8	21.3	9.4	41.5	0.0	-	-	7.4	1.1	90.4	1.0	0.0	-	-	10.4	3.9	44.2	41.6	0.0	-	-	1.9	0.5	88.1	9.5	0.0	-	-	-
3.7	2.8	1.2	5.5	0.0	-	13.3	2.8	0.4	33.5	0.4	0.0	-	37.0	0.3	0.1	1.1	1.0	0.0	-	2.5	0.9	0.2	41.6	4.5	0.0	-	47.2	-
0	0	1	1	0	-	2	0	0	1	0	0	-	1	0	0	0	0	0	-	0	0	0	1	1	0	-	2	5
0.0	0.0	2.6	0.6	-	-	0.5	0.0	0.0	0.1	0.0	-	-	0.1	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.1	0.7	-	-	0.1	0.2
115	87	38	171	0	-	411	86	13	1042	12	0	-	1153	8	3	34	32	0	-	77	28	7	1288	138	0	-	1461	3102
100.0	98.9	97.4	99.4	-	-	99.3	100.0	100.0	99.7	100.0	-	-	99.7	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	99.1	98.6	-	-	99.1	99.4
0	1	0	0	0	-	1	0	0	2	0	0	-	2	0	0	0	0	0	-	0	0	0	11	1	0	-	12	15
0.0	1.1	0.0	0.0	-	-	0.2	0.0	0.0	0.2	0.0	-	-	0.2	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.8	0.7	-	-	0.8	0.5
-	-	-	-	-	0	-	-	-	-	-	-	5	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-
-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-
-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-
-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0	-	-

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: Sheridan Drive & Mill Street
Site Code:
Start Date: 06/16/2022



Turning Movement Data Plot

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

ew York
2

Count Name: Sheridan Drive & Mill Street
Site Code:
Start Date: 06/16/2022

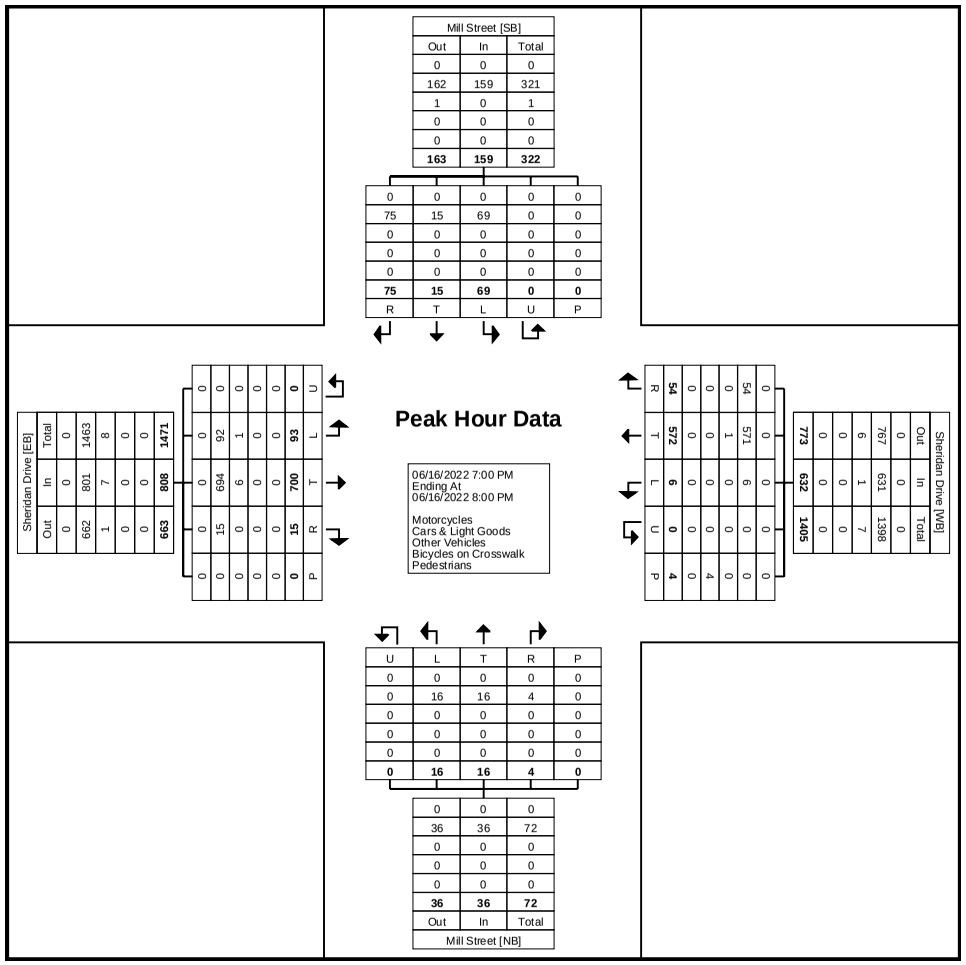
Turning Movement Peak Hour Data (7:00 PM)

Mill Street Southbound							Sheridan Drive Westbound							Mill Street Northbound							Sheridan Drive Eastbound							
Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
16	6	4	23	0	0	49	12	1	162	3	0	2	178	2	0	6	4	0	0	12	3	2	192	21	0	0	218	457
8	5	2	9	0	0	24	13	2	150	1	0	2	166	1	0	2	5	0	0	8	2	0	182	34	0	0	218	416
10	8	3	15	0	0	36	9	3	139	2	0	0	153	0	0	4	4	0	0	8	6	0	156	23	0	0	185	382
14	8	6	22	0	0	50	12	2	121	0	0	0	135	0	1	4	3	0	0	8	2	0	170	15	0	0	187	380
48	27	15	69	0	0	159	46	8	572	6	0	4	632	3	1	16	16	0	0	36	13	2	700	93	0	0	808	1635
30.2	17.0	9.4	43.4	0.0	-	-	7.3	1.3	90.5	0.9	0.0	-	-	8.3	2.8	44.4	44.4	0.0	-	-	1.6	0.2	86.6	11.5	0.0	-	-	-
2.9	1.7	0.9	4.2	0.0	-	9.7	2.8	0.5	35.0	0.4	0.0	-	38.7	0.2	0.1	1.0	1.0	0.0	-	2.2	0.8	0.1	42.8	5.7	0.0	-	49.4	-
0.750	0.844	0.625	0.750	0.000	-	0.795	0.885	0.667	0.883	0.500	0.000	-	0.888	0.375	0.250	0.667	0.800	0.000	-	0.750	0.542	0.250	0.911	0.684	0.000	-	0.927	0.894
0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
48	27	15	69	0	-	159	46	8	571	6	0	-	631	3	1	16	16	0	-	36	13	2	694	92	0	-	801	1627
100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	99.8	100.0	-	-	99.8	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	99.1	98.9	-	-	99.1	99.5
0	0	0	0	0	-	0	0	0	1	0	0	-	1	0	0	0	0	0	-	0	0	0	6	1	0	-	7	8
0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.2	0.0	-	-	0.2	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.9	1.1	-	-	0.9	0.5
-	-	-	-	-	0	-	-	-	-	-	-	4	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

Count Name: Sheridan Drive & Mill Street
Site Code:
Start Date: 06/16/2022



Turning Movement Peak Hour Data Plot (7:00 PM)

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

3, 2022

Count Name: Sheridan Drive & Mill Street
Site Code:
Start Date: 09/13/2022
Page No: 1

Turning Movement Data

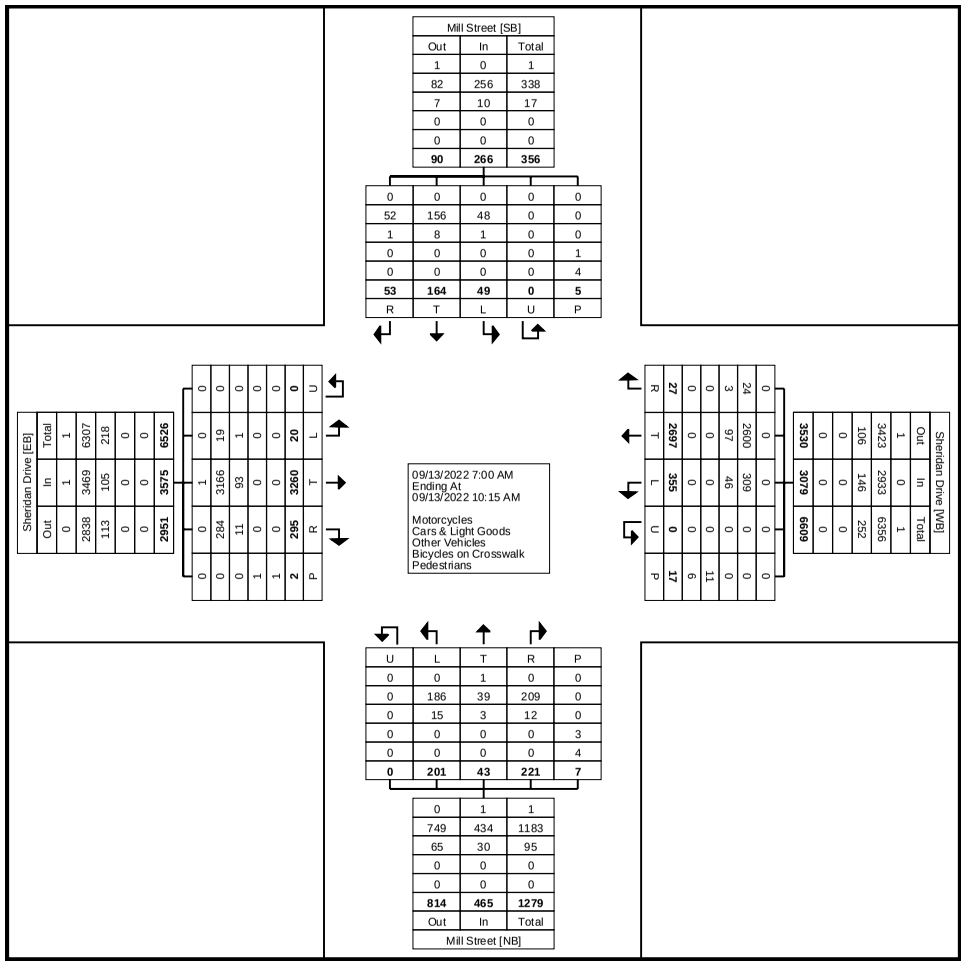
Mill Street Southbound							Sheridan Drive Westbound							Mill Street Northbound							Sheridan Drive Eastbound							
Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
3	1	5	4	0	0	13	1	0	185	27	0	0	213	8	6	0	10	0	0	24	20	0	171	0	0	0	191	441
4	2	25	7	0	0	38	1	0	214	28	0	1	243	6	8	3	15	0	0	32	20	3	254	3	0	0	280	593
3	2	18	2	0	0	25	2	0	275	29	0	0	306	12	3	6	22	0	0	43	21	1	291	3	0	0	316	690
1	3	12	4	0	1	20	2	1	249	33	0	1	285	8	3	1	8	0	0	20	24	0	282	1	0	0	307	632
11	8	60	17	0	1	96	6	1	923	117	0	2	1047	34	20	10	55	0	0	119	85	4	998	7	0	0	1094	2356
1	3	14	5	0	0	23	3	0	228	37	0	0	268	16	0	3	11	0	0	30	37	0	358	2	0	0	397	718
4	0	23	10	0	0	37	2	0	221	24	0	3	247	16	0	3	18	0	6	37	30	1	303	3	0	0	337	658
6	0	29	1	0	0	36	5	0	251	57	0	9	313	26	0	7	44	0	0	77	39	0	287	2	0	0	328	754
5	1	20	6	0	3	32	1	0	227	40	0	2	268	41	0	8	31	0	0	80	22	0	306	3	0	0	331	711
16	4	86	22	0	3	128	11	0	927	158	0	14	1096	99	0	21	104	0	6	224	128	1	1254	10	0	0	1393	2841
1	2	7	3	0	1	13	0	0	195	23	0	0	218	8	15	6	7	0	0	36	13	2	261	0	0	0	276	543
3	1	4	2	0	0	10	1	0	205	16	0	0	222	8	7	2	18	0	0	35	18	0	251	0	0	1	269	536
2	3	2	1	0	0	8	4	2	221	19	0	0	246	6	12	1	12	0	1	31	15	0	235	2	0	1	252	537
1	1	5	4	0	0	11	2	0	226	22	0	1	250	5	7	3	5	0	0	20	28	1	261	1	0	0	291	572
7	7	18	10	0	1	42	7	2	847	80	0	1	936	27	41	12	42	0	1	122	74	3	1008	3	0	2	1088	2188
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34	19	164	49	0	5	266	24	3	2697	355	0	17	3079	160	61	43	201	0	7	465	287	8	3260	20	0	2	3575	7385
12.8	7.1	61.7	18.4	0.0	-	-	0.8	0.1	87.6	11.5	0.0	-	-	34.4	13.1	9.2	43.2	0.0	-	-	8.0	0.2	91.2	0.6	0.0	-	-	-
0.5	0.3	2.2	0.7	0.0	-	3.6	0.3	0.0	36.5	4.8	0.0	-	41.7	2.2	0.8	0.6	2.7	0.0	-	6.3	3.9	0.1	44.1	0.3	0.0	-	48.4	-
0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	1	0	0	-	1	0	0	1	0	0	-	1	2
0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	2.3	0.0	-	-	0.2	0.0	0.0	0.0	0.0	-	-	0.0	0.0
33	19	156	48	0	-	256	21	3	2600	309	0	-	2933	148	61	39	186	0	-	434	276	8	3166	19	0	-	3469	7092
97.1	100.0	95.1	98.0	-	-	96.2	87.5	100.0	96.4	87.0	-	-	95.3	92.5	100.0	90.7	92.5	-	-	93.3	96.2	100.0	97.1	95.0	-	-	97.0	96.0
1	0	8	1	0	-	10	3	0	97	46	0	-	146	12	0	3	15	0	-	30	11	0	93	1	0	-	105	291
2.9	0.0	4.9	2.0	-	-	3.8	12.5	0.0	3.6	13.0	-	-	4.7	7.5	0.0	7.0	7.5	-	-	6.5	3.8	0.0	2.9	5.0	-	-	2.9	3.9
-	-	-	-	-	1	-	-	-	-	-	-	11	-	-	-	-	-	-	3	-	-	-	-	-	-	1	-	-
	-	-	-	-	20.0	-	-	-	-	-	-	64.7	-	-	-	-	-	-	42.9	-	-	-	-	-	-	50.0	-	-
	-	-	-	-	4	-	-	-	-	-	-	6	-	-	-	-	-	-	4	-	-	-	-	-	-	1	-	-
	-	-	-	-	80.0	-	-	-	-	-	-	35.3	-	-	-	-	-	-	57.1	-	-	-	-	-	-	50.0	-	-

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

3, 2022

Count Name: Sheridan Drive & Mill Street
Site Code:
Start Date: 09/13/2022
Page No: 2



Turning Movement Data Plot

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

3, 2022

Count Name: Sheridan Drive & Mill Street
Site Code:
Start Date: 09/13/2022

Turning Movement Peak Hour Data (8:00 AM)

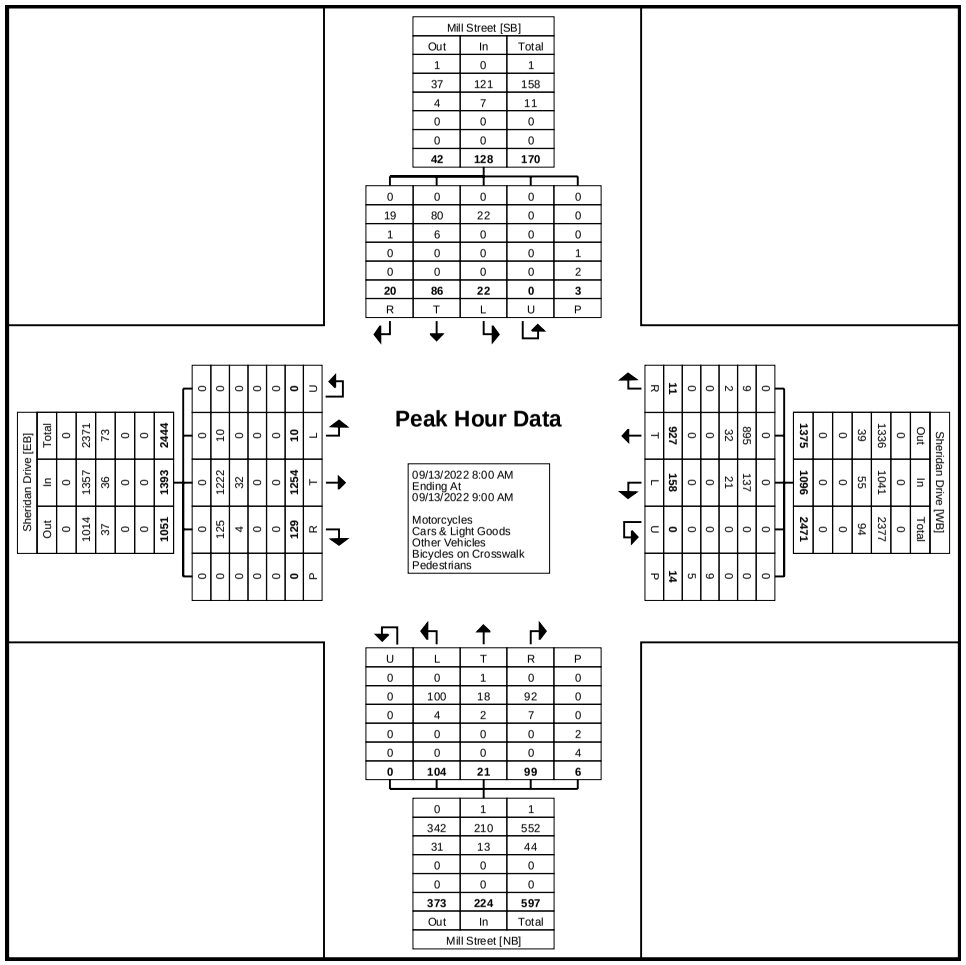
Mill Street Southbound							Sheridan Drive Westbound							Mill Street Northbound							Sheridan Drive Eastbound							
Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Right	Right on Red	Thru	Left	U-Turn	Peds	App. Total	Int. Total
1	3	14	5	0	0	23	3	0	228	37	0	0	268	16	0	3	11	0	0	30	37	0	358	2	0	0	397	718
4	0	23	10	0	0	37	2	0	221	24	0	3	247	16	0	3	18	0	6	37	30	1	303	3	0	0	337	658
6	0	29	1	0	0	36	5	0	251	57	0	9	313	26	0	7	44	0	0	77	39	0	287	2	0	0	328	754
5	1	20	6	0	3	32	1	0	227	40	0	2	268	41	0	8	31	0	0	80	22	0	306	3	0	0	331	711
16	4	86	22	0	3	128	11	0	927	158	0	14	1096	99	0	21	104	0	6	224	128	1	1254	10	0	0	1393	2841
12.5	3.1	67.2	17.2	0.0	-	-	1.0	0.0	84.6	14.4	0.0	-	-	44.2	0.0	9.4	46.4	0.0	-	-	9.2	0.1	90.0	0.7	0.0	-	-	-
0.6	0.1	3.0	0.8	0.0	-	4.5	0.4	0.0	32.6	5.6	0.0	-	38.6	3.5	0.0	0.7	3.7	0.0	-	7.9	4.5	0.0	44.1	0.4	0.0	-	49.0	-
0.667	0.333	0.741	0.550	0.000	-	0.865	0.550	0.000	0.923	0.693	0.000	-	0.875	0.604	0.000	0.656	0.591	0.000	-	0.700	0.821	0.250	0.876	0.833	0.000	-	0.877	0.942
0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	1	0	0	-	1	0	0	0	0	0	-	0	1
0.0	0.0	0.0	0.0	-	-	0.0	0.0	-	0.0	0.0	-	-	0.0	0.0	-	4.8	0.0	-	-	0.4	0.0	0.0	0.0	0.0	-	-	0.0	0.0
15	4	80	22	0	-	121	9	0	895	137	0	-	1041	92	0	18	100	0	-	210	124	1	1222	10	0	-	1357	2729
93.8	100.0	93.0	100.0	-	-	94.5	81.8	-	96.5	86.7	-	-	95.0	92.9	-	85.7	96.2	-	-	93.8	96.9	100.0	97.4	100.0	-	-	97.4	96.1
1	0	6	0	0	-	7	2	0	32	21	0	-	55	7	0	2	4	0	-	13	4	0	32	0	0	-	36	111
6.3	0.0	7.0	0.0	-	-	5.5	18.2	-	3.5	13.3	-	-	5.0	7.1	-	9.5	3.8	-	-	5.8	3.1	0.0	2.6	0.0	-	-	2.6	3.9
-	-	-	-	-	1	-	-	-	-	-	-	9	-	-	-	-	-	-	2	-	-	-	-	-	-	0	-	-
-	-	-	-	-	33.3	-	-	-	-	-	-	64.3	-	-	-	-	-	-	33.3	-	-	-	-	-	-	-	-	-
-	-	-	-	-	2	-	-	-	-	-	-	5	-	-	-	-	-	-	4	-	-	-	-	-	-	0	-	-
-	-	-	-	-	66.7	-	-	-	-	-	-	35.7	-	-	-	-	-	-	66.7	-	-	-	-	-	-	-	-	-

Tri-State Traffic Data: New York Division
184 Baker Rd

Coatesville , Pennsylvania, United States 19320
610-517-2338 bkarz@tstdata.com

3, 2022

Count Name: Sheridan Drive & Mill Street
Site Code:
Start Date: 09/13/2022
Page No: 4



Turning Movement Peak Hour Data Plot (8:00 AM)

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

SRF ASSOCIATES, D.P.C.
3495 Winton Place, Building E, Suite 110
Rochester, New York 14623

File Name : Mighty Taco Driveways PM Peak 7-19-
Site Code : 00042051
Start Date : 7/18/2022
Page No : 1

Groups Printed- Unshifted

	From North					From East					From South					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. Tot
04:15 PM	0	0	0	0	0	0	0	5	0	5	7	0	2	0	9	8	0	0	0	8	2
04:30 PM	0	0	0	0	0	0	0	4	0	4	5	0	1	0	6	3	0	0	0	3	1
04:45 PM	0	0	0	0	0	0	0	3	0	3	3	0	2	0	5	4	0	0	0	4	1
Total	0	0	0	0	0	0	0	12	0	12	15	0	5	0	20	15	0	0	0	15	4
05:00 PM	0	0	0	0	0	0	0	7	0	7	6	0	5	0	11	1	0	0	0	1	1
Grand Total	0	0	0	0	0	0	0	19	0	19	21	0	10	0	31	16	0	0	0	16	6
Apprch %	0	0	0	0		0	0	100	0		67.7	0	32.3	0		100	0	0	0		
Total %	0	0	0	0	0	0	0	28.8	0	28.8	31.8	0	15.2	0	47	24.2	0	0	0	24.2	

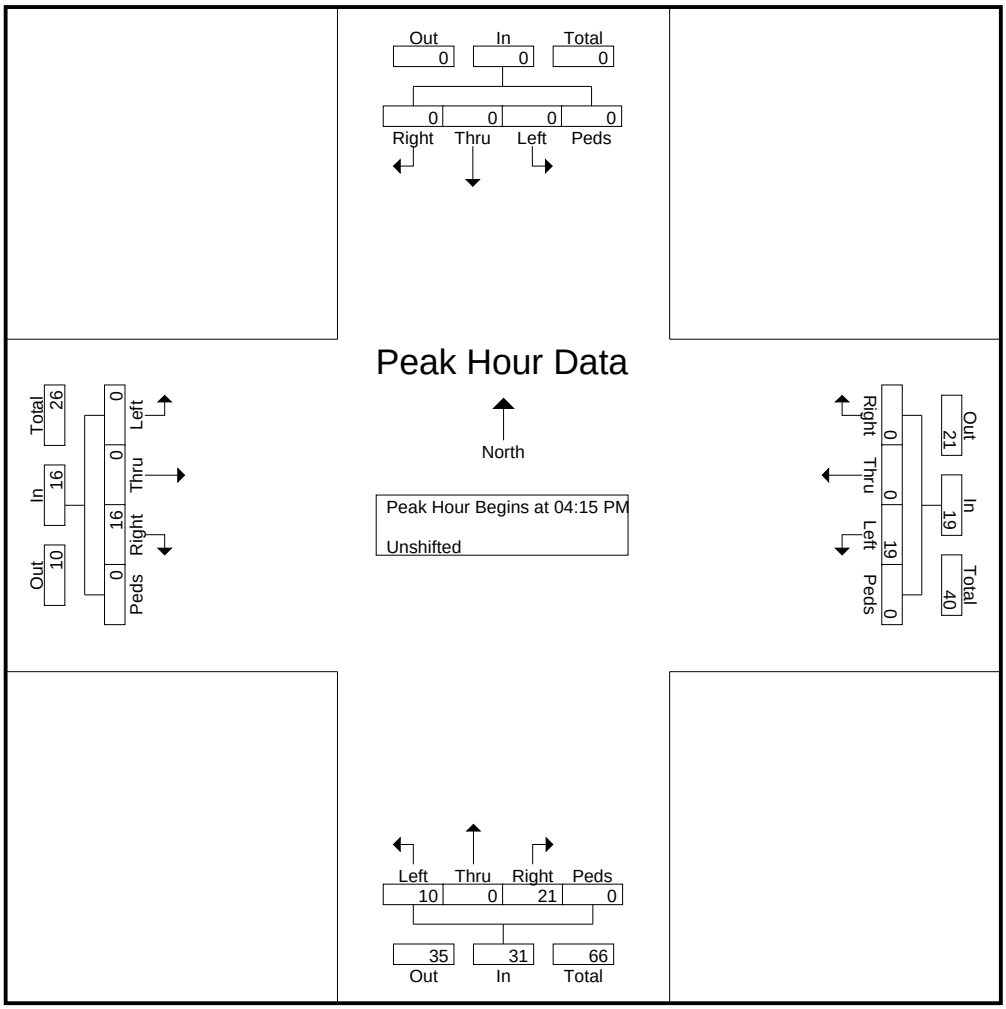
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

SRF ASSOCIATES, D.P.C.

3495 Winton Place, Building E, Suite 110
Rochester, New York 14623

File Name : Mighty Taco Driveways PM Peak 7-19-
Site Code : 00042051
Start Date : 7/18/2022
Page No : 2

Start Time	From North					From East					From South					From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Tot
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	0	0	5	0	5	**7**					**8**				**8**	**2**
04:30 PM	0	0	0	0	0	0	0	4	0	4	5	0	1	0	6	3	0	0	0	3	1
04:45 PM	0	0	0	0	0	0	0	3	0	3	3	0	2	0	5	4	0	0	0	4	1
05:00 PM	0	0	0	0	0	0	0	**7**		**7**	6	0	**5**		**11**	1	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	19	0	19	21	0	10	0	31	16	0	0	0	16	6
% App. Total	0	0	0	0		0	0	100	0		67.7	0	32.3	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.679	.000	.679	.750	.000	.500	.000	.705	.500	.000	.000	.000	.500	.75



Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

SRF ASSOCIATES, D.P.C.

3495 Winton Place, Building E, Suite 110
Rochester, New York 14623

File Name : Mighty Taco Driveways SAT Pe
Site Code : 00042051
Start Date : 5/21/2022
Page No : 1

Groups Printed- Unshifted

	Exit From North					From East					Enter From South					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. Tot
11:00 AM	0	8	1	0	9	0	0	0	0	0	5	2	0	0	7	0	0	0	0	0	1
11:15 AM	0	6	1	0	7	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	1
11:30 AM	0	5	0	0	5	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	1
11:45 AM	0	5	0	0	5	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	1
Total	0	24	2	0	26	0	0	0	0	0	24	2	0	0	26	0	0	0	0	0	5
12:00 PM	0	11	0	0	11	0	0	0	0	0	12	2	0	0	14	0	0	0	0	0	2
12:15 PM	0	10	0	0	10	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	1
12:30 PM	0	10	0	0	10	0	0	0	0	0	18	0	0	0	18	0	0	0	0	0	2
12:45 PM	0	14	1	0	15	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	2
Total	0	45	1	0	46	0	0	0	0	0	48	2	0	0	50	0	0	0	0	0	9
01:00 PM	0	13	0	0	13	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	2
01:15 PM	0	9	0	0	9	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	1
01:30 PM	0	8	1	0	9	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	1
01:45 PM	0	7	0	0	7	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	1
Total	0	37	1	0	38	0	0	0	0	0	35	0	0	0	35	0	0	0	0	0	7
Grand Total	0	106	4	0	110	0	0	0	0	0	107	4	0	0	111	0	0	0	0	0	22
Apprch %	0	96.4	3.6	0		0	0	0	0		96.4	3.6	0	0		0	0	0	0		
Total %	0	48	1.8	0	49.8	0	0	0	0	0	48.4	1.8	0	0	50.2	0	0	0	0	0	

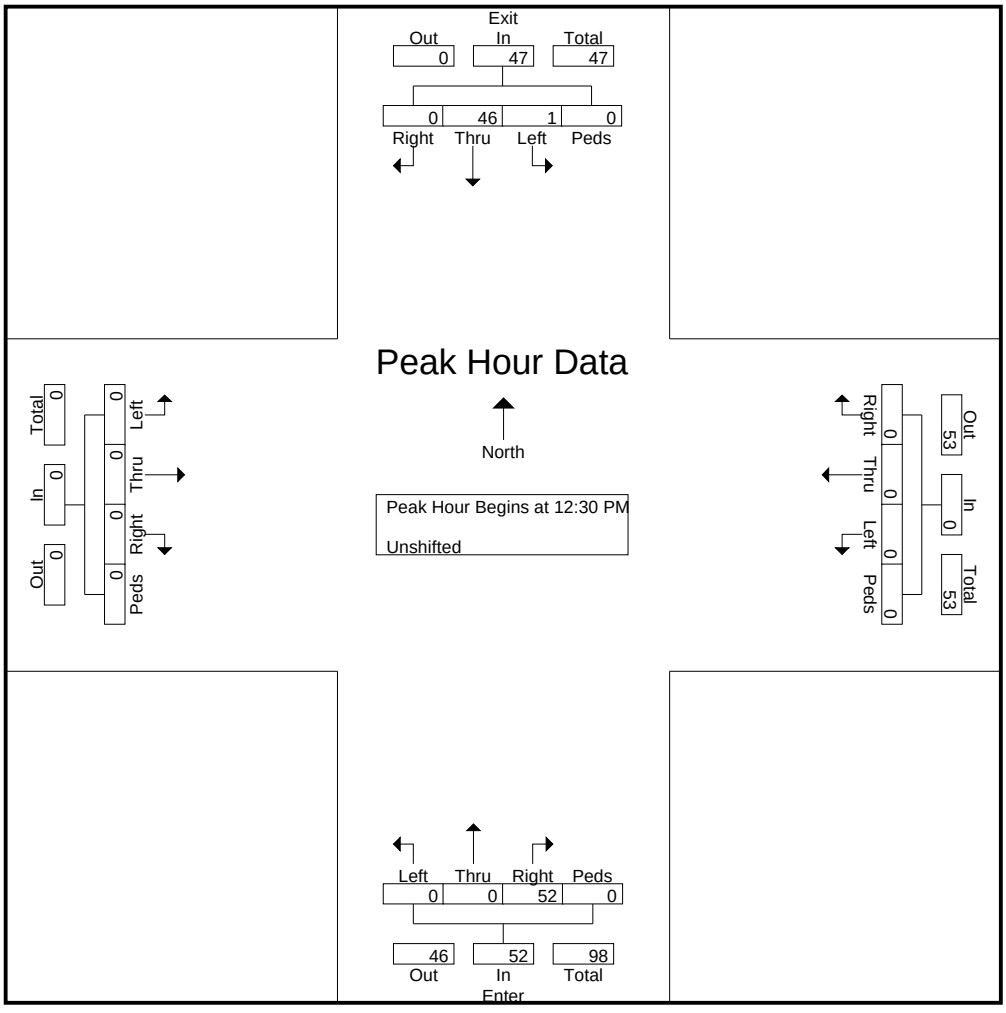
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

SRF ASSOCIATES, D.P.C.

3495 Winton Place, Building E, Suite 110
Rochester, New York 14623

File Name : Mighty Taco Driveways SAT Pe
Site Code : 00042051
Start Date : 5/21/2022
Page No : 2

	Exit From North					From East					Enter From South					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. Tot
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	0	10	0	0	10	0	0	0	0	0	**18**				**18**	0	0	0	0	0	**2**
12:45 PM	0	**14**	**1**		**15**	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	2
01:00 PM	0	13	0	0	13	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	2
01:15 PM	0	9	0	0	9	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	1
Total Volume	0	46	1	0	47	0	0	0	0	0	52	0	0	0	52	0	0	0	0	0	9
% App. Total	0	97.9	2.1	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.000	.821	.250	.000	.783	.000	.000	.000	.000	.000	.722	.000	.000	.000	.722	.000	.000	.000	.000	.000	.88



Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

SRF ASSOCIATES, D.P.C.

3495 Winton Place, Building E, Suite 110
Rochester, New York 14623

File Name : Mill St-School Dwy AM Pe
Site Code : 00420511
Start Date : 6/15/2022
Page No : 1

Groups Printed- Unshifted

	Mill St From North					School Dwy From East					Mill St From South					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. Tot
07:00 AM	0	28	2	0	30	2	0	0	0	2	1	12	0	0	13	0	0	0	0	0	4
07:15 AM	0	50	2	0	52	0	0	0	0	0	1	23	0	0	24	0	0	0	0	0	7
07:30 AM	0	50	8	0	58	1	0	0	0	1	3	26	0	0	29	0	0	0	0	0	8
07:45 AM	0	58	12	0	70	2	0	0	0	2	4	29	0	0	33	0	0	0	0	0	10
Total	0	186	24	0	210	5	0	0	0	5	9	90	0	0	99	0	0	0	0	0	31
08:00 AM	0	70	7	0	77	5	0	1	0	6	6	17	0	0	23	0	0	0	0	0	10
08:15 AM	0	65	16	0	81	4	0	5	0	9	16	26	0	0	42	0	0	0	0	0	13
08:30 AM	0	40	77	0	117	58	0	25	0	83	75	38	0	0	113	0	0	0	0	0	31
08:45 AM	0	50	68	0	118	81	0	29	0	110	43	18	0	0	61	0	0	0	0	0	28
Total	0	225	168	0	393	148	0	60	0	208	140	99	0	0	239	0	0	0	0	0	84
Grand Total	0	411	192	0	603	153	0	60	0	213	149	189	0	0	338	0	0	0	0	0	115
Apprch %	0	68.2	31.8	0		71.8	0	28.2	0		44.1	55.9	0	0		0	0	0	0		
Total %	0	35.6	16.6	0	52.3	13.3	0	5.2	0	18.5	12.9	16.4	0	0	29.3	0	0	0	0	0	

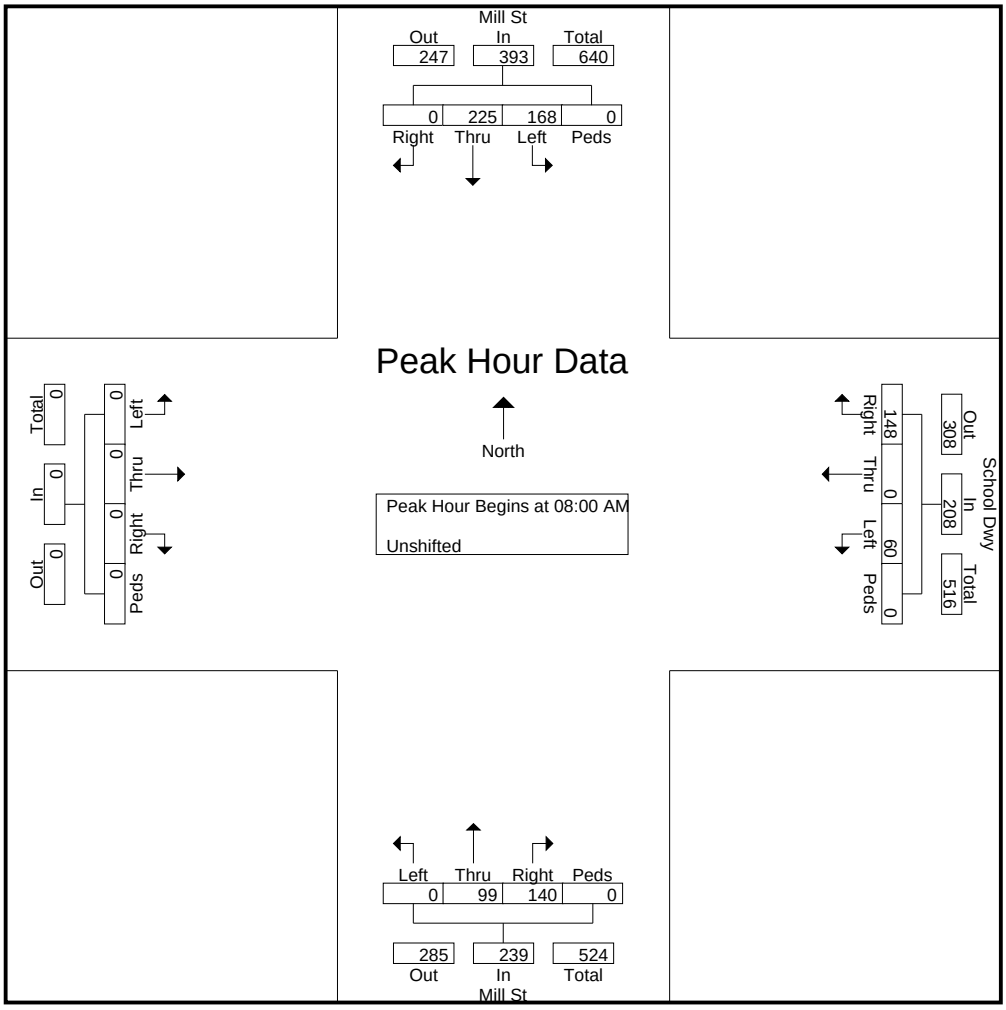
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

SRF ASSOCIATES, D.P.C.

3495 Winton Place, Building E, Suite 110
Rochester, New York 14623

File Name : Mill St-School Dwy AM Pe
Site Code : 00420511
Start Date : 6/15/2022
Page No : 2

	Mill St From North					School Dwy From East					Mill St From South					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. Tot
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	**70**	7	0	77	5	0	1	0	6	6	17	0	0	23	0	0	0	0	0	10
08:15 AM	0	65	16	0	81	4	0	5	0	9	16	26	0	0	42	0	0	0	0	0	13
08:30 AM	0	40	**77**								**75**	**38**	0	0	**113**	0	0	0	0	0	**31**
08:45 AM	0	50	68	0	**118**	**81**		**29**		**110**	43	18	0	0	61	0	0	0	0	0	28
Total Volume	0	225	168	0	393	148	0	60	0	208	140	99	0	0	239	0	0	0	0	0	84
% App. Total	0	57.3	42.7	0		71.2	0	28.8	0		58.6	41.4	0	0		0	0	0	0		
PHF	.000	.804	.545	.000	.833	.457	.000	.517	.000	.473	.467	.651	.000	.000	.529	.000	.000	.000	.000	.000	.67



Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

SRF ASSOCIATES, D.P.C.

3495 Winton Place, Building E, Suite 110
Rochester, New York 14623

File Name : Mill St-School Dwy PM Pe
Site Code : 00420511
Start Date : 6/15/2022
Page No : 1

Groups Printed- Unshifted

	Mill St From North					School Dwy From East					Mill St From South					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. Tot
03:00 PM	0	48	18	0	66	3	0	3	0	6	13	52	0	0	65	0	0	0	0	0	13
03:15 PM	0	35	45	0	80	3	0	2	0	5	21	47	0	0	68	0	0	0	0	0	15
03:30 PM	0	37	42	0	79	55	0	19	0	74	45	49	0	0	94	0	0	0	0	0	24
03:45 PM	0	72	18	0	90	58	0	28	0	86	10	58	0	0	68	0	0	0	0	0	24
Total	0	192	123	0	315	119	0	52	0	171	89	206	0	0	295	0	0	0	0	0	78
04:00 PM	0	56	3	0	59	7	0	0	0	7	2	70	0	0	72	0	0	0	0	0	13
04:15 PM	0	48	2	0	50	5	0	1	0	6	1	56	0	0	57	0	0	0	0	0	11
04:30 PM	0	44	1	0	45	3	0	1	0	4	1	69	0	0	70	0	0	0	0	0	11
04:45 PM	0	65	5	0	70	2	0	1	0	3	2	81	0	0	83	0	0	0	0	0	15
Total	0	213	11	0	224	17	0	3	0	20	6	276	0	0	282	0	0	0	0	0	52
05:00 PM	0	57	2	0	59	5	0	1	0	6	4	78	0	0	82	0	0	0	0	0	14
05:15 PM	0	50	2	0	52	2	0	0	0	2	0	67	0	0	67	0	0	0	0	0	12
05:30 PM	0	43	3	0	46	1	0	0	0	1	2	60	0	0	62	0	0	0	0	0	10
05:45 PM	0	60	18	0	78	3	0	1	0	4	6	51	0	0	57	0	0	0	0	0	13
Total	0	210	25	0	235	11	0	2	0	13	12	256	0	0	268	0	0	0	0	0	51
Grand Total	0	615	159	0	774	147	0	57	0	204	107	738	0	0	845	0	0	0	0	0	182
Apprch %	0	79.5	20.5	0		72.1	0	27.9	0		12.7	87.3	0	0		0	0	0	0		
Total %	0	33.7	8.7	0	42.5	8.1	0	3.1	0	11.2	5.9	40.5	0	0	46.4	0	0	0	0	0	

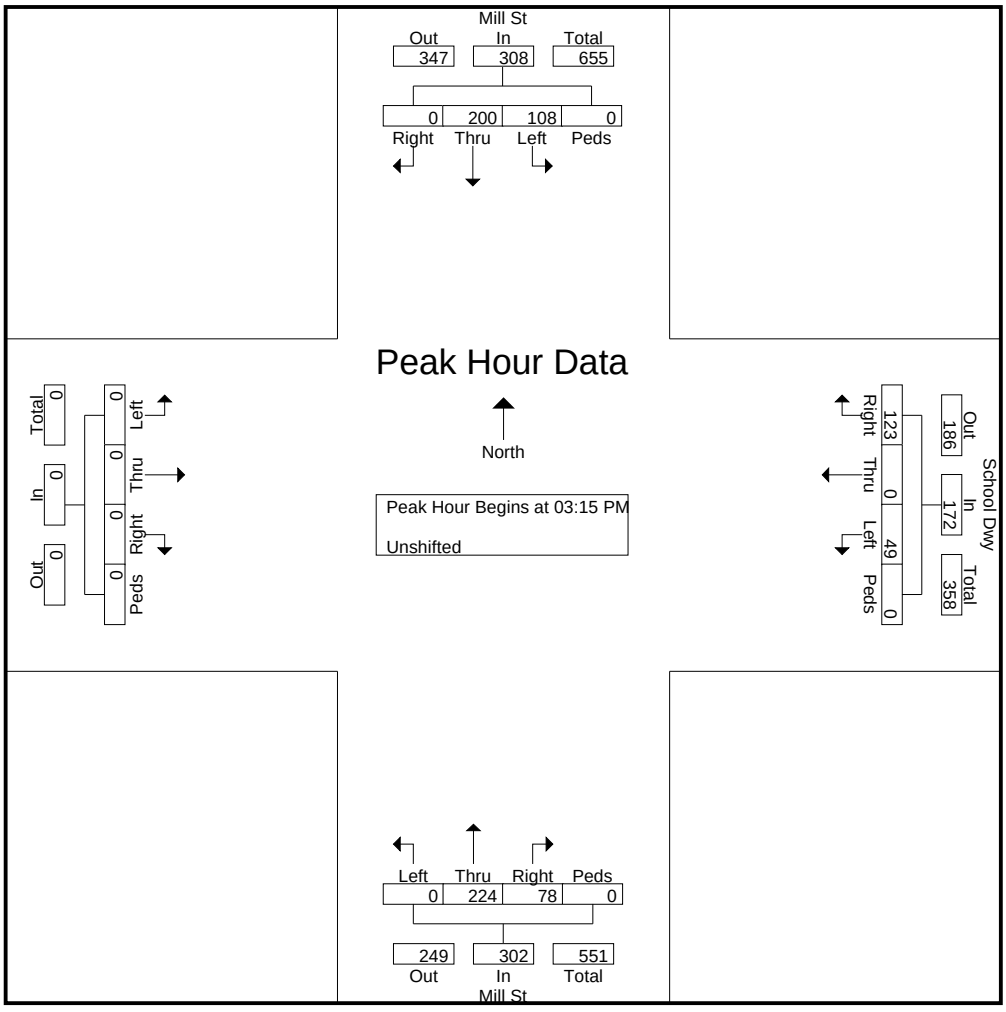
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

SRF ASSOCIATES, D.P.C.

3495 Winton Place, Building E, Suite 110
Rochester, New York 14623

File Name : Mill St-School Dwy PM Pe
Site Code : 00420511
Start Date : 6/15/2022
Page No : 2

	Mill St From North					School Dwy From East					Mill St From South					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. Tot
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	0	35	**45**																		
03:30 PM	**0**	**37**	**42**	**0**	**79**	**55**	**0**	**19**	**0**	**74**	**45**	**49**	**0**	**0**	**94**	0	0	0	0	0	**24**
03:45 PM	0	**72**	18	0	**90**	**58**		**28**		**86**	10	58	0	0	68	0	0	0	0	0	24
04:00 PM	0	56	3	0	59	7	0	0	0	7	2	**70**	0	0	72	0	0	0	0	0	13
Total Volume	0	200	108	0	308	123	0	49	0	172	78	224	0	0	302	0	0	0	0	0	78
% App. Total	0	64.9	35.1	0		71.5	0	28.5	0		25.8	74.2	0	0		0	0	0	0		
PHF	.000	.694	.600	.000	.856	.530	.000	.438	.000	.500	.433	.800	.000	.000	.803	.000	.000	.000	.000	.000	.79



Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

A2

Miscellaneous Traffic Data and Calculations

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

NYSDOT - Region 5 | Timing Sheet | 7/19/2022 9:54:04 AM

Station : 53186 - 324 @ Hopkins/Evans (Standard File)

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	28	0	27	0	28	0	26	0	0	0	0	0	0	0	0
Min Green	5	25	5	6	5	25	5	6	0	0	0	0	0	0	0	0
Gap Ext	3	4	3	4	3	4	3	4	0	0	0	0	0	0	0	0
Max1	25	55	20	45	25	55	20	45	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clr	4.3	4.3	3.6	3.6	4.3	4.3	3.6	3.6	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2.2	2.2	2.6	2.6	2.2	2.2	2.6	2.6	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
Lock Calls																
Guarantd Passage																
Rest In Walk																
Added Init Calc																

Phase Option [1.1.2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Cond Service																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	3.5	1.5	0	
2	0	0	0	0	0	0	3.5	1.5	0	
3	0	0	0	0	0	0	3.5	1.5	0	
4	0	0	0	0	0	0	3.5	1.5	0	
5	0	0	0	0	0	0	3.5	1.5	0	
6	0	0	0	0	0	0	3.5	1.5	0	
7	0	0	0	0	0	0	3.5	1.5	0	
8	0	0	0	0	0	0	3.5	1.5	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	3.5	1.5	0	
2	0	0	0	0	0	0	3.5	1.5	0	
3	0	0	0	0	0	0	3.5	1.5	0	
4	0	0	0	0	0	0	3.5	1.5	0	
5	0	0	0	0	0	0	3.5	1.5	0	
6	0	0	0	0	0	0	3.5	1.5	0	
7	0	0	0	0	0	0	3.5	1.5	0	
8	0	0	0	0	0	0	3.5	1.5	0	

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

1.a

NYSDOT - Region 5 Timing Sheet 7/19/2022 9:54:04 AM

Station : 53186 - 324 @ Hopkins/Evans (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
	OFF	3	RED	OFF	OFF		ON	6	STD8	OFF	4PH	OFF	1	OFF	OFF	

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
53186								

Port Parameters [6.2]

COMM	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																								
Overlap 2																								
Overlap 3																								
Overlap 4																								
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	1	5	2	6	2	6	3	7	4	8	4	8	0	0	0	0
Switch Phase	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	6	2	7	8	4	3	2		5	4	8		6										
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	PED	VEH	VEH	PED	PED	VEH	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Flash	RED	RED	RED	RED	RED	RED	RED	DRK	RED	RED	DRK	DRK	RED	DRK	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dim Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT				

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	DIAG
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Dev Present																		
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

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Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	
4	ON
5	ON
6	ON
7	
8	
9	ON
10	
11	
12	ON
13	
14	ON
15	
16	
17	ON
18	ON
19	ON
20	ON
21	
22	
23	
24	
25	ON
26	
27	ON
28	ON
29	ON
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	ON
44	ON
45	
46	
47	
48	ON
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	ON
56	ON
57	ON
58	ON
59	
60	
61	ON
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	
14	ON
15	
16	
17	
18	
19	
20	ON
21	
22	
23	
24	
25	ON
26	
27	ON
28	
29	
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
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43	
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63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell	2	2	2	2	2	2
Max Presence						
Track Veh1						
Track Veh2						
Track Veh3						
Track Veh4						
Dwell Cyc Veh1						
Dwell Cyc Veh2						
Dwell Cyc Veh3						
Dwell Cyc Veh4						
Dwell Cyc Veh5						
Dwell Cyc Veh6						
Dwell Cyc Veh7						
Dwell Cyc Veh8						
Dwell Cyc Veh9						
Dwell Cyc Veh10						
Dwell Cyc Veh11						
Dwell Cyc Veh12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell Cyc Ped7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
45	20		

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	OFF

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

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Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt	ON	ON	ON	ON	ON	ON
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	DWELL	DWELL	DWELL	DWELL	DWELL	DWELL
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX 1	FLOAT

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active					
TIMED	TIMED	NO_RECYCLE	ON	OFF	ON	OFF	OFF	0	+	ON	OFF	OFF	OFF	OFF	OFF		

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	120	110	120													
Offset Time	36	108	104													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time				140												
Offset Time				88												
Split Number	17	18	19	20	21	22	23	24								
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn

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Coordination, Splits [2.7.1]

Split Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	45	20	35	20	45	25	30								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	47	20	23	20	47	20	23								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	45	20	30	25	45	20	30								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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Split Table13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	55	20	40	25	55	20	40								
Mode	NON	MAX	NON	MIN	NON	MAX	NON	MIN	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

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Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1	1						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3																																																	1
4																																																		1
5																																																		1
6																																																		1
7																																																		1
8																																																		1
9																																																		1
10																																																		1
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15																																																		1
16																																																		1
17																																																		1
18																																																		1
19																																																		1
20	1	1	1	1	1	1	1	1	1	1	1	1								1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	20
21																																																		1
22																																																		1
23																																																		1
24																																																		1
25																																																		1
26																																																		1
27																																																		1
28																																																		1
29																																																		1
30																																																		1
31																																																		1
32																																																		1

TB Coor, Day Plan [4.4]

Day Plan Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	7	11	16	19												
Minute																
Action	1	2	3	25												

Day Plan Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	9	11	15	19												
Minute																
Action	2	3	2	25												

Day Plan Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

NYSDOT - Region 5 Timing Sheet 7/19/2022 9:54:04 AM

Station : 53186 - 324 @ Hopkins/Evans (Standard File)

Day Plan Table7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

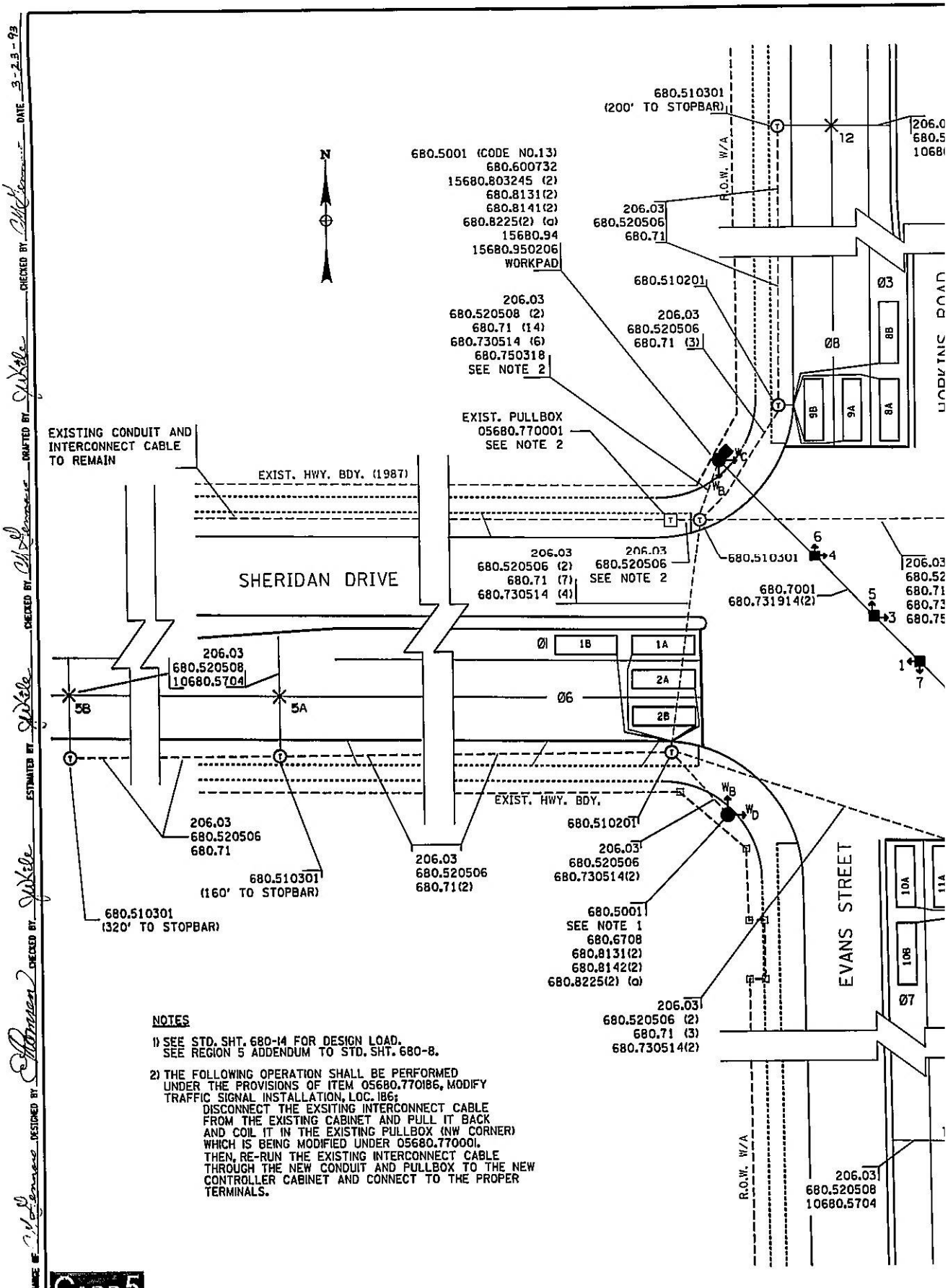
NYSDOT - Region 5 Timing Sheet 7/19/2022 9:54:04 AM

Station : 53186 - 324 @ Hopkins/Evans (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25					0	0						
26					0	0						
27					0	0						
28					0	0						
29					0	0						
30					0	0						
31					0	0						
32					0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
42					0	0						
43					0	0						
44					0	0						
45					0	0						
46					0	0						
47					0	0						
48					0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99					0	0						
100	255				0	0						

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)



NOTES

1) SEE STD. SHT. 680-14 FOR DESIGN LOAD.
SEE REGION 5 ADDENDUM TO STD. SHT. 680-8.

2) THE FOLLOWING OPERATION SHALL BE PERFORMED UNDER THE PROVISIONS OF ITEM 05680.770186, MODIFY TRAFFIC SIGNAL INSTALLATION, LOC. 186;
DISCONNECT THE EXSITING INTERCONNECT CABLE FROM THE EXISTING CABINET AND PULL IT BACK AND COIL IT IN THE EXISTING PULLBOX (NW CORNER) WHICH IS BEING MODIFIED UNDER 05680.770001.
THEN, RE-RUN THE EXISTING INTERCONNECT CABLE THROUGH THE NEW CONDUIT AND PULLBOX TO THE NEW CONTROLLER CABINET AND CONNECT TO THE PROPER TERMINALS.

DESIGNED BY M. Clemens CHECKED BY
DRAFTED BY S. Wells CHECKED BY
ESTIMATED BY S. Wells CHECKED BY
CHANGE BY DATE 3-23-93

CADD5

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

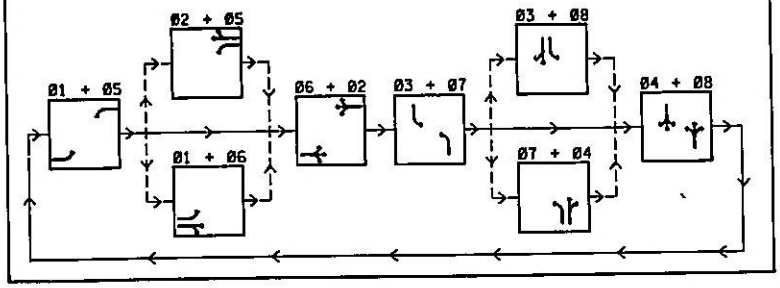
CLEARANCE TABLE

FROM \ TO	R	G	G ←	R ←
R	R	Y	Y ⊖	R ⊖
	R	R	R	R
G	R	G	G ⊖	R ⊖
	R	G	G	R
G ←	R	G	G ←	R ←
	R	G	G ←	R ←
R ←	R	Y	Y ←	R ←
	R	R	R ←	R ←

DETECTOR DATA TABLE

NO.	PHASE	FUNCTION	TYPE	SIZE	TURNS	680. 54	680. 72	680. 71	206. 03	680. 520203	680. 520508	10680. 5704
1A	1	PRESENCE	LOOP	6X20	3	85	235	125	5	5	--	--
1B	1	PRESENCE	LOOP	6X20	3	85	235			5	--	--
2A	-6	PRESENCE	LOOP	6X20	3	70	210	125	5	5	--	--
2B	6	PRESENCE	LOOP	6X20	3	60	190			5	--	--
3A	5	PRESENCE	LOOP	6X20	3	85	240	180	5	5	--	--
3B	5	PRESENCE	LOOP	6X20	3	85	240			5	--	--
4A	2	PRESENCE	LOOP	6X20	3	75	215	180	5	5	--	--
4B	2	PRESENCE	LOOP	6X20	3	60	190			5	--	--
5A	6	PULSE	MAGNETIC	--	--	--	--	270	45	--	45	1
5B	6	PULSE	MAGNETIC	--	--	--	--	435	35	--	35	1
6	2	PULSE	MAGNETIC	--	--	--	--	325	45	--	45	1
7	2	PULSE	MAGNETIC	--	--	--	--	490	35	--	35	1
8A	3	PRESENCE	LOOP	6X20	3	85	235	90	5	5	--	--
8B	3	PRESENCE	LOOP	6X20	3	80	235			5	--	--
9A	8	PRESENCE	LOOP	6X20	3	70	210	90	5	5	--	--
9B	8	PRESENCE	LOOP	6X20	3	60	190			5	--	--
10A	7	PRESENCE	LOOP	6X20	3	80	235	245	5	5	--	--
10B	7	PRESENCE	LOOP	6X20	3	80	235			5	--	--
11A	4	PRESENCE	LOOP	6X20	3	70	210	245	5	5	--	--
11B	4	PRESENCE	LOOP	6X20	3	60	185			5	--	--
12	8	PULSE	MAGNETIC	--	--	--	--	275	35	--	35	1
13	4	PULSE	MAGNETIC	--	--	--	--	430	40	--	40	1
					TOTAL	1190	3490	3505	275	80	235	6

PREFERENTIAL PHASING SEQUENCE



OPERATION

PHASE \ FACE	1	2	3
1	R ←	R	R
5	R	R	R ←
2	R	R	G
6	G	G	R
1+5	R ←	R	R ←
1+6	G ←	G	R
2+5	R	R	G ←
2+6	G	G	G
3	R	R	R
7	R	R	R
4	R	R	R
8	R	R	R
3+7	R	R	R
3+8	R	R	R
4+7	R	R	R
4+8	R	R	R
BEACON	FY	FY	FY
SIGNAL HEAD DISPLAY	R	R	R
	Y	Y	Y
	G	G	G
	⊖ ←		⊖ ←

NOTES:

⊖ LEFT YELLOW ARRO

← LEFT GREEN ARROW

• THIS INDICATION WI
FOLLOWED BY A FL
CLEARANCE INTERVA
PEDESTRIAN PUSHBU

(a) USE SIGN R6-12C
REPLACE THE DIRE
"STREET" WITH "SH

REPLACE THE DIRE
"STREET" WITH "HO

REPLACE THE DIRE
"STREET" WITH "EV

FACE 1, 3, 5 & 7
BE ARRANGED AS FO

DESIGNED BY [illegible] DRAWN BY [illegible] CHECKED BY [illegible] ESTIMATED BY [illegible] CHECKED BY [illegible] DRAFTED BY [illegible] CHECKED BY [illegible] DATE 3-23-93

CADD5

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

NYSDOT - Region 5 | Timing Sheet | 7/19/2022 9:53:33 AM

Station : 53262 - 324 @ Mill St. (Standard File)

Phase [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	17	0	28	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	3	1	6	6	0	0	0	0	0	0	0	0	0	0	0	0
Gap Ext	2	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0
Max1	20	55	20	35	0	0	0	0	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clr	4.3	4.3	3.6	3.6	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1.5	1.5	2.6	2.6	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
Lock Calls																
Guarantd Passage																
Rest In Walk																
Added Init Calc																

Phase Option [1.1.2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON												
Min Recall																
Max Recall		ON														
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Cond Service																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	3.5	1.5	0	
2	0	0	0	0	0	0	3.5	1.5	0	
3	0	0	0	0	0	0	3.5	1.5	0	
4	0	0	0	0	0	0	3.5	1.5	0	
5	0	0	0	0	0	0	3.5	1.5	0	
6	0	0	0	0	0	0	3.5	1.5	0	
7	0	0	0	0	0	0	3.5	1.5	0	
8	0	0	0	0	0	0	3.5	1.5	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	3.5	1.5	0	
2	0	0	0	0	0	0	3.5	1.5	0	
3	0	0	0	0	0	0	3.5	1.5	0	
4	0	0	0	0	0	0	3.5	1.5	0	
5	0	0	0	0	0	0	3.5	1.5	0	
6	0	0	0	0	0	0	3.5	1.5	0	
7	0	0	0	0	0	0	3.5	1.5	0	
8	0	0	0	0	0	0	3.5	1.5	0	

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

1.a

NYSDOT - Region 5 Timing Sheet 7/19/2022 9:53:33 AM

Station : 53262 - 324 @ Mill St. (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
	OFF	3	RED	OFF	OFF		ON	6	STD8	OFF	4PH	OFF	1	OFF	OFF	

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
53262								

Port Parameters [6.2]

COMM	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1	1	2															NORMAL		4.3	1.2
Overlap 2	3	4															NORMAL		3.2	2
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																								
Overlap 2																								
Overlap 3																								
Overlap 4																								
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	1	0	4	3	4	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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1.a

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Station : 53262 - 324 @ Mill St. (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1			3	2		4	2	1		2	4	2	4										
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	VEH	PED	PED	PED	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dim Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT				

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	DIAG
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Dev Present																		
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

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Station : 53262 - 324 @ Mill St. (Standard File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	
4	ON
5	ON
6	ON
7	
8	
9	ON
10	
11	
12	ON
13	
14	ON
15	
16	
17	ON
18	ON
19	ON
20	ON
21	
22	
23	
24	
25	ON
26	
27	ON
28	ON
29	ON
30	
31	
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	ON
44	ON
45	
46	
47	
48	ON
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	ON
56	ON
57	ON
58	ON
59	
60	
61	ON
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	
14	ON
15	
16	
17	
18	
19	
20	ON
21	
22	
23	
24	
25	ON
26	
27	ON
28	
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54	
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell	2	2	2	2	2	2
Max Presence						
Track Veh1						
Track Veh2						
Track Veh3						
Track Veh4						
Dwell Cyc Veh1						
Dwell Cyc Veh2						
Dwell Cyc Veh3						
Dwell Cyc Veh4						
Dwell Cyc Veh5						
Dwell Cyc Veh6						
Dwell Cyc Veh7						
Dwell Cyc Veh8						
Dwell Cyc Veh9						
Dwell Cyc Veh10						
Dwell Cyc Veh11						
Dwell Cyc Veh12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell Cyc Ped7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
45	20		

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	OFF

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

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1.a

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Station : 53262 - 324 @ Mill St. (Standard File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt	ON	ON	ON	ON	ON	ON
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	DWELL	DWELL	DWELL	DWELL	DWELL	DWELL
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX 1	FLOAT

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active					
TIMED	TIMED	NO_RECYCLE	ON	OFF	ON	OFF	OFF	0	+	ON	OFF	OFF	OFF	OFF	OFF		

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	120	110	120													
Offset Time	71	6	3													
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time				140												
Offset Time				98												
Split Number	17	18	19	20	21	22	23	24								
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn

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Station : 53262 - 324 @ Mill St. (Standard File)

Coordination, Splits [2.7.1]

Split Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	50	20	25												
Mode	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	50	20	20												
Mode	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	21	59	20	20												
Mode	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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Station : 53262 - 324 @ Mill St. (Standard File)

Split Table13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	53	25	42												
Mode	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

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Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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Station : 53262 - 324 @ Mill St. (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1	1						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3																																																	1
4																																																		1
5																																																		1
6																																																		1
7																																																		1
8																																																		1
9																																																		1
10																																																		1
11																																																		1
12																																																		1
13																																																		1
14																																																		1
15																																																		1
16																																																		1
17																																																		1
18																																																		1
19																																																		1
20	1	1	1	1	1	1	1	1	1	1	1	1								1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	20
21																																																		1
22																																																		1
23																																																		1
24																																																		1
25																																																		1
26																																																		1
27																																																		1
28																																																		1
29																																																		1
30																																																		1
31																																																		1
32																																																		1

TB Coor, Day Plan [4.4]

Day Plan Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	7	11	16	19												
Minute																
Action	1	2	3	25												

Day Plan Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	9	11	15	19												
Minute																
Action	2	3	3	25												

Day Plan Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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Station : 53262 - 324 @ Mill St. (Standard File)

Day Plan Table7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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Station : 53262 - 324 @ Mill St. (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25					0	0						
26					0	0						
27					0	0						
28					0	0						
29					0	0						
30					0	0						
31					0	0						
32					0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
42					0	0						
43					0	0						
44					0	0						
45					0	0						
46					0	0						
47					0	0						
48					0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99					0	0						
100	255				0	0						

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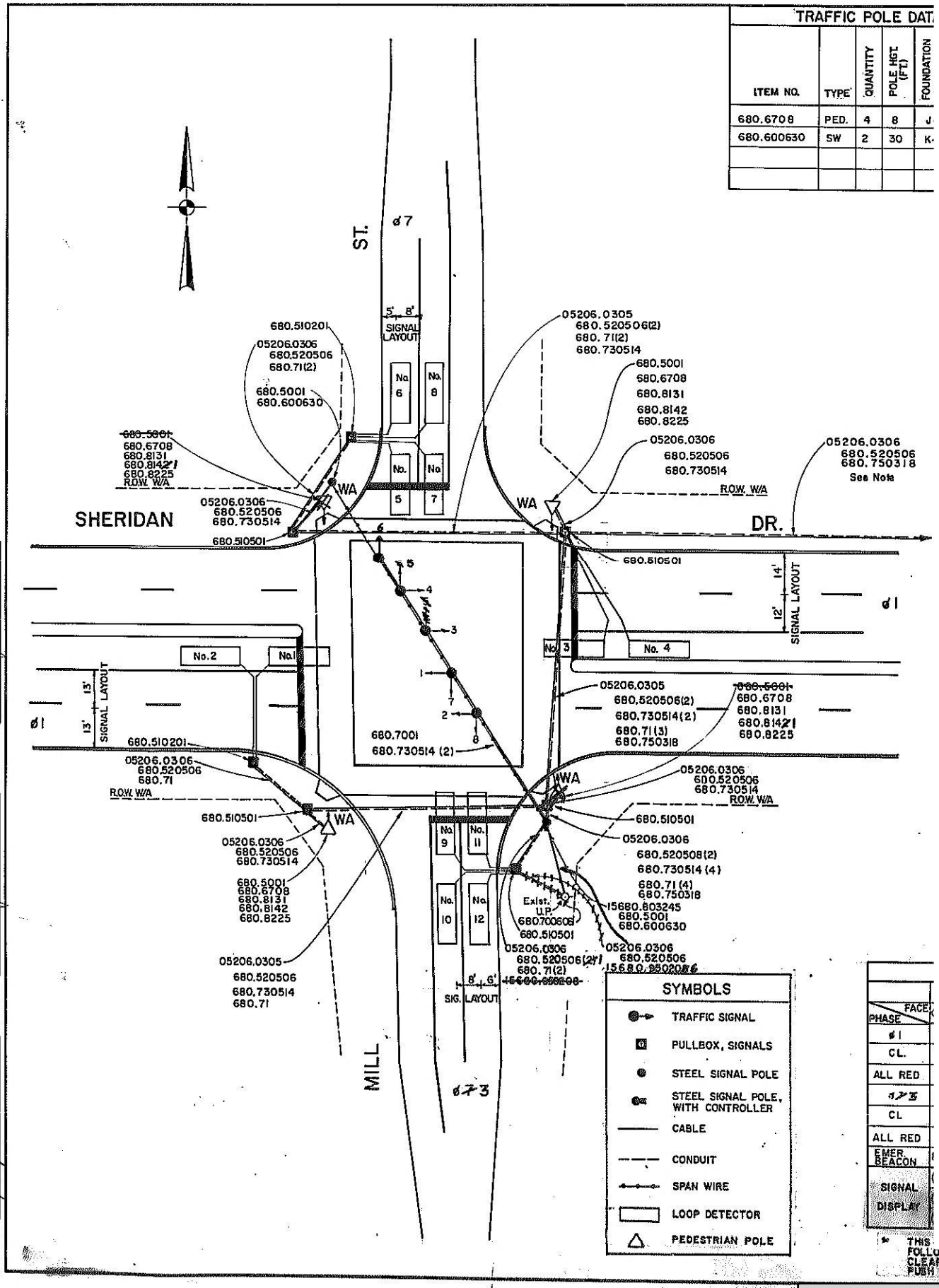

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Proposed Sheridan and Mill Re-Development, Town of Amherst, Erie County, NY

Documentation of Ambient Traffic Volume Growth

Roadway	Segment starts at	Segment end at	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Annual Growth
Evans St	Amherst TL	Sheridan Dr		12,481				10,823			12,784		0.34%
Hopkins Rd	NY 261	Rte 386		15,482						15,332			-0.16%
Sheridan Dr	Evans St	Youngs Rd			32,784			33,026				28,457	-2.00%
Sheridan Dr	N Forest Rd	Evans St		34,028								31,757	-0.86%
												AVERAGE	**-0.67%**

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PROJECT DETAILS

Project Name:	Quicklees Wellsville	Type of Project:	
Project No:		City:	
Country:		Built-up Area(Sq.ft):	
Analyst Name:	Amy Dake	Clients Name:	
Date:	9/22/2022	ZIP/Postal Code:	
State/Province:		No. of Scenarios:	2
Analysis Region:			

SCENARIO SUMMARY

Scenarios	Name	No. of Land Uses	Phases of Development	No. of Years to Project Traffic	User Group	Estimated New Vehicle Trips		
						Entry	Exit	Total
Scenario - 1	AM Peak	1	1	0		86	86	172
Scenario - 2	PM Peak	1	1	0		103	103	206

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Scenario - 1

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

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
945 - Convenience Store/Gas Station - VFP (2-8)	General Urban/Suburban	1000 Sq. Ft. GFA	4.25	Weekday, Peak Hour of Adjacent Street Traffic,	Average	86	86	172
Data Source: Trip Generation Manual, 11th Ed					40.59	50%	50%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
945 - Convenience Store/Gas Station - VFP (2-8)	100	100	1	1	50	50

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
945 - Convenience Store/Gas Station - VFP (2-8)	86	86	0	0	86	86
	172		0		172	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
945 - Convenience Store/Gas Station - VFP (2-8)	86	86	172

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	86	86	172
External Vehicle Trips	86	86	172
New Vehicle Trips	86	86	172

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Scenario - 2

Scenario Name: PM Peak
Dev. phase: 1
Analyst Note:
Warning:

User Group:
No. of Years to Project Traffic : 0

VEHICLE TRIPS BEFORE REDUCTION

Land Use & Data Source	Location	IV	Size	Time Period	Method Rate/Equation	Entry Split%	Exit Split%	Total
945 - Convenience Store/Gas Station - VFP (2-8)	General Urban/Suburban	1000 Sq. Ft. GFA	4.25	Weekday, Peak Hour of Adjacent Street Traffic,	Average	103	103	206
Data Source: Trip Generation Manual, 11th Ed					48.48	50%	50%	

VEHICLE TO PERSON TRIP CONVERSION

BASELINE SITE VEHICLE CHARACTERISTICS:

Land Use	Baseline Site Vehicle Mode Share		Baseline Site Vehicle Occupancy		Baseline Site Vehicle Directional Split	
	Entry (%)	Exit (%)	Entry	Exit	Entry (%)	Exit (%)
945 - Convenience Store/Gas Station - VFP (2-8)	100	100	1	1	50	50

ESTIMATED BASELINE SITE PERSON TRIPS:

Land Use	Person Trips by Vehicle		Person Trips by Other Modes		Total Baseline Site Person Trips	
	Entry	Exit	Entry	Exit	Entry	Exit
945 - Convenience Store/Gas Station - VFP (2-8)	103	103	0	0	103	103
	206		0		206	

NEW VEHICLE TRIPS

Land Use	New Vehicle Trips		
	Entry	Exit	Total
945 - Convenience Store/Gas Station - VFP (2-8)	103	103	206

RESULTS

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	103	103	206
External Vehicle Trips	103	103	206
New Vehicle Trips	103	103	206

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

PROJECT: Proposed Sheridan and Mill Re-Development
LOCATION: Town of Amherst, New York
PEAK HOUR: AM Peak

Figure Number:		3	4	6				7A	7B	8
			Num of yrs							
			1							
LOCATION NUMBER	INTERSECTION DESCRIPTION	2022 Existing Volumes	2023 Bkgd Vol 0.5%	Proposed Sheridan and Mill Re-Development				Pass-By Trips	Total Site Trips	Full Build Volumes
				Enter Dist. %	Exit Dist. %	Trips IN	Trips OUT			
1	Sheridan Dr/ Evans St/Hopkins Rd									
	SR	186	187							187
	ST	293	294							294
	SL	293	294							294
	WR	93	93							93
	WT	849	853							853
	WL	113	114							114
	NR	91	91							91
	NT	157	158							158
	NL	105	106							106
	ER	80	80							80
	ET	1064	1069							1069
	EL	99	99							99
2	Sheridan Dr/ Mighty Taco Exit									
	SR									
	ST									
	SL									
	WR									
	WT	1096	1101							1101
	WL									
	NR									
	NT									
	NL									
	ER									
	ET	1375	1382							1382
	EL									
3	Sheridan Dr/ Mighty Taco Entrance									
	SR									
	ST									
	SL									
	WR									
	WT	1096	1101							1101
	WL									
	NR									
	NT									
	NL									
	ER									
	ET	1375	1382							1382
	EL									
4	Sheridan Dr/ Mill St									
	SR	20	20							20
	ST	86	86							86
	SL	22	22							22
	WR	11	11							11
	WT	927	932							932
	WL	158	159							159
	NR	99	99							99
	NT	21	21							21
	NL	104	105							105
	ER	129	130							130
	ET	1254	1260							1260
	EL	10	10							10

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

PROJECT: Proposed Sheridan and Mill Re-Development
LOCATION: Town of Amherst, New York
PEAK HOUR: AM Peak

Figure Number: 3 4 6 7A 7B 8

Num of yrs: 1

LOCATION NUMBER	INTERSECTION DESCRIPTION	2022 Existing Volumes	2023 Bkgd Vol 0.5%	Proposed Sheridan and Mill Re-Development				Pass-By Trips	Total Site Trips	Full Build Volumes
				Enter Dist. %	Exit Dist. %	Trips IN	Trips OUT			
5	Mill St/ Proposed RIRO Dwy									
	SR									
	ST	373	375							375
	SL									
	WR									
	WT									
	WL									
	NR									
	NT	224	225							225
	NL									
	ER									
	ET									
	EL									
6	Mill St/ Mill Middle School Dwy									
	SR									
	ST	231	232							232
	SL	142	143							143
	WR	90	90							90
	WT									
	WL	48	48							48
	NR	19	19							19
	NT	134	135							135
	NL									
	ER									
	ET									
	EL									
7	Mill St/ Proposed Dwy									
	SR									
	ST	373	375							375
	SL									
	WR									
	WT									
	WL									
	NR									
	NT	224	225							225
	NL									
	ER									
	ET									
	EL									

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

PROJECT: Proposed Sheridan and Mill Re-Development
LOCATION: Town of Amherst, New York
PEAK HOUR: PM Peak

Figure Number:		3	4	6				7A	7B	8
			Num of yrs							
			1							
LOCATION NUMBER	INTERSECTION DESCRIPTION	2022 Existing Volumes	2023 Bkgd Vol	Proposed Sheridan and Mill Re-Development				Pass-By Trips	Total Site Trips	Full Build Volumes
			0.5%	Enter Dist. %	Exit Dist. %	Trips IN	Trips OUT			
1	Sheridan Dr/ Evans St/Hopkins Rd									
	SR	144	145							145
	ST	251	252							252
	SL	222	223							223
	WR	198	199							199
	WT	1052	1057							1057
	WL	86	86							86
	NR	96	96							96
	NT	314	316							316
	NL	226	227							227
	ER	86	86							86
	ET	1106	1112							1112
	EL	155	156							156
2	Sheridan Dr/ Mighty Taco Exit									
	SR									
	ST									
	SL									
	WR									
	WT	1390	1397							1397
	WL									
	NR	21	21							21
	NT									
	NL	10	10							10
	ER									
	ET	1348	1355							1355
	EL									
3	Sheridan Dr/ Mighty Taco Entrance									
	SR									
	ST									
	SL									
	WR									
	WT	1381	1388							1388
	WL	19	19							19
	NR									
	NT									
	NL									
	ER	16	16							16
	ET	1348	1355							1355
	EL									
4	Sheridan Dr/ Mill St									
	SR	16	16							16
	ST	48	48							48
	SL	25	25							25
	WR	34	34							34
	WT	1230	1236							1236
	WL	117	118							118
	NR	145	146							146
	NT	42	42							42
	NL	151	152							152
	ER	92	92							92
	ET	1194	1200							1200
	EL	10	10							10

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

PROJECT: Proposed Sheridan and Mill Re-Development
LOCATION: Town of Amherst, New York
PEAK HOUR: PM Peak

Figure Number:		3	4	6				7A	7B	8
			Num of yrs							
			1							
LOCATION NUMBER	INTERSECTION DESCRIPTION	2022 Existing Volumes	2023 Bkgd Vol	Proposed Sheridan and Mill Re-Development				Pass-By Trips	Total Site Trips	Full Build Volumes
			0.5%	Enter Dist. %	Exit Dist. %	Trips IN	Trips OUT			
5	Mill St/ Proposed RIRO Dwy									
	SR									
	ST	257	258							258
	SL									
	WR									
	WT									
	WL									
	NR									
	NT	338	340							340
	NL									
	ER									
	ET									
	EL									
6	Mill St/ Mill Middle School Dwy									
	SR									
	ST	214	215							215
	SL	10	10							10
	WR	15	15							15
	WT									
	WL	4	4							4
	NR	8	8							8
	NT	284	285							285
	NL									
	ER									
	ET									
	EL									
7	Mill St/ Proposed Dwy									
	SR									
	ST	257	258							258
	SL									
	WR									
	WT									
	WL									
	NR									
	NT	338	340							340
	NL									
	ER									
	ET									
	EL									

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

PROJECT: Proposed Sheridan and Mill Re-Development
LOCATION: Town of Amherst, New York
PEAK HOUR: AM Peak

Figure Number: 3 | 4 | 6A | 7A | 6B | 7B | 7C | 8

Num of yrs: 1

LOCATION NUMBER	INTERSECTION DESCRIPTION	2022 Existing Volumes	2023 Bkgd Vol 0.5%	Proposed Coffee Shop Enter Dist. %	Proposed Coffee Shop Exit Dist. %	Proposed Coffee Shop Trips IN 30	Proposed Coffee Shop Trips OUT 29	Pass-By Trips	Proposed Apartment Building Enter Dist. %	Proposed Apartment Building Exit Dist. %	Proposed Apartment Building Trips IN 7	Proposed Apartment Building Trips OUT 22	Total Site Trips	Full Build Volumes
1	Sheridan Dr/ Evans St/Hopkins Rd													
	SR	186	187	15%		5			15%		1		6	193
	ST	293	294											294
	SL	293	294											294
	WR	93	93											93
	WT	849	853	33%		10			33%		2		12	865
	WL	113	114											114
	NR	91	91											91
	NT	157	158											158
	NL	105	106	12%		4			5%		0		4	110
	ER	80	80		12%		3			5%		1	5	85
	ET	1064	1069		33%		10	-1		33%		7	16	1085
	EL	99	99		15%		4			15%		3	8	107
2	Sheridan Dr/ Proposed Dwy													
	SR													
	ST													
	SL													
	WR													
	WT	1096	1101					-28	53%		4		-24	1077
	WL			60%		18		28					46	46
	NR				60%		17	34					51	51
	NT													
	NL				19%		6	13					19	19
	ER			34%		10		35					45	45
	ET	1375	1382					-35		53%		12	-23	1359
	EL													
4	Sheridan Dr/ Mill St													
	SR	20	20											20
	ST	86	86						2%		0		0	86
	SL	22	22	2%		1							1	23
	WR	11	11		1%		0						0	11
	WT	927	932		12%		3	-15					-12	920
	WL	158	159		6%		2		53%		4		5	164
	NR	99	99							53%		12	12	111
	NT	21	21		1%		0			2%		0	1	22
	NL	104	105		20%		6	14		32%		7	27	132
	ER	129	130						32%		2		2	132
	ET	1254	1260	32%		10							10	1270
	EL	10	10											10
5	Mill St/ Proposed RIRO Dwy													
	SR													
	ST	373	375		6%		2		87%		6		8	383
	SL													
	WR				21%		6	20					26	26
	WT													
	WL													
	NR			6%		2		6					8	8
	NT	224	225					-6		87%		19	13	238
	NL													
	ER													
	ET													
	EL													
6	Mill St/ Mill Middle School Dwy													
	SR													
	ST	231	232	6%		2				13%		3	5	237
	SL	142	143											143
	WR	90	90											90
	WT													
	WL	48	48											48
	NR	19	19											19
	NT	134	135		6%		2		13%		1		3	138
	NL													
	ER													
	ET													
	EL													
7	Mill St/ Proposed Dwy													
	SR													
	ST	373	375	6%		2							2	377
	SL								87%		6		6	6
	WR									87%		19	19	19
	WT													
	WL									13%		3	3	3
	NR								13%		1		1	1
	NT	224	225		6%		2						2	227
	NL													
	ER													
	ET													
	EL													

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PROJECT: Proposed Sheridan and Mill Re-Development
LOCATION: Town of Amherst, New York
PEAK HOUR: PM Peak

Figure Number:		3	4	6A				7A	6B		7B		7C	8
			Num of yrs											
			1											
LOCATION NUMBER	INTERSECTION DESCRIPTION	2022 Existing Volumes	2023 Bkgd Vol 0.5%	Proposed Coffee Shop Enter Dist. %	Exit Dist. %	Trips IN 22	Trips OUT 22	Pass-By Trips	Proposed Apartment Building Enter Dist. %	Exit Dist. %	Trips IN 18	Trips OUT 10	Total Site Trips	Full Build Volumes
1	Sheridan Dr/ Evans St/Hopkins Rd													
	SR	144	145	15%		3			15%		3		6	151
	ST	251	252											252
	SL	222	223											223
	WR	198	199											199
	WT	1052	1057	33%		7			33%		6		13	1070
	WL	86	86											86
	NR	96	96											96
	NT	314	316											316
	NL	226	227	12%		3			5%		1		4	231
	ER	86	86		12%		3			5%		1	3	89
	ET	1106	1112		33%		7			33%		3	11	1123
	EL	155	156		15%		3			15%		2	5	161
2	Sheridan Dr/ Mighty Taco Exit													
	SR													
	ST													
	SL													
	WR													
	WT	1371	1378					-20	53%		10		-10	1368
	WL	19	19	60%		13		20					33	52
	NR	21	21		60%		13	19					32	53
	NT													
	NL	10	10		19%		4	10					14	24
	ER	16	16	34%		7		19					26	42
	ET	1348	1355					-19		53%		5	-14	1341
	EL													
4	Sheridan Dr/ Mill St													
	SR	16	16											16
	ST	48	48						2%		0		0	48
	SL	25	25	2%		0							0	25
	WR	34	34		1%		0						0	34
	WT	1230	1236		12%		3	-10					-7	1229
	WL	117	118		6%		1		53%		10		11	129
	NR	145	146							53%		5	5	151
	NT	42	42		1%		0			2%		0	0	42
	NL	151	152		20%		4	10		32%		3	18	170
	ER	92	92						32%		6		6	98
	ET	1194	1200	32%		7							7	1207
	EL	10	10											10
5	Mill St/ Proposed RIRO Dwy													
	SR													
	ST	257	258		6%		1		87%		16		17	275
	SL													
	WR				21%		5	15					20	20
	WT													
	WL													
	NR			6%		1		5					6	6
	NT	338	340					-5		87%		9	4	344
	NL													
	ER													
	ET													
	EL													
6	Mill St/ Mill Middle School Dwy													
	SR													
	ST	214	215	6%		1				13%		1	3	218
	SL	10	10											10
	WR	15	15											15
	WT													
	WL	4	4											4
	NR	8	8											8
	NT	284	285		6%		1		13%		2		4	289
	NL													
	ER													
	ET													
	EL													
7	Mill St/ Proposed Dwy													
	SR													
	ST	257	258	6%		1							1	259
	SL								87%		16		16	16
	WR									87%		9	9	9
	WT													
	WL									13%		1	1	1
	NR								13%		2		2	2
	NT	338	340		6%		1						1	341
	NL													
	ER													
	ET													
	EL													

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Intersection Crash Rate Calculations
Proposed Sheridan and Mill Re-Development

Intersection #1: Sheridan Dr at Hopkins Rd at Evans St
Date of Count: Thursday, June 16, 2022

Number of Crashes: 63
Number of Injuries: 19
Number of Fatalities: 0
Entering Vehicles (PM): 3936
ADT: 41432
Start Date: May 31, 2017 *Excludes 2020 and 2021 data
End Date: May 31, 2022
Number of Years: 3

Intersection Type: 4 Legged
Area Type: Urban
Control Type: Signal 1-4 Lanes

crash rate = Number of Crashes x 1 Million / ADT x 365 Days per Year x Number of Years

crash rate = 63 x 1,000,000 / 41432 x 365 x 3

	Crash Rate		Fatality Rate	Injury Rate
Study Intersection	**1.39**	**cr/mve**	**0%**	**30%**
Statewide Average*	**0.56**	**cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

	Direction					
Type	Northbound	Southbound	Eastbound	Westbound	Unknown	T
Left turn			2	3	2	
Rear-end	1	7	6	8	2	
Overtaking			3	1		
Right Angle	4			3	2	
Right Turn						
Head On				1		
Side-swipe	1	1	1			
Fixed Object			1	1	2	
Backing						
Other	3	3	2	2	1	
Bike/Ped						
Animal						
Totals	9	11	15	19	9	

PDO	34
Injury	3
Injury + PDO	16
Fatal	
NR	10
Total	63

Intersection Crash Rate Calculations
Proposed Sheridan and Mill Re-Development

Intersection #4: Sheridan Dr at Mill St
Date of Count: Tuesday, August 23, 2022

Number of Crashes: 25
Number of Injuries: 8
Number of Fatalities: 0
Entering Vehicles (PM): 3104
ADT: 32674
Start Date: May 31, 2017 *Excludes 2020 and 2021 data
End Date: May 31, 2022
Number of Years: 3

Intersection Type: 4 Legged
Area Type: Urban
Control Type: Signal 1-4 Lanes

crash rate = Number of Crashes x 1 Million / ADT x 365 Days per Year x Number of Years

crash rate = 25 x 1,000,000 / 32674 x 365 x 3

	Crash Rate		Fatality Rate	Injury Rate
Study Intersection	**0.70**	**cr/mve**	**0%**	**32%**
Statewide Average*	**0.56**	**cr/mve**		

ADT = Average Daily Total vehicles entering intersection
cr/mve = crashes per million entering vehicles
* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

	Direction					
Type	Northbound	Southbound	Eastbound	Westbound	Unknown	T
Left turn				1		
Rear-end			6	4	2	
Overtaking						
Right Angle			3	1		
Right Turn				1		
Head On						
Side-swipe						
Fixed Object	1			1		
Backing						
Other			2	2		
Bike/Ped			1			
Animal						
Totals	1	0	12	10	2	

PDO	14
Injury	2
Injury + PDO	6
Fatal	
NR	3
Total	25

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Intersection Crash Rate Calculations

Proposed Sheridan and Mill Re-Development

Intersection #3:	Mill St at Mill Middle School Dwy	
Date of Count:	Tuesday, September , 2022	
Number of Crashes:	0	
Number of Injuries:	0	
Number of Fatalities:	0	
Entering Vehicles (AM):	803	
ADT:	8453	
Start Date:	May 31, 2017	*Excludes 2020 and 2021 data
End Date:	May 31, 2022	
Number of Years:	3	
Intersection Type:	3 Legged	
Area Type:	Urban	
Control Type:	Sign 1-3 Lanes	

crash rate = Number of Crashes x 1 Million / ADT x 365 Days per Year x Number of Years

crash rate = 0 x 1,000,000 / 8453 x 365 x 3

	Crash Rate		Fatality Rate	Injury Rate
Study Intersection	**0.00**	**cr/mve**	**#DIV/0!**	**#DIV/0!**
Statewide Average*	**0.19**	**cr/mve**		

ADT = Average Daily Total vehicles entering intersection

cr/mve = crashes per million entering vehicles

* Most recent available 2019 Average Crash Rates for State Highways by Facility Type

	Direction					
Type	Northbound	Southbound	Eastbound	Westbound	Unknown	T
Left turn						
Rear-end						
Overtaking						
Right Angle						
Right Turn						
Head On						
Side-swipe						
Fixed Object						
Backing						
Other						
Bike/Ped						
Animal						
Totals	0	0	0	0	0	

PDO	
Injury	
Injury + PDO	
Fatal	
NR	
Total	0

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

>0.30 - 5
0.3 - 0.5 - 4
0.5 - 1.0 - 3
1.0 - 2.5 - 2
<2.5 - 1

Less than 1 mile

Dist from Interstate	ADT	AM Major St	Drive Thru_Y or N	Nearby Coffee Shop	Parked	Drive Thru	Total Enter	
5	14350	922	1	0	73	125	198	63%
2	13790	816	0	1	81	0	81	
2	18507	1499	1	0	41	98	139	71%
1	18651	807	1	1	35	81	116	70%
1	10480	699	1	1	37	33	70	47%
2	14624	175	1	0	38	82	120	68%
5	27020	2790	1	1	26	93	119	78%
2	30070	1576	1	0	40	115	155	74%
1	18651	807	1	1	19	86	105	82%
2	20568	1775	1	0	42	119	161	74%
1	17420	885	1	1	18	39	57	68%
4	17000	175	1	1	38	61	99	62%
4	21340	2138	1	1	30	97	127	76%
5	9380	488	1	1	37	39	76	51%
2	39375	2292	1	0	58	135	193	70%
2	32778	2627	1	1	46	111	157	71%
3	28261	2061	1	2	19	63	82	77%
								69%

Queue Theory
Proposed Sheridan and Mill Re-Development
AM Peak Hour - 35 Second Service Rate

The formula assumes both arrival and service distributions are random

Arrivate Rate (Per Hour)	68	ALWAYS ARRIVAL RATE > SERVICE RATE UNDER THIS SCENARIO
Service Rate (Per Hour)	103	

Average queue in the system =	2.0	Veh	(waiting and service)
Average Time in System =	103.3	Sec	
Average Waiting Time only =	68.3	Sec	

95% confident that there will be fewer than	7	vehicles in the queue
98% confident that there will be fewer than	8	vehicles in the queue
100% confident that there will be fewer than	12	vehicles in the queue

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Queue Theory
Proposed Sheridan and Mill Re-Development
PM Peak Hour

The formula assumes both arrival and service distributions are random

Arrivate Rate (Per Hour)	30	ALWAYS ARRIVAL RATE > SERVICE RATE UNDER THIS SCENARIO
Service Rate (Per Hour)	65	

Average queue in the system =	0.8	Veh	(waiting and service)
Average Time in System =	221.5	Sec	
Average Waiting Time only =	101.5	Sec	

95% confident that there will be fewer than	3	vehicles in the queue
98% confident that there will be fewer than	4	vehicles in the queue
100% confident that there will be fewer than	6	vehicles in the queue

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Mill St NB @ Sheridan Dr 9/13/22 (8-9 AM)

TIME	NB
8:00	1
8:01	3
8:02	0
8:03	3
8:04	0
8:05	3
8:06	0
8:07	2
8:08	0
8:09	0
8:10	2
8:11	0
8:12	3
8:13	3
8:14	2
8:15	2
8:16	0
8:17	2
8:18	1
8:19	4
8:20	0
8:21	3
8:22	1
8:23	8
8:24	0
8:25	2
8:26	0
8:27	3
8:28	0
8:29	0
8:30	0
8:31	1
8:32	5
8:33	4
8:34	3
8:35	3
8:36	8
8:37	1
8:38	8
8:39	2

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

8:40	6
8:41	1
8:42	4
8:43	13
8:44	0
8:45	6
8:46	1
8:47	11
8:48	0
8:49	10
8:50	0
8:51	6
8:52	1
8:53	5
8:54	0
8:55	7
8:56	0
8:57	1
8:58	0
8:59	2
average	3
average Q 20 ft/veh	53
average Q 25 ft/veh	66
95th percentile	9
95th % Q 20 ft/veh	180
95th% Q 25 ft/veh	225
Total Cars Counted	157

Attachment: sp-2023-15_application repaired_032124 (temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Mill St SB @ Mill Middle School Dwy 9/13/22 (8-9 AM)

TIME	SB
8:03	3
8:09	3
8:14	1
8:20	6
8:21	1
8:22	1
average	3
average Q 20 ft/veh	50
average Q 25 ft/veh	63
95th percentile	6
95th % Q 20 ft/veh	120
95th% Q 25 ft/veh	150
Total Cars Counted	15

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

A3

Level of Service:
Criteria and Definitions

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Level of Service Criteria

Highway Capacity Manual 2016

SIGNALIZED INTERSECTIONS

Level of Service is a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. Level of Service for signalized intersections is defined in terms of delay specifically, average total delay per vehicle for a 15 minute analysis period. The ranges are as follows:

Level of Service	Control Delay per vehicle (seconds)
A	< 10
B	10 – 20
C	20 – 35
D	35 – 55
E	55 – 80
F	>80

UNSIGNALIZED INTERSECTIONS

Level of Service for unsignalized intersections is also defined in terms of delay. However, the delay criteria are different from a signalized intersection. The primary reason for this is driver expectation that a signalized intersection is designed to carry higher volumes than an unsignalized intersection. The total delay threshold for any given Level of Service is less for an unsignalized intersection than for a signalized intersection. The ranges are as follows:

Level of Service	Control Delay per vehicle (seconds)
A	< 10
B	10 – 15
C	15 – 25
D	25 – 35
E	35 - 50
F	>50

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

A4

Level of Service Calculations: Existing Conditions

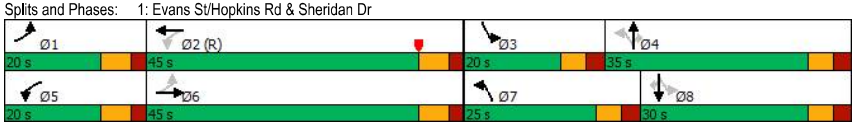
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	1064	80	113	849	93	105	157	91	293	293	186
Future Volume (vph)	99	1064	80	113	849	93	105	157	91	293	293	186
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	285		0	170		0	225		0	155		285
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.985				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	3465	0	1736	3413	0	1736	1776	1509	1787	1792	1468
Flt Permitted	0.167			0.090			0.256			0.468		
Satd. Flow (perm)	291	3465	0	164	3413	0	468	1776	1509	880	1792	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			10				147			196
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		1051			1003			612			911	
Travel Time (s)		15.9			15.2			13.9			17.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	3%	5%	4%	4%	6%	4%	7%	7%	1%	6%	10%
Adj. Flow (vph)	104	1120	84	119	894	98	111	165	96	308	308	196
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	1204	0	119	992	0	111	165	96	308	308	196
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
ected Phases	1	6		5	2		7	4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	25.0		5.0	25.0		5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.5	41.5		11.5	41.5		11.2	12.2	12.2	11.2	12.2	12.2
Total Split (s)	20.0	45.0		20.0	45.0		25.0	35.0	35.0	20.0	30.0	30.0
Total Split (%)	16.7%	37.5%		16.7%	37.5%		20.8%	29.2%	29.2%	16.7%	25.0%	25.0%
Maximum Green (s)	13.5	38.5		13.5	38.5		18.8	28.8	28.8	13.8	23.8	23.8
Yellow Time (s)	4.3	4.3		4.3	4.3		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.2	2.2		2.2	2.2		2.6	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.2	6.2	6.2	6.2	6.2	6.2
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		28.0			28.0			27.0	27.0		26.0	26.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	60.4	50.8		60.7	51.0		31.4	20.3	20.3	36.7	22.9	22.9
Actuated g/C Ratio	0.50	0.42		0.51	0.42		0.26	0.17	0.17	0.31	0.19	0.19
v/c Ratio	0.41	0.82		0.57	0.68		0.46	0.55	0.25	0.83	0.90	0.45
Control Delay	11.3	19.6		28.9	31.9		34.1	52.1	3.1	52.6	76.8	9.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.3	19.6		28.9	31.9		34.1	52.1	3.1	52.6	76.8	9.1
LOS	B	B		C	C		C	D	A	D	E	A
Approach Delay		19.0			31.5			34.1			51.3	
Approach LOS		B			C			C			D	

Intersection Summary		
Area Type:	Other	
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 36 (30%), Referenced to phase 2:WBTL, Start of Yellow		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.90		
Intersection Signal Delay: 31.7	Intersection LOS: C	
Intersection Capacity Utilization 83.9%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 1: Evans St/Hopkins Rd & Sheridan Dr



Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1375	0	0	1096	0	0
Future Volume (vph)	1375	0	0	1096	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3505	0	0	3471	1863	1863
Flt Permitted						
Satd. Flow (perm)	3505	0	0	3471	1863	1863
Link Speed (mph)	45			45	30	
Link Distance (ft)	100			1051	125	
Travel Time (s)	1.5			15.9	2.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	2%	2%	4%	2%	2%
Adj. Flow (vph)	1463	0	0	1166	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1463	0	0	1166	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1375	0	0	1096	0	0
Future Volume (Veh/h)	1375	0	0	1096	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	1463	0	0	1166	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh)	2					
Upstream signal (ft)	279			1051		
pX, platoon unblocked			0.59		0.69	0.59
vC, conflicting volume			1463		2046	732
vC1, stage 1 conf vol					1463	
vC2, stage 2 conf vol					583	
vCu, unblocked vol			374		217	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			691		418	635

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	732	732	583	583	0	0
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.43	0.43	0.34	0.34	0.00	0.00
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS					A	A
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	

Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	48.0%	ICU Level of Service		A
Analysis Period (min)	15			

Packet Pg. 256
1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1375	0	0	1096	0	0
Future Volume (vph)	1375	0	0	1096	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	90		0	0
Storage Lanes		0	1		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3505	0	1863	3471	0	0
Flt Permitted						
Satd. Flow (perm)	3505	0	1863	3471	0	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	179			100	150	
Travel Time (s)	2.7			1.5	3.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	2%	2%	4%	2%	2%
Adj. Flow (vph)	1463	0	0	1166	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1463	0	0	1166	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1375	0	0	1096	0	0
Future Volume (Veh/h)	1375	0	0	1096	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	1463	0	0	1166	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)	179			1151		
pX, platoon unblocked			0.59		0.69	0.59
vC, conflicting volume			1463		2046	732
vC1, stage 1 conf vol					1463	
vC2, stage 2 conf vol					583	
vCu, unblocked vol			374		224	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			691		411	635

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	975	488	0	583	583
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	0
cSH	1700	1700	1700	1700	1700
Volume to Capacity	0.57	0.29	0.00	0.34	0.34
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0
Lane LOS					
Approach Delay (s)	0.0		0.0		
Approach LOS					

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	48.0%	ICU Level of Service	A
Analysis Period (min)	15		

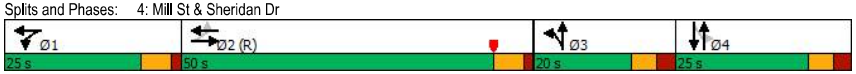
Packet Pg. 257
1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1254	129	158	927	11	104	21	99	22	86	20
Future Volume (vph)	10	1254	129	158	927	11	104	21	99	22	86	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	130		0	65		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.998			0.876			0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3456	0	1597	3459	0	1736	1548	0	1805	1732	0
Flt Permitted	0.287			0.950			0.950			0.676		
Satd. Flow (perm)	545	3456	0	1597	3459	0	1736	1548	0	1284	1732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			2			105			8	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		738			179			787			377	
Travel Time (s)		11.2			2.7			17.9			8.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	3%	3%	13%	4%	18%	4%	10%	7%	0%	7%	5%
Adj. Flow (vph)	11	1334	137	168	986	12	111	22	105	23	91	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	1471	0	168	998	0	111	127	0	23	112	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	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		Prot	NA		Prot	NA		Perm	NA	
Protected Phases		2		1	1 2		3	3 4			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2									4		
Detector Phase	2	2		1	1 2		3	3 4		4	4	
Switch Phase												
Minimum Initial (s)	1.0	1.0		3.0			6.0			6.0	6.0	
Minimum Split (s)	6.8	6.8		8.8			12.2			12.2	12.2	
Total Split (s)	50.0	50.0		25.0			20.0			25.0	25.0	
Total Split (%)	41.7%	41.7%		20.8%			16.7%			20.8%	20.8%	
Maximum Green (s)	44.2	44.2		19.2			13.8			18.8	18.8	
Yellow Time (s)	4.3	4.3		4.3			3.6			3.6	3.6	
All-Red Time (s)	1.5	1.5		1.5			2.6			2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0			0.0			0.0	0.0	
Total Lost Time (s)	5.8	5.8		5.8			6.2			6.2	6.2	
Lead/Lag	Lag	Lag		Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0			3.0			3.0	3.0	
Recall Mode	C-Max	C-Max		None			None			None	None	
Walk Time (s)	7.0	7.0								7.0	7.0	
Flash Dont Walk (s)	17.0	17.0								28.0	28.0	
Pedestrian Calls (#/hr)	0	0								0	0	
Act Effct Green (s)	52.8	52.8		18.8	77.4		11.9	30.6		12.5	12.5	
Actuated g/C Ratio	0.44	0.44		0.16	0.64		0.10	0.26		0.10	0.10	
v/c Ratio	0.05	0.96		0.67	0.45		0.65	0.27		0.17	0.60	
Control Delay	23.4	49.5		45.6	25.7		69.4	10.1		50.0	60.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	23.4	49.5		45.6	25.7		69.4	10.1		50.0	60.1	
LOS	C	D		D	C		E	B		D	E	
Approach Delay		49.3			28.6			37.7			58.3	
Approach LOS		D			C			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 40.8		Intersection LOS: D	
Intersection Capacity Utilization 74.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 4: Mill St & Sheridan Dr



Packet Pg. 258
1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	48	90	134	19	142	231
Future Volume (vph)	48	90	134	19	142	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.983			
Flt Protected	0.950					0.981
Satd. Flow (prot)	1770	1583	1831	0	0	1827
Flt Permitted	0.950					0.981
Satd. Flow (perm)	1770	1583	1831	0	0	1827
Link Speed (mph)	30		30			30
Link Distance (ft)	274		432			787
Travel Time (s)	6.2		9.8			17.9
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61
Adj. Flow (vph)	79	148	220	31	233	379
Shared Lane Traffic (%)						
Lane Group Flow (vph)	79	148	251	0	0	612
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						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	41.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	48	90	134	19	142	231
Future Volume (Veh/h)	48	90	134	19	142	231
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61
Hourly flow rate (vph)	79	148	220	31	233	379
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						787
pX, platoon unblocked	0.99					
vC, conflicting volume	1080	236			251	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1078	236			251	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	60	82			82	
cM capacity (veh/h)	198	804			1314	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	79	148	251	612
Volume Left	79	0	0	233
Volume Right	0	148	31	0
cSH	198	804	1700	1314
Volume to Capacity	0.40	0.18	0.15	0.18
Queue Length 95th (ft)	44	17	0	16
Control Delay (s)	34.8	10.5	0.0	4.3
Lane LOS	D	B		A
Approach Delay (s)	18.9		0.0	4.3
Approach LOS	C			

Intersection Summary				
Average Delay		6.4		
Intersection Capacity Utilization		41.6%	ICU Level of Service	A
Analysis Period (min)		15		

Packet Pg. 259
1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	1106	86	86	1052	198	226	314	96	222	251	144
Future Volume (vph)	155	1106	86	86	1052	198	226	314	96	222	251	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	285		0	170		0	225		0	155		285
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.976				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3535	0	1805	3488	0	1787	1900	1615	1787	1863	1568
Flt Permitted	0.080			0.088			0.343			0.198		
Satd. Flow (perm)	150	3535	0	167	3488	0	645	1900	1615	372	1863	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			19				147			147
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		1051			1003			612			911	
Travel Time (s)		15.9			15.2			13.9			17.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	0%	1%	1%	1%	0%	0%	1%	2%	3%
Adj. Flow (vph)	158	1129	88	88	1073	202	231	320	98	227	256	147
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	1217	0	88	1275	0	231	320	98	227	256	147
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
...ected Phases	1	6		5	2		7	4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	25.0		5.0	25.0		5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.5	41.5		11.5	41.5		11.2	12.2	12.2	11.2	12.2	12.2
Total Split (s)	25.0	45.0		25.0	45.0		20.0	30.0	30.0	20.0	30.0	30.0
Total Split (%)	20.8%	37.5%		20.8%	37.5%		16.7%	25.0%	25.0%	16.7%	25.0%	25.0%
Maximum Green (s)	18.5	38.5		18.5	38.5		13.8	23.8	23.8	13.8	23.8	23.8
Yellow Time (s)	4.3	4.3		4.3	4.3		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.2	2.2		2.2	2.2		2.6	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.2	6.2	6.2	6.2	6.2	6.2
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		28.0			28.0			27.0	27.0		26.0	26.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	61.9	49.9		54.8	46.3		36.1	22.7	22.7	36.4	22.9	22.9
Actuated g/C Ratio	0.52	0.42		0.46	0.39		0.30	0.19	0.19	0.30	0.19	0.19
v/c Ratio	0.66	0.83		0.46	0.94		0.72	0.89	0.23	0.83	0.72	0.35
Control Delay	48.5	39.1		25.7	49.7		43.0	74.3	2.9	55.4	57.9	9.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.5	39.1		25.7	49.7		43.0	74.3	2.9	55.4	57.9	9.0
LOS	D	D		C	D		D	E	A	E	E	A
Approach Delay		40.2			48.1			52.4			45.6	
Approach LOS		D			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 104 (87%), Referenced to phase 2:WBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 45.7		Intersection LOS: D	
Intersection Capacity Utilization 94.0%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 1: Evans St/Hopkins Rd & Sheridan Dr

Packet Pg. 260
1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1348	0	0	1390	10	21
Future Volume (vph)	1348	0	0	1390	10	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	3574	0	0	3574	1770	1583
Flt Permitted					0.950	
Satd. Flow (perm)	3574	0	0	3574	1770	1583
Link Speed (mph)	45			45	30	
Link Distance (ft)	100			1051	125	
Travel Time (s)	1.5			15.9	2.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	2%	2%	1%	2%	2%
Adj. Flow (vph)	1434	0	0	1479	11	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1434	0	0	1479	11	22
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1348	0	0	1390	10	21
Future Volume (Veh/h)	1348	0	0	1390	10	21
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	1434	0	0	1479	11	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh)	2					
Upstream signal (ft)	279			1051		
pX, platoon unblocked			0.67		0.83	0.67
vC, conflicting volume			1434		2174	717
vC1, stage 1 conf vol					1434	
vC2, stage 2 conf vol					740	
vCu, unblocked vol			674		222	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	97
cM capacity (veh/h)			615		659	730

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	717	717	740	740	11	22
Volume Left	0	0	0	0	11	0
Volume Right	0	0	0	0	0	22
cSH	1700	1700	1700	1700	659	730
Volume to Capacity	0.42	0.42	0.43	0.43	0.02	0.03
Queue Length 95th (ft)	0	0	0	0	1	2
Control Delay (s)	0.0	0.0	0.0	0.0	10.6	10.1
Lane LOS					B	B
Approach Delay (s)	0.0		0.0		10.2	
Approach LOS					B	

Intersection Summary				
Average Delay	0.1			
Intersection Capacity Utilization	48.4%	ICU Level of Service		A
Analysis Period (min)	15			

Packet Pg. 261
1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1348	16	19	1381	0	0
Future Volume (vph)	1348	16	19	1381	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	90		0	0
Storage Lanes		0	1		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.998					
Flt Protected			0.950			
Satd. Flow (prot)	3567	0	1770	3574	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	3567	0	1770	3574	0	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	179			100	150	
Travel Time (s)	2.7			1.5	3.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	2%	2%	1%	2%	2%
Adj. Flow (vph)	1434	17	20	1469	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1451	0	20	1469	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1348	16	19	1381	0	0
Future Volume (Veh/h)	1348	16	19	1381	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	1434	17	20	1469	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)	179			1151		
pX, platoon unblocked			0.67		0.83	0.67
vC, conflicting volume			1451		2217	726
vC1, stage 1 conf vol					1442	
vC2, stage 2 conf vol					774	
vCu, unblocked vol			698		286	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			97		100	100
cM capacity (veh/h)			602		610	730

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	956	495	20	734	734
Volume Left	0	0	20	0	0
Volume Right	0	17	0	0	0
cSH	1700	1700	602	1700	1700
Volume to Capacity	0.56	0.29	0.03	0.43	0.43
Queue Length 95th (ft)	0	0	3	0	0
Control Delay (s)	0.0	0.0	11.2	0.0	0.0
Lane LOS			B		
Approach Delay (s)	0.0		0.2		
Approach LOS					

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		

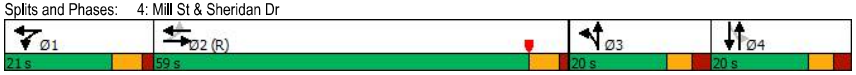
Packet Pg. 262
1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1194	92	117	1230	34	151	42	145	25	48	16
Future Volume (vph)	10	1194	92	117	1230	34	151	42	145	25	48	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	130		0	65		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.996			0.884			0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3530	0	1656	3558	0	1787	1661	0	1805	1801	0
Flt Permitted	0.203			0.950			0.950			0.633		
Satd. Flow (perm)	386	3530	0	1656	3558	0	1787	1661	0	1203	1801	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			4			143			11	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		738			179			787			377	
Travel Time (s)		11.2			2.7			17.9			8.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	3%	9%	1%	3%	1%	5%	0%	0%	2%	0%
Adj. Flow (vph)	11	1270	98	124	1309	36	161	45	154	27	51	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	1368	0	124	1345	0	161	199	0	27	68	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	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		Prot	NA		Prot	NA		Perm	NA	
Protected Phases		2		1	1 2		3	3 4			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2									4		
Detector Phase	2	2		1	1 2		3	3 4		4	4	
Switch Phase												
Minimum Initial (s)	1.0	1.0		3.0			6.0			6.0	6.0	
Minimum Split (s)	6.8	6.8		8.8			12.2			12.2	12.2	
Total Split (s)	59.0	59.0		21.0			20.0			20.0	20.0	
Total Split (%)	49.2%	49.2%		17.5%			16.7%			16.7%	16.7%	
Maximum Green (s)	53.2	53.2		15.2			13.8			13.8	13.8	
Yellow Time (s)	4.3	4.3		4.3			3.6			3.6	3.6	
All-Red Time (s)	1.5	1.5		1.5			2.6			2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0			0.0			0.0	0.0	
Total Lost Time (s)	5.8	5.8		5.8			6.2			6.2	6.2	
Lead/Lag	Lag	Lag		Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0			3.0			3.0	3.0	
Recall Mode	C-Max	C-Max		None			None			None	None	
Walk Time (s)	7.0	7.0								7.0	7.0	
Flash Dont Walk (s)	17.0	17.0								28.0	28.0	
Pedestrian Calls (#/hr)	0	0								0	0	
Act Effct Green (s)	58.1	58.1		15.2	79.1		13.2	28.9		9.5	9.5	
Actuated g/C Ratio	0.48	0.48		0.13	0.66		0.11	0.24		0.08	0.08	
v/c Ratio	0.06	0.80		0.59	0.57		0.82	0.39		0.28	0.45	
Control Delay	19.5	31.0		64.3	8.2		82.8	13.6		58.3	52.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.5	31.0		64.3	8.2		82.8	13.6		58.3	52.7	
LOS	B	C		E	A		F	B		E	D	
Approach Delay		30.9			12.9			44.5			54.3	
Approach LOS		C			B			D			D	

Intersection Summary		
Area Type:	Other	
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow, Master Intersection		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.82		
Intersection Signal Delay: 25.1	Intersection LOS: C	
Intersection Capacity Utilization 78.0%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 4: Mill St & Sheridan Dr



Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	15	284	8	10	214
Future Volume (vph)	4	15	284	8	10	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.996			
Flt Protected	0.950					0.998
Satd. Flow (prot)	1770	1583	1855	0	0	1859
Flt Permitted	0.950					0.998
Satd. Flow (perm)	1770	1583	1855	0	0	1859
Link Speed (mph)	30		30			30
Link Distance (ft)	274		432			787
Travel Time (s)	6.2		9.8			17.9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	5	17	330	9	12	249
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	17	339	0	0	261
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						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.4%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	15	284	8	10	214
Future Volume (Veh/h)	4	15	284	8	10	214
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	5	17	330	9	12	249
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						787
pX, platoon unblocked						
vC, conflicting volume	608	334			339	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	608	334			339	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	98			99	
cM capacity (veh/h)	455	707			1220	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	5	17	339	261
Volume Left	5	0	0	12
Volume Right	0	17	9	0
cSH	455	707	1700	1220
Volume to Capacity	0.01	0.02	0.20	0.01
Queue Length 95th (ft)	1	2	0	1
Control Delay (s)	13.0	10.2	0.0	0.5
Lane LOS	B	B		A
Approach Delay (s)	10.8		0.0	0.5
Approach LOS	B			

Intersection Summary				
Average Delay		0.6		
Intersection Capacity Utilization		29.4%	ICU Level of Service	A
Analysis Period (min)		15		

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1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

A5

Level of Service Calculations: Background Conditions

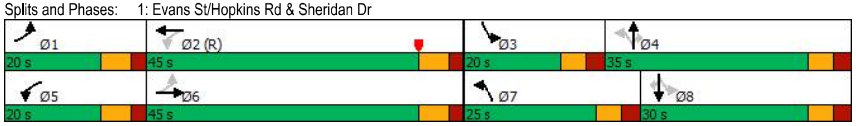
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	1069	80	114	853	93	106	158	91	294	294	187
Future Volume (vph)	99	1069	80	114	853	93	106	158	91	294	294	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	285		0	170		0	225		0	155		285
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.985				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	3465	0	1736	3413	0	1736	1776	1509	1787	1792	1468
Flt Permitted	0.165			0.089			0.253			0.466		
Satd. Flow (perm)	288	3465	0	163	3413	0	462	1776	1509	877	1792	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			10				147			197
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		1051			1003			612			911	
Travel Time (s)		15.9			15.2			13.9			17.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	3%	5%	4%	4%	6%	4%	7%	7%	1%	6%	10%
Adj. Flow (vph)	104	1125	84	120	898	98	112	166	96	309	309	197
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	1209	0	120	996	0	112	166	96	309	309	197
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
ected Phases	1	6		5	2		7	4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	25.0		5.0	25.0		5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.5	41.5		11.5	41.5		11.2	12.2	12.2	11.2	12.2	12.2
Total Split (s)	20.0	45.0		20.0	45.0		25.0	35.0	35.0	20.0	30.0	30.0
Total Split (%)	16.7%	37.5%		16.7%	37.5%		20.8%	29.2%	29.2%	16.7%	25.0%	25.0%
Maximum Green (s)	13.5	38.5		13.5	38.5		18.8	28.8	28.8	13.8	23.8	23.8
Yellow Time (s)	4.3	4.3		4.3	4.3		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.2	2.2		2.2	2.2		2.6	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.2	6.2	6.2	6.2	6.2	6.2
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		28.0			28.0			27.0	27.0		26.0	26.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	60.3	50.8		60.7	51.0		31.5	20.3	20.3	36.7	22.9	22.9
Actuated g/C Ratio	0.50	0.42		0.51	0.42		0.26	0.17	0.17	0.31	0.19	0.19
v/c Ratio	0.41	0.82		0.57	0.68		0.47	0.55	0.25	0.83	0.90	0.45
Control Delay	11.2	20.3		29.3	32.0		34.2	52.2	3.1	53.0	77.1	9.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.2	20.3		29.3	32.0		34.2	52.2	3.1	53.0	77.1	9.1
LOS	B	C		C	C		C	D	A	D	E	A
Approach Delay		19.6			31.7			34.2			51.5	
Approach LOS		B			C			C			D	

Intersection Summary		
Area Type:	Other	
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 36 (30%), Referenced to phase 2:WBTL, Start of Yellow		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.90		
Intersection Signal Delay: 32.0	Intersection LOS: C	
Intersection Capacity Utilization 84.2%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 1: Evans St/Hopkins Rd & Sheridan Dr



Packet Pg. 266
1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1382	0	0	1101	0	0
Future Volume (vph)	1382	0	0	1101	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3505	0	0	3471	1863	1863
Flt Permitted						
Satd. Flow (perm)	3505	0	0	3471	1863	1863
Link Speed (mph)	45			45	30	
Link Distance (ft)	100			1051	125	
Travel Time (s)	1.5			15.9	2.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	2%	2%	4%	2%	2%
Adj. Flow (vph)	1470	0	0	1171	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1470	0	0	1171	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1382	0	0	1101	0	0
Future Volume (Veh/h)	1382	0	0	1101	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	1470	0	0	1171	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh)	2					
Upstream signal (ft)	279			1051		
pX, platoon unblocked			0.59		0.70	0.59
vC, conflicting volume			1470		2056	735
vC1, stage 1 conf vol					1470	
vC2, stage 2 conf vol					586	
vCu, unblocked vol			392		231	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			682		408	636

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	735	735	586	586	0	0
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.43	0.43	0.34	0.34	0.02	0.03
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS					A	A
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS					A	

Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	48.2%	ICU Level of Service		A
Analysis Period (min)	15			

Packet Pg. 267
1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1382	0	0	1101	0	0
Future Volume (vph)	1382	0	0	1101	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	90		0	0
Storage Lanes		0	1		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3505	0	1863	3471	0	0
Flt Permitted						
Satd. Flow (perm)	3505	0	1863	3471	0	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	179			100	150	
Travel Time (s)	2.7			1.5	3.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	2%	2%	4%	2%	2%
Adj. Flow (vph)	1470	0	0	1171	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1470	0	0	1171	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1382	0	0	1101	0	0
Future Volume (Veh/h)	1382	0	0	1101	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	1470	0	0	1171	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)	179			1151		
pX, platoon unblocked			0.59		0.70	0.59
vC, conflicting volume			1470		2056	735
vC1, stage 1 conf vol					1470	
vC2, stage 2 conf vol					586	
vCu, unblocked vol			392		238	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			682		402	636

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	980	490	0	586	586
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	0
cSH	1700	1700	1700	1700	1700
Volume to Capacity	0.58	0.29	0.00	0.34	0.34
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0
Lane LOS					
Approach Delay (s)	0.0		0.0		
Approach LOS					

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	48.2%	ICU Level of Service	A
Analysis Period (min)	15		

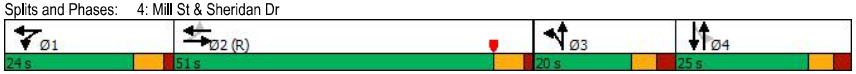
Packet Pg. 268
1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1260	130	159	932	11	105	21	99	22	86	20
Future Volume (vph)	10	1260	130	159	932	11	105	21	99	22	86	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	130		0	65		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.998			0.876			0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3456	0	1597	3459	0	1736	1548	0	1805	1732	0
Flt Permitted	0.286			0.950			0.950			0.676		
Satd. Flow (perm)	543	3456	0	1597	3459	0	1736	1548	0	1284	1732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			2			105			8	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		738			179			787			377	
Travel Time (s)		11.2			2.7			17.9			8.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	3%	3%	13%	4%	18%	4%	10%	7%	0%	7%	5%
Adj. Flow (vph)	11	1340	138	169	991	12	112	22	105	23	91	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	1478	0	169	1003	0	112	127	0	23	112	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	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		Prot	NA		Prot	NA		Perm	NA	
Protected Phases		2		1	1 2		3	3 4			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2									4		
Detector Phase	2	2		1	1 2		3	3 4		4	4	
Switch Phase												
Minimum Initial (s)	1.0	1.0		3.0			6.0			6.0	6.0	
Minimum Split (s)	6.8	6.8		8.8			12.2			12.2	12.2	
Total Split (s)	51.0	51.0		24.0			20.0			25.0	25.0	
Total Split (%)	42.5%	42.5%		20.0%			16.7%			20.8%	20.8%	
Maximum Green (s)	45.2	45.2		18.2			13.8			18.8	18.8	
Yellow Time (s)	4.3	4.3		4.3			3.6			3.6	3.6	
All-Red Time (s)	1.5	1.5		1.5			2.6			2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0			0.0			0.0	0.0	
Total Lost Time (s)	5.8	5.8		5.8			6.2			6.2	6.2	
Lead/Lag	Lag	Lag		Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0			3.0			3.0	3.0	
Recall Mode	C-Max	C-Max		None			None			None	None	
Walk Time (s)	7.0	7.0								7.0	7.0	
Flash Dont Walk (s)	17.0	17.0								28.0	28.0	
Pedestrian Calls (#/hr)	0	0								0	0	
Act Effct Green (s)	53.5	53.5		18.0	77.3		11.9	30.7		12.5	12.5	
Actuated g/C Ratio	0.45	0.45		0.15	0.64		0.10	0.26		0.10	0.10	
v/c Ratio	0.05	0.96		0.70	0.45		0.65	0.27		0.17	0.60	
Control Delay	22.8	47.6		48.6	25.8		69.4	10.1		50.0	60.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.8	47.6		48.6	25.8		69.4	10.1		50.0	60.1	
LOS	C	D		D	C		E	B		D	E	
Approach Delay		47.4			29.1			37.9			58.3	
Approach LOS		D			C			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 40.1		Intersection LOS: D	
Intersection Capacity Utilization 75.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 4: Mill St & Sheridan Dr



Packet Pg. 269
1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	48	90	135	19	143	232
Future Volume (vph)	48	90	135	19	143	232
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.983			
Flt Protected	0.950					0.981
Satd. Flow (prot)	1770	1583	1831	0	0	1827
Flt Permitted	0.950					0.981
Satd. Flow (perm)	1770	1583	1831	0	0	1827
Link Speed (mph)	30		30			30
Link Distance (ft)	274		432			787
Travel Time (s)	6.2		9.8			17.9
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61
Adj. Flow (vph)	79	148	221	31	234	380
Shared Lane Traffic (%)						
Lane Group Flow (vph)	79	148	252	0	0	614
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						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.7%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	48	90	135	19	143	232
Future Volume (Veh/h)	48	90	135	19	143	232
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61
Hourly flow rate (vph)	79	148	221	31	234	380
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						787
pX, platoon unblocked	0.99					
vC, conflicting volume	1084	236			252	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1082	236			252	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	60	82			82	
cM capacity (veh/h)	197	802			1313	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	79	148	252	614
Volume Left	79	0	0	234
Volume Right	0	148	31	0
cSH	197	802	1700	1313
Volume to Capacity	0.40	0.18	0.15	0.18
Queue Length 95th (ft)	45	17	0	16
Control Delay (s)	35.1	10.5	0.0	4.4
Lane LOS	E	B		A
Approach Delay (s)	19.1		0.0	4.4
Approach LOS	C			

Intersection Summary			
Average Delay		6.4	
Intersection Capacity Utilization		41.7%	ICU Level of Service A
Analysis Period (min)		15	

Packet Pg. 270
1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	1112	86	86	1057	199	227	316	96	223	252	145
Future Volume (vph)	156	1112	86	86	1057	199	227	316	96	223	252	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	285		0	170		0	225		0	155		285
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.976				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3535	0	1805	3488	0	1787	1900	1615	1787	1863	1568
Flt Permitted	0.080			0.087			0.342			0.195		
Satd. Flow (perm)	150	3535	0	165	3488	0	643	1900	1615	367	1863	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			19				147			148
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		1051			1003			612			911	
Travel Time (s)		15.9			15.2			13.9			17.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	0%	1%	1%	1%	0%	0%	1%	2%	3%
Adj. Flow (vph)	159	1135	88	88	1079	203	232	322	98	228	257	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	159	1223	0	88	1282	0	232	322	98	228	257	148
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
ected Phases	1	6		5	2		7	4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	25.0		5.0	25.0		5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.5	41.5		11.5	41.5		11.2	12.2	12.2	11.2	12.2	12.2
Total Split (s)	25.0	45.0		25.0	45.0		20.0	30.0	30.0	20.0	30.0	30.0
Total Split (%)	20.8%	37.5%		20.8%	37.5%		16.7%	25.0%	25.0%	16.7%	25.0%	25.0%
Maximum Green (s)	18.5	38.5		18.5	38.5		13.8	23.8	23.8	13.8	23.8	23.8
Yellow Time (s)	4.3	4.3		4.3	4.3		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.2	2.2		2.2	2.2		2.6	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.2	6.2	6.2	6.2	6.2	6.2
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		28.0			28.0			27.0	27.0		26.0	26.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	61.9	49.8		54.6	46.2		36.2	22.8	22.8	36.5	23.0	23.0
Actuated g/C Ratio	0.52	0.42		0.46	0.38		0.30	0.19	0.19	0.30	0.19	0.19
v/c Ratio	0.66	0.83		0.46	0.95		0.72	0.89	0.23	0.84	0.72	0.35
Control Delay	48.6	39.4		26.0	51.1		43.1	74.4	2.9	56.0	57.8	8.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.6	39.4		26.0	51.1		43.1	74.4	2.9	56.0	57.8	8.9
LOS	D	D		C	D		D	E	A	E	E	A
Approach Delay		40.4			49.4			52.5			45.7	
Approach LOS		D			D			D			D	

Intersection Summary		
Area Type:	Other	
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 104 (87%), Referenced to phase 2:WBTL, Start of Yellow		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.95		
Intersection Signal Delay: 46.3	Intersection LOS: D	
Intersection Capacity Utilization 94.4%	ICU Level of Service F	
Analysis Period (min) 15		

Splits and Phases: 1: Evans St/Hopkins Rd & Sheridan Dr

Packet Pg. 271
1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1355	0	0	1397	10	21
Future Volume (vph)	1355	0	0	1397	10	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	3574	0	0	3574	1770	1583
Flt Permitted					0.950	
Satd. Flow (perm)	3574	0	0	3574	1770	1583
Link Speed (mph)	45			45	30	
Link Distance (ft)	100			1051	125	
Travel Time (s)	1.5			15.9	2.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	2%	2%	1%	2%	2%
Adj. Flow (vph)	1441	0	0	1486	11	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1441	0	0	1486	11	22
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1355	0	0	1397	10	21
Future Volume (Veh/h)	1355	0	0	1397	10	21
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	1441	0	0	1486	11	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh)	2					
Upstream signal (ft)	279			1051		
pX, platoon unblocked			0.67		0.82	0.67
vC, conflicting volume			1441		2184	720
vC1, stage 1 conf vol					1441	
vC2, stage 2 conf vol					743	
vCu, unblocked vol			673		209	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	97
cM capacity (veh/h)			612		657	727

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	720	720	743	743	11	22
Volume Left	0	0	0	0	11	0
Volume Right	0	0	0	0	0	22
cSH	1700	1700	1700	1700	657	727
Volume to Capacity	0.42	0.42	0.44	0.44	0.02	0.03
Queue Length 95th (ft)	0	0	0	0	1	2
Control Delay (s)	0.0	0.0	0.0	0.0	10.6	10.1
Lane LOS					B	B
Approach Delay (s)	0.0		0.0		10.3	
Approach LOS					B	

Intersection Summary				
Average Delay		0.1		
Intersection Capacity Utilization		48.6%	ICU Level of Service	A
Analysis Period (min)		15		

Packet Pg. 272
1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1355	16	19	1388	0	0
Future Volume (vph)	1355	16	19	1388	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	90		0	0
Storage Lanes		0	1		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.998					
Flt Protected			0.950			
Satd. Flow (prot)	3567	0	1770	3574	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	3567	0	1770	3574	0	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	179			100	150	
Travel Time (s)	2.7			1.5	3.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	2%	2%	1%	2%	2%
Adj. Flow (vph)	1441	17	20	1477	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1458	0	20	1477	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1355	16	19	1388	0	0
Future Volume (Veh/h)	1355	16	19	1388	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	1441	17	20	1477	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			TWLTL		
Median storage veh)	2			2		
Upstream signal (ft)	179			1151		
pX, platoon unblocked			0.67		0.83	0.67
vC, conflicting volume			1458		2228	729
vC1, stage 1 conf vol					1450	
vC2, stage 2 conf vol					778	
vCu, unblocked vol			697		276	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			97		100	100
cM capacity (veh/h)			599		617	726

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3
Volume Total	961	497	20	738	738
Volume Left	0	0	20	0	0
Volume Right	0	17	0	0	0
cSH	1700	1700	599	1700	1700
Volume to Capacity	0.57	0.29	0.03	0.43	0.43
Queue Length 95th (ft)	0	0	3	0	0
Control Delay (s)	0.0	0.0	11.2	0.0	0.0
Lane LOS			B		
Approach Delay (s)	0.0		0.1		
Approach LOS					

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	48.6%	ICU Level of Service	A
Analysis Period (min)	15		

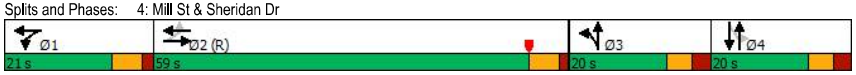
Packet Pg. 273
1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1200	92	118	1236	34	152	42	146	25	48	16
Future Volume (vph)	10	1200	92	118	1236	34	152	42	146	25	48	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	130		0	65		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.996			0.884			0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3530	0	1656	3558	0	1787	1661	0	1805	1801	0
Flt Permitted	0.202			0.950			0.950			0.632		
Satd. Flow (perm)	384	3530	0	1656	3558	0	1787	1661	0	1201	1801	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			4			144			11	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		738			179			787			377	
Travel Time (s)		11.2			2.7			17.9			8.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	3%	9%	1%	3%	1%	5%	0%	0%	2%	0%
Adj. Flow (vph)	11	1277	98	126	1315	36	162	45	155	27	51	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	1375	0	126	1351	0	162	200	0	27	68	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	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		Prot	NA		Prot	NA		Perm	NA	
Protected Phases		2		1	1 2		3	3 4			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2									4		
Detector Phase	2	2		1	1 2		3	3 4		4	4	
Switch Phase												
Minimum Initial (s)	1.0	1.0		3.0			6.0			6.0	6.0	
Minimum Split (s)	6.8	6.8		8.8			12.2			12.2	12.2	
Total Split (s)	59.0	59.0		21.0			20.0			20.0	20.0	
Total Split (%)	49.2%	49.2%		17.5%			16.7%			16.7%	16.7%	
Maximum Green (s)	53.2	53.2		15.2			13.8			13.8	13.8	
Yellow Time (s)	4.3	4.3		4.3			3.6			3.6	3.6	
All-Red Time (s)	1.5	1.5		1.5			2.6			2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0			0.0			0.0	0.0	
Total Lost Time (s)	5.8	5.8		5.8			6.2			6.2	6.2	
Lead/Lag	Lag	Lag		Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0			3.0			3.0	3.0	
Recall Mode	C-Max	C-Max		None			None			None	None	
Walk Time (s)	7.0	7.0								7.0	7.0	
Flash Dont Walk (s)	17.0	17.0								28.0	28.0	
Pedestrian Calls (#/hr)	0	0								0	0	
Act Effct Green (s)	58.1	58.1		15.2	79.1		13.3	28.9		9.5	9.5	
Actuated g/C Ratio	0.48	0.48		0.13	0.66		0.11	0.24		0.08	0.08	
v/c Ratio	0.06	0.80		0.60	0.58		0.82	0.39		0.28	0.45	
Control Delay	19.5	31.2		64.4	8.3		83.2	13.6		58.3	52.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.5	31.2		64.4	8.3		83.2	13.6		58.3	52.7	
LOS	B	C		E	A		F	B		E	D	
Approach Delay		31.1			13.1			44.7			54.3	
Approach LOS		C			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 25.2		Intersection LOS: C	
Intersection Capacity Utilization 78.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 4: Mill St & Sheridan Dr



Packet Pg. 274
1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	15	285	8	10	215
Future Volume (vph)	4	15	285	8	10	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.996			
Flt Protected	0.950					0.998
Satd. Flow (prot)	1770	1583	1855	0	0	1859
Flt Permitted	0.950					0.998
Satd. Flow (perm)	1770	1583	1855	0	0	1859
Link Speed (mph)	30		30			30
Link Distance (ft)	274		432			787
Travel Time (s)	6.2		9.8			17.9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	5	17	331	9	12	250
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	17	340	0	0	262
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						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.4%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	15	285	8	10	215
Future Volume (Veh/h)	4	15	285	8	10	215
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	5	17	331	9	12	250
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						787
pX, platoon unblocked						
vC, conflicting volume	610	336			340	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	610	336			340	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	98			99	
cM capacity (veh/h)	454	706			1219	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	5	17	340	262
Volume Left	5	0	0	12
Volume Right	0	17	9	0
cSH	454	706	1700	1219
Volume to Capacity	0.01	0.02	0.20	0.01
Queue Length 95th (ft)	1	2	0	1
Control Delay (s)	13.0	10.2	0.0	0.5
Lane LOS	B	B		A
Approach Delay (s)	10.9		0.0	0.5
Approach LOS	B			

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	29.4%	ICU Level of Service	A
Analysis Period (min)	15		

Packet Pg. 275
1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

A6

Level of Service Calculations: Full Development Conditions

Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	1123	89	86	1070	199	231	316	96	223	252	151
Future Volume (vph)	161	1123	89	86	1070	199	231	316	96	223	252	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	285		0	170		0	225		0	155		285
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.976				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3535	0	1805	3488	0	1787	1900	1615	1787	1863	1568
Flt Permitted	0.080			0.087			0.340			0.193		
Satd. Flow (perm)	150	3535	0	165	3488	0	640	1900	1615	363	1863	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			19				147			154
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		1096			1003			612			911	
Travel Time (s)		16.6			15.2			13.9			17.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	1%	0%	1%	1%	1%	0%	0%	1%	2%	3%
Adj. Flow (vph)	164	1146	91	88	1092	203	236	322	98	228	257	154
Shared Lane Traffic (%)												
Lane Group Flow (vph)	164	1237	0	88	1295	0	236	322	98	228	257	154
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
ected Phases	1	6		5	2		7	4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	25.0		5.0	25.0		5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.5	41.5		11.5	41.5		11.2	12.2	12.2	11.2	12.2	12.2
Total Split (s)	25.0	45.0		25.0	45.0		20.0	30.0	30.0	20.0	30.0	30.0
Total Split (%)	20.8%	37.5%		20.8%	37.5%		16.7%	25.0%	25.0%	16.7%	25.0%	25.0%
Maximum Green (s)	18.5	38.5		18.5	38.5		13.8	23.8	23.8	13.8	23.8	23.8
Yellow Time (s)	4.3	4.3		4.3	4.3		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.2	2.2		2.2	2.2		2.6	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.2	6.2	6.2	6.2	6.2	6.2
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		28.0			28.0			27.0	27.0		26.0	26.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	62.1	49.8		54.3	45.9		36.2	22.8	22.8	36.5	22.9	22.9
Actuated g/C Ratio	0.52	0.42		0.45	0.38		0.30	0.19	0.19	0.30	0.19	0.19
v/c Ratio	0.67	0.84		0.46	0.96		0.74	0.89	0.23	0.84	0.72	0.36
Control Delay	48.8	40.1		26.2	53.9		44.0	74.4	2.9	56.6	57.9	8.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.8	40.1		26.2	53.9		44.0	74.4	2.9	56.6	57.9	8.9
LOS	D	D		C	D		D	E	A	E	E	A
Approach Delay		41.1			52.1			52.8			45.6	
Approach LOS		D			D			D			D	

Intersection Summary		
Area Type:	Other	
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 104 (87%), Referenced to phase 2:WBTL, Start of Yellow		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.96		
Intersection Signal Delay: 47.4	Intersection LOS: D	
Intersection Capacity Utilization 95.0%	ICU Level of Service F	
Analysis Period (min) 15		

Splits and Phases: 1: Evans St/Hopkins Rd & Sheridan Dr

Packet Pg. 277
1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1341	42	52	1368	24	53
Future Volume (vph)	1341	42	52	1368	24	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.995					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3555	0	1770	3574	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3555	0	1770	3574	1770	1583
Link Speed (mph)	45			45	30	
Link Distance (ft)	234			1096	125	
Travel Time (s)	3.5			16.6	2.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	2%	2%	1%	2%	2%
Adj. Flow (vph)	1427	45	55	1455	26	56
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1472	0	55	1455	26	56
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	53.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1341	42	52	1368	24	53
Future Volume (Veh/h)	1341	42	52	1368	24	53
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	1427	45	55	1455	26	56
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh)	2					
Upstream signal (ft)	234			1096		
pX, platoon unblocked			0.66		0.83	0.66
vC, conflicting volume			1472		2287	736
vC1, stage 1 conf vol					1450	
vC2, stage 2 conf vol					838	
vCu, unblocked vol			693		315	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			91		95	92
cM capacity (veh/h)			595		528	718

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	NB 2
Volume Total	951	521	55	728	728	26	56
Volume Left	0	0	55	0	0	26	0
Volume Right	0	45	0	0	0	0	56
cSH	1700	1700	595	1700	1700	528	718
Volume to Capacity	0.56	0.31	0.09	0.43	0.43	0.05	0.08
Queue Length 95th (ft)	0	0	8	0	0	4	6
Control Delay (s)	0.0	0.0	11.7	0.0	0.0	12.2	10.4
Lane LOS			B			B	B
Approach Delay (s)	0.0		0.4			11.0	
Approach LOS						B	

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	53.2%	ICU Level of Service	A
Analysis Period (min)	15		

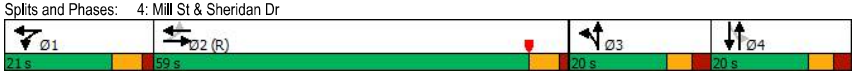
Packet Pg. 278
1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1207	98	129	1229	34	170	42	151	25	48	16
Future Volume (vph)	10	1207	98	129	1229	34	170	42	151	25	48	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	130		0	65		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.996			0.883			0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3530	0	1656	3558	0	1787	1660	0	1805	1801	0
Flt Permitted	0.203			0.950			0.950			0.629		
Satd. Flow (perm)	386	3530	0	1656	3558	0	1787	1660	0	1195	1801	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			4			149			11	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		738			234			182			377	
Travel Time (s)		11.2			3.5			4.1			8.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	3%	9%	1%	3%	1%	5%	0%	0%	2%	0%
Adj. Flow (vph)	11	1284	104	137	1307	36	181	45	161	27	51	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	1388	0	137	1343	0	181	206	0	27	68	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	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		Prot	NA		Prot	NA		Perm	NA	
Protected Phases		2		1	1 2		3	3 4			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2									4		
Detector Phase	2	2		1	1 2		3	3 4		4	4	
Switch Phase												
Minimum Initial (s)	1.0	1.0		3.0			6.0			6.0	6.0	
Minimum Split (s)	6.8	6.8		8.8			12.2			12.2	12.2	
Total Split (s)	59.0	59.0		21.0			20.0			20.0	20.0	
Total Split (%)	49.2%	49.2%		17.5%			16.7%			16.7%	16.7%	
Maximum Green (s)	53.2	53.2		15.2			13.8			13.8	13.8	
Yellow Time (s)	4.3	4.3		4.3			3.6			3.6	3.6	
All-Red Time (s)	1.5	1.5		1.5			2.6			2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0			0.0			0.0	0.0	
Total Lost Time (s)	5.8	5.8		5.8			6.2			6.2	6.2	
Lead/Lag	Lag	Lag		Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0			3.0			3.0	3.0	
Recall Mode	C-Max	C-Max		None			None			None	None	
Walk Time (s)	7.0	7.0								7.0	7.0	
Flash Dont Walk (s)	17.0	17.0								28.0	28.0	
Pedestrian Calls (#/hr)	0	0								0	0	
Act Effct Green (s)	57.6	57.6		15.2	78.6		13.7	29.4		9.5	9.5	
Actuated g/C Ratio	0.48	0.48		0.13	0.66		0.11	0.24		0.08	0.08	
v/c Ratio	0.06	0.82		0.66	0.58		0.89	0.40		0.29	0.45	
Control Delay	19.5	32.0		65.9	8.5		92.8	13.5		58.5	52.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.5	32.0		65.9	8.5		92.8	13.5		58.5	52.7	
LOS	B	C		E	A		F	B		E	D	
Approach Delay		31.9			13.8			50.6			54.3	
Approach LOS		C			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 26.7		Intersection LOS: C	
Intersection Capacity Utilization 79.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 4: Mill St & Sheridan Dr



Packet Pg. 279
1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	20	344	6	0	275
Future Volume (vph)	0	20	344	6	0	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865	0.998			
Flt Protected						
Satd. Flow (prot)	0	1611	1859	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1611	1859	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	252		85			182
Travel Time (s)	5.7		1.9			4.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	22	374	7	0	299
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	22	381	0	0	299
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.5%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	20	344	6	0	275
Future Volume (Veh/h)	0	20	344	6	0	275
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	22	374	7	0	299
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						182
pX, platoon unblocked	0.98					
vC, conflicting volume	676	378			381	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	659	378			381	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	97			100	
cM capacity (veh/h)	420	669			1177	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	22	381	299
Volume Left	0	0	0
Volume Right	22	7	0
cSH	669	1700	1700
Volume to Capacity	0.03	0.22	0.18
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.6	0.0	0.0
Lane LOS	B		
Approach Delay (s)	10.6	0.0	0.0
Approach LOS	B		

Intersection Summary				
Average Delay		0.3		
Intersection Capacity Utilization		28.5%	ICU Level of Service	A
Analysis Period (min)		15		

Packet Pg. 280
1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	15	289	8	10	218
Future Volume (vph)	4	15	289	8	10	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.996			
Flt Protected	0.950					0.998
Satd. Flow (prot)	1770	1583	1855	0	0	1859
Flt Permitted	0.950					0.998
Satd. Flow (perm)	1770	1583	1855	0	0	1859
Link Speed (mph)	30		30			30
Link Distance (ft)	274		432			520
Travel Time (s)	6.2		9.8			11.8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	5	17	336	9	12	253
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	17	345	0	0	265
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.6%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	15	289	8	10	218
Future Volume (Veh/h)	4	15	289	8	10	218
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	5	17	336	9	12	253
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						787
pX, platoon unblocked						
vC, conflicting volume	618	340			345	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	618	340			345	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	98			99	
cM capacity (veh/h)	449	702			1214	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	5	17	345	265
Volume Left	5	0	0	12
Volume Right	0	17	9	0
cSH	449	702	1700	1214
Volume to Capacity	0.01	0.02	0.20	0.01
Queue Length 95th (ft)	1	2	0	1
Control Delay (s)	13.1	10.3	0.0	0.5
Lane LOS	B	B		A
Approach Delay (s)	10.9		0.0	0.5
Approach LOS	B			

Intersection Summary			
Average Delay		0.6	
Intersection Capacity Utilization		29.6%	ICU Level of Service A
Analysis Period (min)		15	

Packet Pg. 281
1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	9	341	2	16	259
Future Volume (vph)	1	9	341	2	16	259
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.877		0.999			
Flt Protected	0.995					0.997
Satd. Flow (prot)	1625	0	1861	0	0	1857
Flt Permitted	0.995					0.997
Satd. Flow (perm)	1625	0	1861	0	0	1857
Link Speed (mph)	30		30			30
Link Distance (ft)	250		520			85
Travel Time (s)	5.7		11.8			1.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	10	371	2	17	282
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	373	0	0	299
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.7%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	9	341	2	16	259
Future Volume (Veh/h)	1	9	341	2	16	259
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	10	371	2	17	282
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						267
pX, platoon unblocked	0.99					
vC, conflicting volume	688	372			373	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	676	372			373	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	99			99	
cM capacity (veh/h)	407	674			1185	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	11	373	299
Volume Left	1	0	17
Volume Right	10	2	0
cSH	636	1700	1185
Volume to Capacity	0.02	0.22	0.01
Queue Length 95th (ft)	1	0	1
Control Delay (s)	10.8	0.0	0.6
Lane LOS	B		A
Approach Delay (s)	10.8	0.0	0.6
Approach LOS	B		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	36.7%	ICU Level of Service	A
Analysis Period (min)	15		

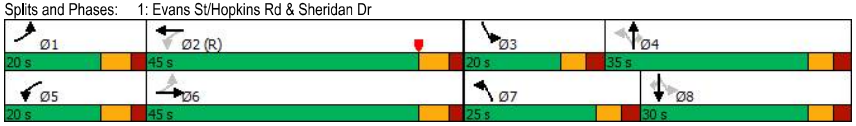
Packet Pg. 282
1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	1085	85	114	865	93	110	158	91	294	294	193
Future Volume (vph)	107	1085	85	114	865	93	110	158	91	294	294	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	285		0	170		0	225		0	155		285
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.985				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	3461	0	1736	3413	0	1736	1776	1509	1787	1792	1468
Flt Permitted	0.156			0.081			0.253			0.474		
Satd. Flow (perm)	272	3461	0	148	3413	0	462	1776	1509	892	1792	1468
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			10				147			203
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		1096			1003			612			911	
Travel Time (s)		16.6			15.2			13.9			17.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	3%	5%	4%	4%	6%	4%	7%	7%	1%	6%	10%
Adj. Flow (vph)	113	1142	89	120	911	98	116	166	96	309	309	203
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	1231	0	120	1009	0	116	166	96	309	309	203
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
...ected Phases	1	6		5	2		7	4		3	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	25.0		5.0	25.0		5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.5	41.5		11.5	41.5		11.2	12.2	12.2	11.2	12.2	12.2
Total Split (s)	20.0	45.0		20.0	45.0		25.0	35.0	35.0	20.0	30.0	30.0
Total Split (%)	16.7%	37.5%		16.7%	37.5%		20.8%	29.2%	29.2%	16.7%	25.0%	25.0%
Maximum Green (s)	13.5	38.5		13.5	38.5		18.8	28.8	28.8	13.8	23.8	23.8
Yellow Time (s)	4.3	4.3		4.3	4.3		3.6	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	2.2	2.2		2.2	2.2		2.6	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.2	6.2	6.2	6.2	6.2	6.2
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	C-Max		None	None	None	None	None	None
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		28.0			28.0			27.0	27.0		26.0	26.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	60.3	50.5		60.2	50.4		32.0	20.6	20.6	36.7	22.9	22.9
Actuated g/C Ratio	0.50	0.42		0.50	0.42		0.27	0.17	0.17	0.31	0.19	0.19
v/c Ratio	0.45	0.84		0.59	0.70		0.48	0.55	0.25	0.82	0.90	0.46
Control Delay	14.0	21.4		32.5	32.8		34.2	51.7	3.0	52.1	77.1	9.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.0	21.4		32.5	32.8		34.2	51.7	3.0	52.1	77.1	9.1
LOS	B	C		C	C		C	D	A	D	E	A
Approach Delay		20.8			32.8			34.0			50.9	
Approach LOS		C			C			C			D	

Intersection Summary		
Area Type:	Other	
Cycle Length: 120		
Actuated Cycle Length: 120		
Offset: 36 (30%), Referenced to phase 2:WBTL, Start of Yellow		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.90		
Intersection Signal Delay: 32.6	Intersection LOS: C	
Intersection Capacity Utilization 84.8%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 1: Evans St/Hopkins Rd & Sheridan Dr



Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1359	45	46	1077	19	51
Future Volume (vph)	1359	45	46	1077	19	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.995					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3488	0	1770	3471	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3488	0	1770	3471	1770	1583
Link Speed (mph)	45			45	30	
Link Distance (ft)	234			1096	125	
Travel Time (s)	3.5			16.6	2.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	2%	2%	4%	2%	2%
Adj. Flow (vph)	1446	48	49	1146	20	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1494	0	49	1146	20	54
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	49.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1359	45	46	1077	19	51
Future Volume (Veh/h)	1359	45	46	1077	19	51
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	1446	48	49	1146	20	54
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL			None		
Median storage veh)	2					
Upstream signal (ft)	234			1096		
pX, platoon unblocked			0.57		0.68	0.57
vC, conflicting volume			1494		2141	747
vC1, stage 1 conf vol					1470	
vC2, stage 2 conf vol					671	
vCu, unblocked vol			376		305	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			93		95	91
cM capacity (veh/h)			677		391	622

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	NB 2
Volume Total	964	530	49	573	573	20	54
Volume Left	0	0	49	0	0	20	0
Volume Right	0	48	0	0	0	0	54
cSH	1700	1700	677	1700	1700	391	622
Volume to Capacity	0.57	0.31	0.07	0.34	0.34	0.05	0.09
Queue Length 95th (ft)	0	0	6	0	0	4	7
Control Delay (s)	0.0	0.0	10.7	0.0	0.0	14.7	11.3
Lane LOS			B			B	B
Approach Delay (s)	0.0		0.4			12.2	
Approach LOS						B	

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	49.0%	ICU Level of Service	A
Analysis Period (min)	15		

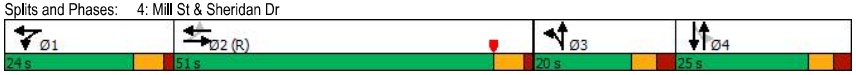
Packet Pg. 284
1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1270	132	164	920	11	132	22	111	23	86	20
Future Volume (vph)	10	1270	132	164	920	11	132	22	111	23	86	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	130		0	65		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.998			0.874			0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3456	0	1597	3459	0	1736	1545	0	1805	1732	0
Flt Permitted	0.289			0.950			0.950			0.667		
Satd. Flow (perm)	549	3456	0	1597	3459	0	1736	1545	0	1267	1732	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			2			118			8	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		738			234			182			377	
Travel Time (s)		11.2			3.5			4.1			8.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	3%	3%	13%	4%	18%	4%	10%	7%	0%	7%	5%
Adj. Flow (vph)	11	1351	140	174	979	12	140	23	118	24	91	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	1491	0	174	991	0	140	141	0	24	112	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	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		Prot	NA		Prot	NA		Perm	NA	
Protected Phases		2		1	1 2		3	3 4			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2									4		
Detector Phase	2	2		1	1 2		3	3 4		4	4	
Switch Phase												
Minimum Initial (s)	1.0	1.0		3.0			6.0			6.0	6.0	
Minimum Split (s)	6.8	6.8		8.8			12.2			12.2	12.2	
Total Split (s)	51.0	51.0		24.0			20.0			25.0	25.0	
Total Split (%)	42.5%	42.5%		20.0%			16.7%			20.8%	20.8%	
Maximum Green (s)	45.2	45.2		18.2			13.8			18.8	18.8	
Yellow Time (s)	4.3	4.3		4.3			3.6			3.6	3.6	
All-Red Time (s)	1.5	1.5		1.5			2.6			2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0			0.0			0.0	0.0	
Total Lost Time (s)	5.8	5.8		5.8			6.2			6.2	6.2	
Lead/Lag	Lag	Lag		Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0			3.0			3.0	3.0	
Recall Mode	C-Max	C-Max		None			None			None	None	
Walk Time (s)	7.0	7.0								7.0	7.0	
Flash Dont Walk (s)	17.0	17.0								28.0	28.0	
Pedestrian Calls (#/hr)	0	0								0	0	
Act Effct Green (s)	52.6	52.6		18.1	76.4		12.8	31.6		12.5	12.5	
Actuated g/C Ratio	0.44	0.44		0.15	0.64		0.11	0.26		0.10	0.10	
v/c Ratio	0.05	0.98		0.72	0.45		0.76	0.29		0.18	0.60	
Control Delay	22.9	53.1		50.3	25.7		77.0	9.7		50.3	60.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.9	53.1		50.3	25.7		77.0	9.7		50.3	60.1	
LOS	C	D		D	C		E	A		D	E	
Approach Delay		52.9			29.3			43.2			58.3	
Approach LOS		D			C			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 43.3		Intersection LOS: D	
Intersection Capacity Utilization 81.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 4: Mill St & Sheridan Dr



Packet Pg. 285
1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	26	238	8	0	383
Future Volume (vph)	0	26	238	8	0	383
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865	0.995			
Flt Protected						
Satd. Flow (prot)	0	1611	1853	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1611	1853	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	252		85			182
Travel Time (s)	5.7		1.9			4.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	28	259	9	0	416
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	28	268	0	0	416
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	23.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	26	238	8	0	383
Future Volume (Veh/h)	0	26	238	8	0	383
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	28	259	9	0	416
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						182
pX, platoon unblocked	0.95					
vC, conflicting volume	680	264			268	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	636	264			268	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	96			100	
cM capacity (veh/h)	420	775			1296	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	28	268	416
Volume Left	0	0	0
Volume Right	28	9	0
cSH	775	1700	1700
Volume to Capacity	0.04	0.16	0.24
Queue Length 95th (ft)	3	0	0
Control Delay (s)	9.8	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.8	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	23.5%	ICU Level of Service	A
Analysis Period (min)	15		

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1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	48	90	138	19	143	237
Future Volume (vph)	48	90	138	19	143	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.984			
Flt Protected	0.950					0.982
Satd. Flow (prot)	1770	1583	1833	0	0	1829
Flt Permitted	0.950					0.982
Satd. Flow (perm)	1770	1583	1833	0	0	1829
Link Speed (mph)	30		30			30
Link Distance (ft)	274		432			520
Travel Time (s)	6.2		9.8			11.8
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61
Adj. Flow (vph)	79	148	226	31	234	389
Shared Lane Traffic (%)						
Lane Group Flow (vph)	79	148	257	0	0	623
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.1%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	48	90	138	19	143	237
Future Volume (Veh/h)	48	90	138	19	143	237
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61
Hourly flow rate (vph)	79	148	226	31	234	389
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						787
pX, platoon unblocked	1.00					
vC, conflicting volume	1098	242			257	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1097	242			257	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	59	81			82	
cM capacity (veh/h)	193	797			1308	

Direction, Lane #	WB 1	WB 2	NB 1	SB 1
Volume Total	79	148	257	623
Volume Left	79	0	0	234
Volume Right	0	148	31	0
cSH	193	797	1700	1308
Volume to Capacity	0.41	0.19	0.15	0.18
Queue Length 95th (ft)	46	17	0	16
Control Delay (s)	36.0	10.5	0.0	4.3
Lane LOS	E	B		A
Approach Delay (s)	19.4		0.0	4.3
Approach LOS	C			

Intersection Summary				
Average Delay		6.4		
Intersection Capacity Utilization		42.1%	ICU Level of Service	A
Analysis Period (min)		15		

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1.a
Attachment: sp-2023-15_application repaired_032124 (temp) (Temp) (Converted) (28672 : SP-2023-15 5105 Sheridan Dr.)

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	19	227	1	6	377
Future Volume (vph)	3	19	227	1	6	377
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.882		0.999			
Flt Protected	0.994					0.999
Satd. Flow (prot)	1633	0	1861	0	0	1861
Flt Permitted	0.994					0.999
Satd. Flow (perm)	1633	0	1861	0	0	1861
Link Speed (mph)	30		30			30
Link Distance (ft)	250		520			85
Travel Time (s)	5.7		11.8			1.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	21	247	1	7	410
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	248	0	0	417
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	34.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	19	227	1	6	377
Future Volume (Veh/h)	3	19	227	1	6	377
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	21	247	1	7	410
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						267
pX, platoon unblocked	0.95					
vC, conflicting volume	672	248			248	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	632	248			248	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	97			99	
cM capacity (veh/h)	422	791			1318	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	24	248	417
Volume Left	3	0	7
Volume Right	21	1	0
cSH	713	1700	1318
Volume to Capacity	0.03	0.15	0.01
Queue Length 95th (ft)	3	0	0
Control Delay (s)	10.2	0.0	0.2
Lane LOS	B		A
Approach Delay (s)	10.2	0.0	0.2
Approach LOS	B		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	34.6%	ICU Level of Service	A
Analysis Period (min)	15		

Packet Pg. 288
1.a
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NEW YORK STATE OF OPPORTUNITY. | Parks, Recreation, and Historic Preservation

KATHY HOCHUL
Governor

ERIK KULLESEID
Commissioner

May 27, 2022

David Chiazza
Executive Vice President
Iskalo Development Corp
5166 Main St
Williamsville, NY 14221

Re: SEQRA
Sheridan Drive and Mill Street Assemblage Redevelopment
22PR03578

Dear David Chiazza:

Thank you for requesting the comments of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the project in accordance with the New York State Historic Preservation Act of 1980 (Section 14.09 of the New York Parks, Recreation and Historic Preservation Law). These comments are those of the OPRHP and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8) and its implementing regulations (6 NYCRR Part 617).

Based upon this review, it is the opinion of OPRHP that no properties, including archaeological and/or historic resources, listed in or eligible for the New York State and National Registers of Historic Places will be impacted by this project.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,

R. Daniel Mackay

Deputy Commissioner for Historic Preservation
Division for Historic Preservation

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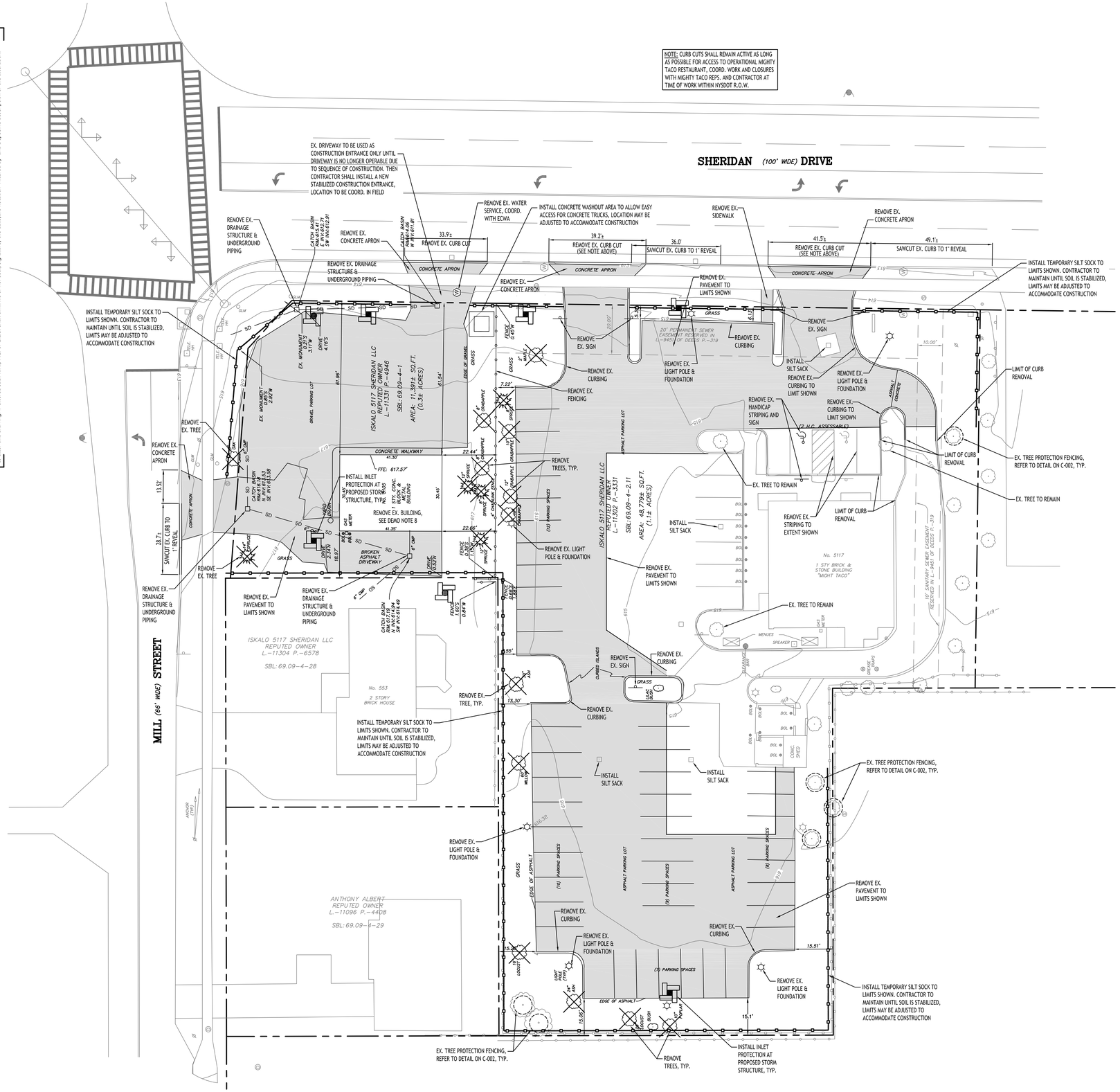
NOTE: CURB CUTS SHALL REMAIN ACTIVE AS LONG AS POSSIBLE FOR ACCESS TO OPERATIONAL MIGHTY TACO RESTAURANT, COORD. WORK AND CLOSURES WITH MIGHTY TACO REPS. AND CONTRACTOR AT TIME OF WORK WITHIN NYSDOT R.O.W.



Demolition & Erosion Control Plan

SCALE: 1"=20'

SEQUENCE OF MAJOR ACTIVITIES

THE CONTRACTOR WILL BE RESPONSIBLE FOR IMPLEMENTING THE FOLLOWING EROSION CONTROL AND STORM WATER MANAGEMENT CONTROL MEASURES. THE CONTRACTOR MAY DESIGNATE THESE TASKS TO CERTAIN SUBCONTRACTORS AS HE SEES FIT, BUT THE ULTIMATE RESPONSIBILITY FOR IMPLEMENTING THESE CONTROLS AND ENSURING THEIR PROPER FUNCTIONING REMAINS WITH THE CONTRACTOR. THE ORDER OF ACTIVITIES WILL BE AS FOLLOWS:

A. INSTALL PERIMETER SILT SOCK IN THE LOCATIONS SHOWN ON THE DEMOLITION AND EROSION CONTROL PLAN SHEET.

B. DEMO EXISTING BUILDING AND PAVEMENT AREAS.

C. COMMENCE SITE GRADING.

D. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS CEASED FOR MORE THAN 14 DAYS SHALL BE TEMPORARILY SEEDED AND WATERED.

E. CONSTRUCTION OF BUILDING.

F. INSTALLATION OF PROPOSED UTILITIES.

G. FINALIZE PAVEMENT SUBGRADE PREPARATION.

H. CONSTRUCT ALL CURB, DRAINAGE INLETS, STORM SEWER PIPES AND STORM SEWER MANHOLES, AS SHOWN ON PLANS. INSTALL TEMPORARY INLET PROTECTION AT THE LOCATION OF ALL INLETS.

I. DUCT CONTROL.

J. REMOVE INLET PROTECTION AROUND INLETS AND MANHOLES NO MORE THAN 48 HOURS PRIOR TO PLACING STABILIZED BASE COURSE.

K. INSTALL BASE MATERIAL AS REQUIRED FOR PAVEMENT.

L. CARRY OUT FINAL GRADING AND SEEDING AND PLANTINGS.

M. CLEAN STORM SYSTEM FOLLOWING CONSTRUCTION, CLEAN UNDERGROUND DETENTION BASIN AS PER MANUFACTURER RECOMMENDATIONS.

N. REMOVE SILT SOCK ONLY AFTER ALL PAVING IS COMPLETE AND EXPOSED SURFACES ARE STABILIZED.

DEMOLITION NOTES:

1. ALL PERIMETER SILT SOCK TO BE INSTALLED PRIOR TO CONSTRUCTION ACTIVITY BEGINNING.
2. CONTRACTOR SHALL TAKE PRECAUTIONS TO PROTECT THOSE ITEMS TO REMAIN, SUCH AS TREES, PROPERTY CORNER PINS, UTILITY POLES, VALVES, HYDRANTS, CURBS, MANHOLES AND CATCH BASINS.
3. TEMPORARY SILT SOCK TO BE INSTALLED AS DIRECTED BY THE OWNERS FIELD REPRESENTATIVE. MAINTAIN UNTIL VEGETATION IS ESTABLISHED AND PAVEMENT IS INSTALLED.
4. AS NECESSARY, COVERED DUMPSTERS SHALL BE PROVIDED ONSITE AS REQUIRED FOR CONSTRUCTION WASTE.
5. REMOVE ALL TREES AND STUMPS AS SHOWN AND DISPOSE OF OFF SITE. CONTRACTOR TO PROTECT ALL TREES/BRUSH NOT DISTURBED BY CONSTRUCTION ACTIVITY. LOCATIONS OF TREES SHOWN ON PLAN ARE APPROXIMATE, CONTRACTOR TO CONFIRM LOCATION PRIOR TO CONSTRUCTION.
6. CONTRACTOR TO COORDINATE WITH TOWN LANDSCAPE ARCHITECT WHICH TREES SHALL BE REMOVED AND WHICH SHALL REMAIN AND BE PROTECTED DURING CONSTRUCTION.
7. EXISTING CURB AND REMOVAL OF EXISTING ENTRANCE SHALL BE SAW CUT FULL-DEPTH AND NEATLY REMOVED FROM THE BACKSIDE, EXISTING PAVEMENT SHALL NOT BE DISTURBED AND THE PAVEMENT EDGE SHALL BE USED AS FORM FOR PLACING NEW CURB.
8. REMOVE EXISTING BUILDING TO INCLUDE ALL FOUNDATIONS, SIDEWALKS & PATIOS, STEPS, LANDSCAPING, ETC. ALL UTILITY CONNECTIONS TO BE ABANDONED AND/OR REMOVED PER COUNTY, TOWN, AND UTILITY COMPANY REQUIREMENTS. BACKFILL ANY FOUNDATIONS REMOVED AS NEEDED.
9. CONSTRUCTION SEQUENCING SHALL ENSURE AS LITTLE DISRUPTION AS POSSIBLE TO OPERATIONAL MIGHTY TACO RESTAURANT.

EROSION CONTROL NOTES

THE FOLLOWING EROSION CONTROL PROCEDURES SHALL BE ADHERED TO BY THE CONTRACTOR:

1. INSTALL TEMPORARY SILT SOCK BARRIERS AS DIRECTED BY THE OWNER AND AT ALL EXISTING STORMWATER CATCH BASINS WITHIN THE WORK AREA TO PREVENT SEDIMENT MIGRATION. ALL SILT SOCK BARRIERS SHALL BE INSTALLED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS.
2. TOPSOIL SHALL BE STRIPPED AND STOCKPILED ON SITE FOR RE-USE AS DIRECTED BY THE OWNER. ALL LOCAL ORDINANCES REGARDING THE SALE OF TOPSOIL MUST BE FOLLOWED. TOPSOIL MAY NOT BE REMOVED WITHOUT A PERMIT.
3. ALL SILT SOCK BARRIERS SHALL BE REPLACED WHEREVER THEY BECOME CLOGGED OR INOPERABLE.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE AND REMOVAL OF TEMPORARY SEDIMENTATION CONTROLS.
5. THE CONTRACTOR MUST CONTROL DUST DURING CONSTRUCTION. DURING EARTHWORK OPERATIONS, WATER-SPREADING EQUIPMENT SHALL BE PROVIDED BY THE CONTRACTOR, AND SPREAD WATER AS NECESSARY AND AS DIRECTED BY THE OWNER IN ORDER TO CONTROL DUST.
6. DIRT OR DEBRIS LEFT ON LOCAL PUBLIC ROADS AS A RESULT OF THIS CONSTRUCTION PROJECT SHALL BE REMOVED AND ROAD SURFACES CLEANED BY THE CONTRACTOR ON A DAILY BASIS.
7. ALL DISTURBED AREAS (EXCEPT AREAS TO BE PAVED OR BUILT UPON) SHALL BE TOPSOILED TO A MINIMUM 4" DEPTH AND SEEDED IMMEDIATELY AFTER FINE GRADING TRACE PLACE AND AS SOON AS PHYSICALLY POSSIBLE.
8. THE CONTRACTOR IS RESPONSIBLE FOR THE MAINTENANCE OF DOWNSTREAM STORM SEWERS, DITCHES, AND CULVERTS. SILT BUILDUP FOUND TO BE A RESULT OF THIS SITE CONSTRUCTION WORK SHALL BE REMOVED FROM DOWNSTREAM CULVERTS BY THE CONTRACTOR AT NO ADDITIONAL EXPENSE TO THE OWNER OR THE TOWN/CITY.
9. ALL SOIL EROSION AND SEDIMENT CONTROL DEVICES AND MATERIALS SHALL BE IN PLACE PRIOR TO BEGINNING EARTHWORK OPERATIONS AND SHALL BE MAINTAINED UNTIL THE NEW SLOPES ARE STABILIZED WITH SEEDING AND/OR SLOPE PROTECTION, AS DIRECTED BY THE ENGINEER.
10. INSTALL TEMPORARY SILT SOCK AROUND THE BASE OF STOCKPILES. STOCKPILES NOT BEING ACTIVELY USED FOR MORE THAN SEVEN (7) DAYS SHALL BE STABILIZED.
11. THE ENGINEER OF RECORD FOR THIS PROJECT CERTIFIES THAT THESE DESIGN PLANS MEET THE REQUIREMENTS AND ARE IN COMPLIANCE WITH THE NEW YORK STORMWATER MANAGEMENT DESIGN MANUAL AND NYSDEC PHASE II STORMWATER REGULATION REQUIREMENTS.

DEMOLITION & EROSION CONTROL LEGEND

EXISTING PAVEMENT TO BE SAWCUT & REMOVED

PROPOSED SILT SOCK

EXISTING TREE TO BE REMOVED

PROPOSED STORM INLET PROTECTION

NOTE: BOUNDARY AND TOPOGRAPHIC INFORMATION PROVIDED BY OTHERS, CARMINA WOOD DESIGN ASSUMES NO RESPONSIBILITY FOR ITS ACCURACY.

20' 0 20 40Ft.

CARMINAWOOD DESIGN
Buffalo | Utica | Greensboro

Proposed Retail w/ Drive Thru

5105 & 5117 Sheridan Drive
Amherst, NY

REVISIONS: No.	Description	Date
1	Rev. per Town & Owner comments	12/22/23
2	Rev. per NYSDOT comments	2/29/24

STATE OF NEW YORK R. CHRISTOPHER WOOD 076394 REGISTERED PROFESSIONAL ENGINEER

DRAWING NAME:

Demolition & Erosion Control Plan

Date: 11/20
Drawn By: P. She
Scale: As No

DRAWING NO.

C-001

Project No: 23-4037

Attachment: SP-2023-15_drawings_032124 (28672 : SP-2023-15 5105 Sheridan Dr.)

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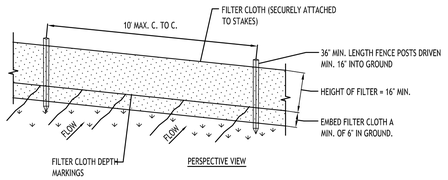
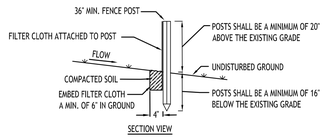


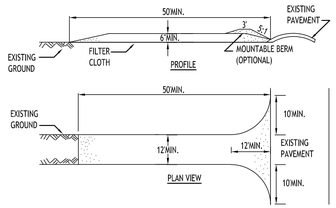


CONSTRUCTION SPECIFICATIONS

1. WOVEN FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES. POSTS SHALL BE STEEL EITHER 'T' OR 'U' TYPE OR HARDWOOD.
2. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER-LAPPED BY SIX INCHES AND FOLDED. FILTER CLOTH SHALL BE EITHER FILTER X, MIRAFI 100X, STABILINKA T140N, OR APPROVED EQUIVALENT.
3. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.

SILT FENCE DETAIL

NOT TO SCALE

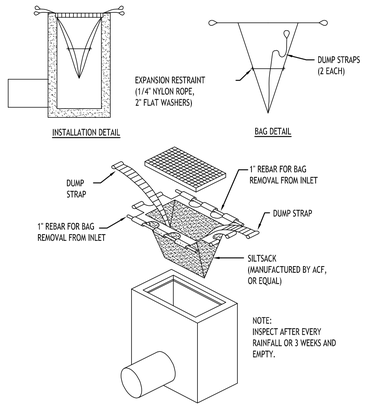


CONSTRUCTION SPECIFICATIONS

1. STONE SIZE - USE 2" STONE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
2. LENGTH - NOT LESS THAN 50 FEET (EXCEPT ON A SINGLE RESIDENCE LOT WHERE A 30 FOOT MINIMUM LENGTH WOULD APPLY).
3. THICKNESS - NOT LESS THAN SIX (6) INCHES.
4. WIDTH - TWELVE (12) FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS. TWENTY-FOUR (24) FOOT IF SINGLE ENTRANCE TO SITE.
5. FILTER CLOTH - WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
6. SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED ACROSS THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
7. MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY, ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACTED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
8. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON A AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
9. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

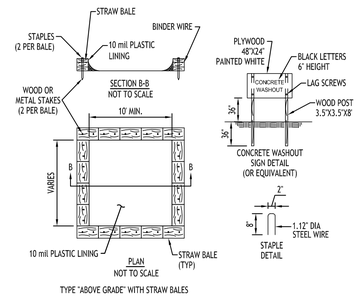
STABILIZED CONSTRUCTION ENTRANCE DETAIL

NOT TO SCALE



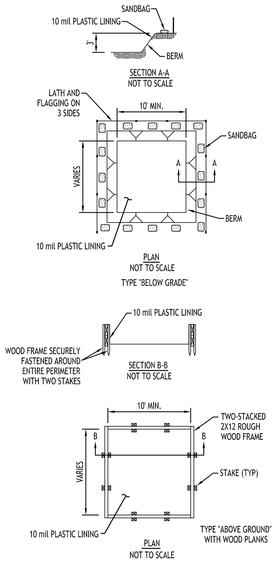
SILT SACK DETAIL

NOT TO SCALE



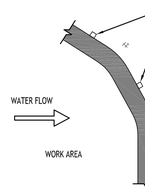
NOTES

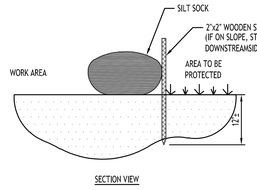
1. ACTUAL LAYOUT TO BE DETERMINED IN THE FIELD.
2. A CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 30' OF THE TEMPORARY CONCRETE WASHOUT FACILITY.
3. MATERIALS USED TO CONSTRUCT TEMPORARY CONCRETE WASHOUT FACILITIES SHALL BE REMOVED FROM THE SITE OF THE WORK AND DISPOSED OF OR RECYCLED.
4. HOLES, DEPRESSIONS OR OTHER GROUND DISTURBANCE CAUSED BY THE REMOVAL OF THE TEMPORARY CONCRETE WASHOUT FACILITIES SHALL BE BACKFILLED, REPAIRED, AND STABILIZED TO PREVENT EROSION.

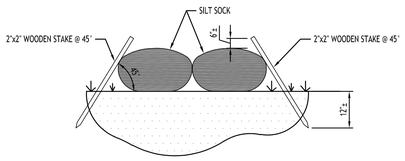


CONCRETE WASHOUT DETAIL

NOT TO SCALE







NOTES:

CONTRACTOR SHALL INSPECT AND MAINTAIN SILT SOCK AS NEEDED DURING THE DURATION OF CONSTRUCTION PROJECT.

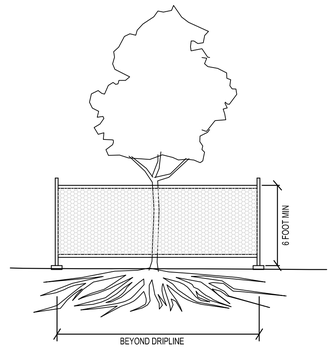
CONTRACTOR SHALL REMOVE SEDIMENT COLLECTED AT THE BASE OF THE SILT SOCK WHEN IT HAS REACHED ½ OF THE EXPOSED HEIGHT OF THE SILT SOCK. ALTERNATIVELY, RATHER THAN CREATE A SOIL DISTURBING ACTIVITY, THE ENGINEER MAY CALL FOR ADDITIONAL SILT SOCK TO BE ADDED AT AREAS OF HIGH SEDIMENTATION, PLACED IMMEDIATELY ON TOP OF THE EXISTING SEDIMENT LADEN SILT SOCK.

SILT SOCK SHALL BE OVERLAPPED 12" AT JOINTS AND STAKED ON EACH SIDE OF THE SOCK AT A 45° ANGLE

SILT SOCK DETAIL

NOT TO SCALE

PLAN VIEW OF ROOTS



TREE PROTECTION DETAIL

NOT TO SCALE

EXISTING TREE PROTECTION FENCE

MATERIALS

MATERIALS FOR TEMPORARY PLASTIC BARRIER FENCES SHALL MEET THE FOLLOWING REQUIREMENTS:

- FENCE: HIGH-DENSITY POLYETHYLENE MESH, ULTRAVIOLET-STABILIZED MIN. 2 YEARS; MINIMUM HEIGHT 4.0 FEET. COLOR: HIGH-VISIBILITY ORANGE OR GREEN. WHEN USED TO PROTECT TREES OR OTHER VEGETATION, COLOR SHALL BE HIGH-VISIBILITY ORANGE.
- POSTS: RIGID METAL OR WOOD POSTS, MINIMUM LENGTH 6.0 FEET.
- TIES: STEEL WIRE, #14 GAUGE OR NYLON CABLE TIES.
- WARNING SIGNS: SHEET METAL, PLASTIC OR OTHER RIGID, WATERPROOF MATERIAL, 1.5 FEET BY 2.0 FEET WITH 4 INCH BLACK LETTERS ON A WHITE BACKGROUND. TEXT SHALL BE: "PROTECTED SITE - KEEP OUT" UNLESS OTHERWISE SPECIFIED.

DETAILS

FENCES SHALL BE ERECTED PRIOR TO MOVING CONSTRUCTION EQUIPMENT ONTO ANY AREA DESIGNATED FOR PROTECTION.

THE LINE OF FENCES SHALL BE STAKED OR MARKED OUT ON THE GROUND BY THE CONTRACTOR AND APPROVED BY THE ENGINEER/OWNER BEFORE ANY FENCE IS INSTALLED. WHERE USED FOR PROTECTION OF INDIVIDUAL TREES, FENCE SHALL BE PLACED AT THE DRIP LINE (EXTENT OF CANOPY). IF NOT POSSIBLE, PLACEMENT SHALL BE AS CLOSE TO THE DRIP LINE AS POSSIBLE AND IN NO CASE LESS THAN 5.0 FEET AWAY FROM THE TREE TRUNK.

ON APPROVAL OF THE STAKEOUT, POSTS SHALL BE SECURELY DRIVEN ON 6.0 FOOT-MAXIMUM CENTERS, NORMAL TO THE GROUND, TO A DEPTH 1/3 OF THE TOTAL POST LENGTH. PLASTIC BARRIER FENCE SHALL BE PLACED ALONG THE SIDE OF ALL POSTS. ENDS OF FENCING SEGMENTS SHALL OVERLAP A DISTANCE OF AT LEAST ONE HALF THE FENCE HEIGHT.

FENCING SHALL BE SECURED TO POSTS WITH WIRE OR CABLE TIES AT TOP, MIDDLE AND BOTTOM OF POST. FASTENER SHALL BE TIGHT ENOUGH TO PREVENT THE FENCING FROM SLIPPING DOWN. OVERLAPS SHALL ALSO BE SECURELY FASTENED.

BARRIER FENCE WHICH IS NOT ORANGE IN COLOR SHALL BE FLAGGED AT 6.0 FOOT INTERVALS WITH RED OR ORANGE FLORESCENT TAPE. WARNING SIGNS SHALL BE MOUNTED ON THE FENCE AT NO MORE THAN 100 FOOT INTERVALS.

MAINTENANCE SHALL COMMENCE IMMEDIATELY AFTER ERECTION OF THE FENCE AND CONTINUE UNTIL ONE WEEK PRIOR TO ACCEPTANCE OF THE CONTRACT, AND SHALL CONSIST OF: REPLACING DAMAGED POST(S) AND FENCING; RE-FASTENING AND TIGHTENING FENCING; AND RESTORING FENCE TO ITS INTENDED HEIGHT.

FENCING USED FOR TREE OR OTHER VEGETATION PROTECTION SHALL NOT BE TEMPORARILY REMOVED TO ALLOW EQUIPMENT ACCESS OVER A PROTECTED AREA, EXCEPT AS REQUIRED FOR ITEMS OF WORK SPECIFICALLY SHOWN ON THE PLANS AND APPROVED BY THE ENGINEER IN WRITING.

CARMINAWOOD DESIGN
Buffalo | Utica | Greensboro

Proposed Retail w/ Drive Thru

5105 & 5117 Sheridan Drive
Amherst, NY

REVISIONS:

No.	Description	Date

DRAWING NAME:

Demolition & Erosion Control Details

Date: 11/20
Drawn By: P. She
Scale: As No

DRAWING NO.

C-002

Project No: 23-4037

Attachment: SP-2023-15_drawings_032124 (28672 : SP-2023-15 5105 Sheridan Dr.)

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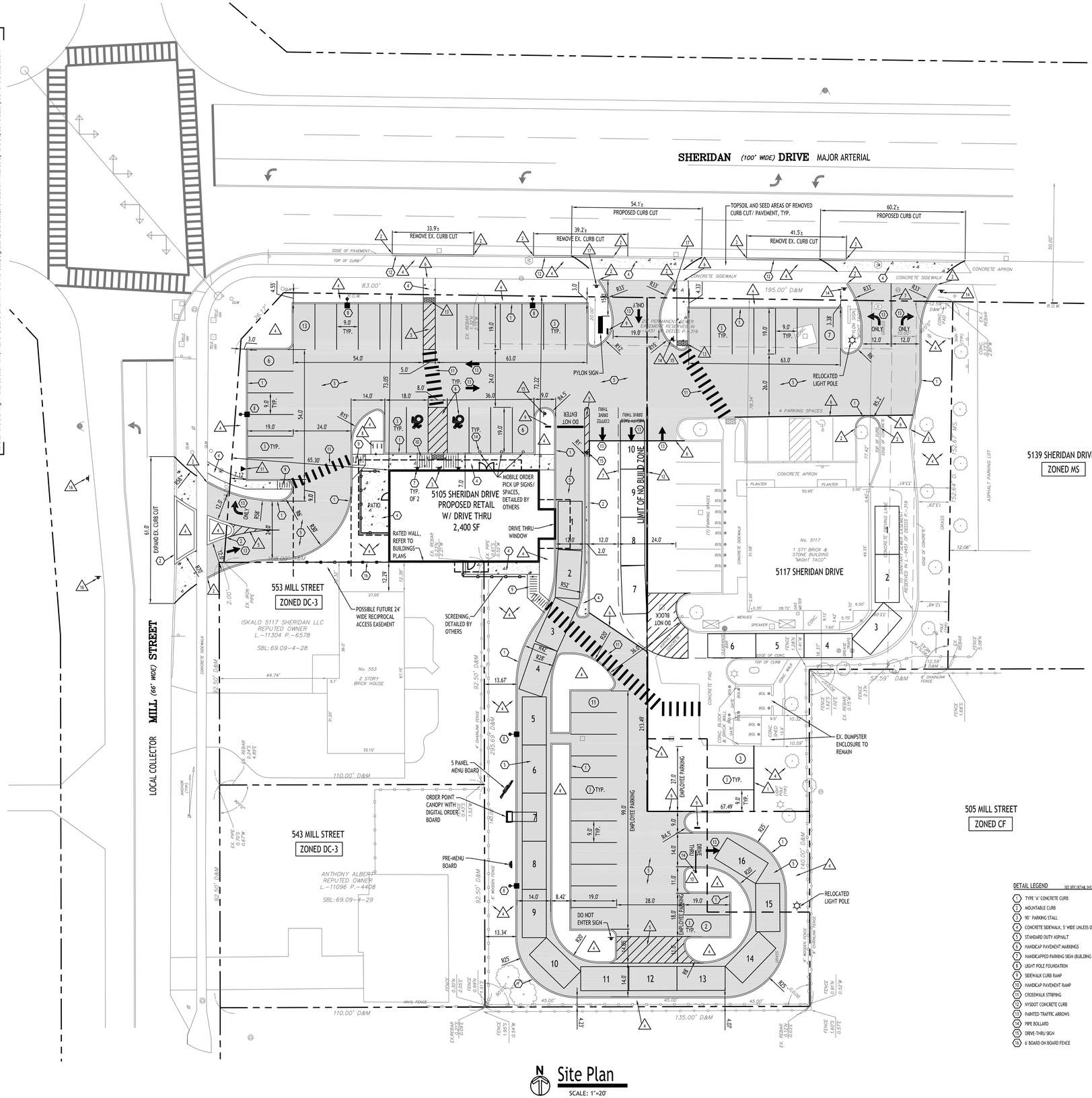


Site Plan
SCALE: 1"=20'

Site Data (5105 & 5117 Sheridan Drive)		
SITE AREA = 1.38 AC (TOTAL)		
ZONED: DC - 3		
USE: PROPOSED 2,400 SF RETAIL WITH DRIVE THRU		
SETBACKS - BUILDING	REQUIRED	PROVIDED
FRONT	10 FT MAX.	65.30' MIN. *
SIDE (3 STORIES)	30 FT MIN.	0.0' MIN. *
REAR (3 STORIES)	30 FT MIN.	N/A
SETBACKS - PARKING		
FRONT	N/A	3.0' MIN.
SIDE	N/A	17.57' MIN.
REAR	N/A	N/A
TOTAL VEHICLE SPACES	13	59
BICYCLE	2	6
ELECTRIC VEHICLE STATION	1	1
LOCAL STREET (per Section 5A-6-5)		
CLEAR PED. ZONE (INCREMENTAL CORE)	8' MIN.	0' *
CURB ZONE (INCREMENTAL CORE)	6' MIN.	0' *
CURB LANE	8' MIN.	0' *
TRAVEL LANE	9' MIN./10' MAX.	0' *
GREENSPACE		
DEEP LOT TRANSITION	30'	N/A
INTERIOR PARKING GREENSPACE:	5% (0.04 AC)	8.6% (0.07 AC)
OVERALL:	N/A	21.7% (0.3 AC)
MAX. BUILDING HEIGHT	3 stories / 42'	< 3 stories
OUTDOOR AMENITY SPACE	5% (0.07 AC)	0.5% (0.007 AC) *

* VARIANCE REQUIRED

PARKING CALCULATION (per Section 5A-9-1-A)

RETAIL SALES & SERVICE:
REQD: 2.5 spaces per 1,000 SF = 4,965 / 1,000 x 2.5 units = 12.4 spaces
REQD = 13 SPACES REQD

BICYCLE CALCULATION (per Section 5A-9-1-A)

COMMERCIAL:
REQD: 1 per 3,000 SF
REQD = 4,965 / 3,000 = 1.6 therefore 2 SPACES REQD.

ELECTRIC VEHICLE CALCULATION (per Section 5A-9-1-D)

1% OF TOTAL PARKING = 59 x 0.01 = 1 SPACES REQD.

SITE NOTES:

1. ALL RADII SHALL BE 3'-0" UNLESS OTHERWISE NOTED.
2. ALL DISTURBED AREAS: SHALL HAVE 4" MIN. OF TOPSOIL AND SEED.
3. ALL DIMENSIONS FROM PROPERTY LINES SHALL BE MEASURED PERPENDICULAR TO THE PROPERTY LINE.
4. CENTER ENTRANCE SIDEWALKS ON DOOR OPENINGS.
5. BUILDING DIMENSIONS ARE APPROXIMATE, REFER TO ARCHITECTURAL DRAWINGS FOR LAYOUT DIMENSIONS.
6. ALL HANDICAP RAMPS (NOT WITHIN THE NYSDOT R.O.W.) AND/OR SIDEWALKS FLUSH TO PAVEMENT SHALL HAVE ADA COMPLIANT TACTILE WARNING STRIPS WHERE ENTERING PARKING AREAS/DRIVEWAYS. SIDEWALKS FLUSH TO PAVEMENT WITHIN THE NYSDOT R.O.W. SHALL ADHERE TO THE NOTES AND DESIGN REGULATIONS AS STATED ON NYSDOT STANDARD SHEET 608-01.

GENERAL NOTES:

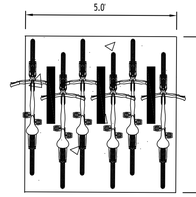
1. INSTALL ALL MATERIALS TO MANUFACTURER'S RECOMMENDATIONS AND BEST STANDARDS OF TRADE INVOLVED.
2. SUBSTITUTIONS SHALL BE MADE ONLY WITH OWNER'S APPROVAL AND BE OF EQUIVALENT QUALITY TO WHAT IS SPECIFIED.
3. WORK SHALL BE COMPLETED IN STRICT ACCORDANCE WITH ALL LOCAL CODES AND OSHA SAFETY RULES AND REGULATIONS.
4. VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS AT THE SITE. NOTIFY OWNER & ENGINEER OF DISCREPANCIES IN CONDITIONS SHOWN ON DRAWINGS PRIOR TO PROCEEDING WITH THE WORK.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF ANY EXISTING STRUCTURES TO REMAIN AND ANY FINISH MATERIAL INSTALLED WHILE WORKING ON OTHER COMPONENTS.
6. CONTRACTOR SHALL KEEP JOB FREE OF DEBRIS AND MAKE FINAL CLEANUP TO SATISFACTION OF OWNER.
7. CONTRACTOR SHALL ASCERTAIN THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION SO THAT THIS WORK WILL NOT DISTURB EXISTING LINES AND/OR INSTALLATIONS. COORDINATE ALL WORK WITH THE APPLICABLE UTILITY COMPANIES.
8. ALL OTHER PERMITS REQUIRED BY STATE OF NEW YORK, COUNTY OF ERIE, AND TOWN OF AMHERST ARE THE RESPONSIBILITY OF THE CONTRACTOR/DEVELOPER/OWNER.
9. EXISTING CURB AND REMOVAL OF EXISTING ENTRANCE SHALL BE SAW CUT FULL-DEPTH AND NEATLY REMOVED FROM THE BACKSIDE, EXISTING PAVEMENT SHALL NOT BE DISTURBED AND THE PAVEMENT EDGE SHALL BE USED AS FORM FOR PLACING NEW CURB.
10. REFER TO NYSDOT STANDARD SHEET 608-03 FOR DRIVEWAY ENTRANCE AND LAYOUT INFORMATION ALONG TRANSIT ROAD.
11. ALL DISTURBED AREAS WITHIN NYSDOT R.O.W. TO BE RESTORED USING ITEM 610.1402 TOPSOIL - ROADSIDE AND ITEM 610.1602 TURF ESTABLISHMENT - LAWNS AND COMPLY WITH NYSDOT STANDARDS AND SPECIFICATIONS SECTION 713 - LANDSCAPE DEVELOPMENT MATERIALS.

DETAIL LEGEND (SEE SEPT. DETAIL SHEET)

1. TYPE 'A' CONCRETE CURB
2. MOUNTABLE CURB
3. 90° PARKING STALL
4. CONCRETE SIDEWALK, 5' WIDE UNLESS OTHERWISE NOTED
5. STANDARD DUTY ASPHALT
6. HANDICAP PAVEMENT MARKINGS
7. HANDICAPPED PARKING SIGN (BUILDING MOUNTED)
8. LIGHT POLE FOUNDATION
9. SIDEWALK CURB RAMP
10. HANDICAP PAVEMENT RAMP
11. CROSSWALK STRIPING
12. NYSDOT CONCRETE CURB
13. PAINTED TRAFFIC ARROWS
14. PIPE BOLLARD
15. DRIVE-THRU SIGN
16. 6' BOARD ON BOARD FENCE

NOTE LEGEND

A. EDGE OF PAVEMENT
1. RUNOUT CURB IN 2' OR MATCH EXISTING CURB
2. INSTALL 'NO PARKING' SIGN, M.U.T.C.D. SIGN NO. R7-1C
3. LANDSCAPED AREA - SEE LANDSCAPE PLAN, IF NO PLANTINGS, INSTALL TOPSOIL & SEED
4. 4" WIDE WHITE PAINT STRIPE @ 45° & 2' O.C., INFILL AREA AS SHOWN
5. MATCH EX. PAVEMENT, SAWCUT AS REQD TO ACHIEVE SQUARE EDGE TO MATCH
6. 4" WIDE WHITE PAINT STRIPE (DASHED OR SOLID, SEE PLAN)
7. DECORATIVE BIKE RACK, DETAILED BY OTHERS
8. DIRECTIONAL SIGN, DETAILED BY OTHERS
9. OLYMPIA BIKE RACK
10. ELECTRIC VEHICLE CHARGING STATION, DETAILED BY OTHERS
11. 4" WIDE YELLOW DOUBLE PAINT STRIPE
12. DETECTABLE WARNING
13. INSTALL 'DO NOT ENTER' SIGN, M.U.T.C.D. SIGN NO. R5-1
14. INSTALL 'STOP' SIGN, M.U.T.C.D. SIGN NO. R1-1
15. INSTALL 'NO LEFT TURN' SIGN, M.U.T.C.D. SIGN NO. R3-2
16. 'ENTER ONLY' SIGN



Bike Rack Detail
NOT TO SCALE

SITE LEGEND

- PROPERTY LINE
- PROPOSED CURB
- PROPOSED SIDEWALK / CONCRETE PAD
- NUMBER OF PARKING SPACES (27)
- PROPOSED SIGN
- PROPOSED STANDARD DUTY ASPHALT PAVEMENT
- PROPOSED LIGHT POLE

NOTE: BOUNDARY AND TOPOGRAPHIC INFORMATION PROVIDED BY OTHERS, CARMINA WOOD DESIGN ASSUMES NO RESPONSIBILITY FOR ITS ACCURACY.

20' 0 20 40Ft.

CARMINAWOOD DESIGN
Buffalo | Utica | Greensboro

Proposed Retail w/ Drive Thru
5105 & 5117 Sheridan Drive
Amherst, NY

REVISIONS: No.	Description	Date
1	Rev. per Town comments	11/28/23
2	Rev. per Town comments	12/11/23
3	Rev. per Town comments	12/22/23
4	Rev. per NYSDOT & ECDPW comments	2/20/24
5	Rev. per owner comments	2/29/24

STATE OF NEW YORK R. CHRISTOPHER WOOD 076394 LICENSED PROFESSIONAL ENGINEER

DRAWING NAME:
Site Plan

Date: 11/20
Drawn By: P. She
Scale: As No

DRAWING NO.
C-100

Project No: 23-4037

Attachment: SP-2023-15_drawings_032124 (28672 : SP-2023-15 5105 Sheridan Dr.)

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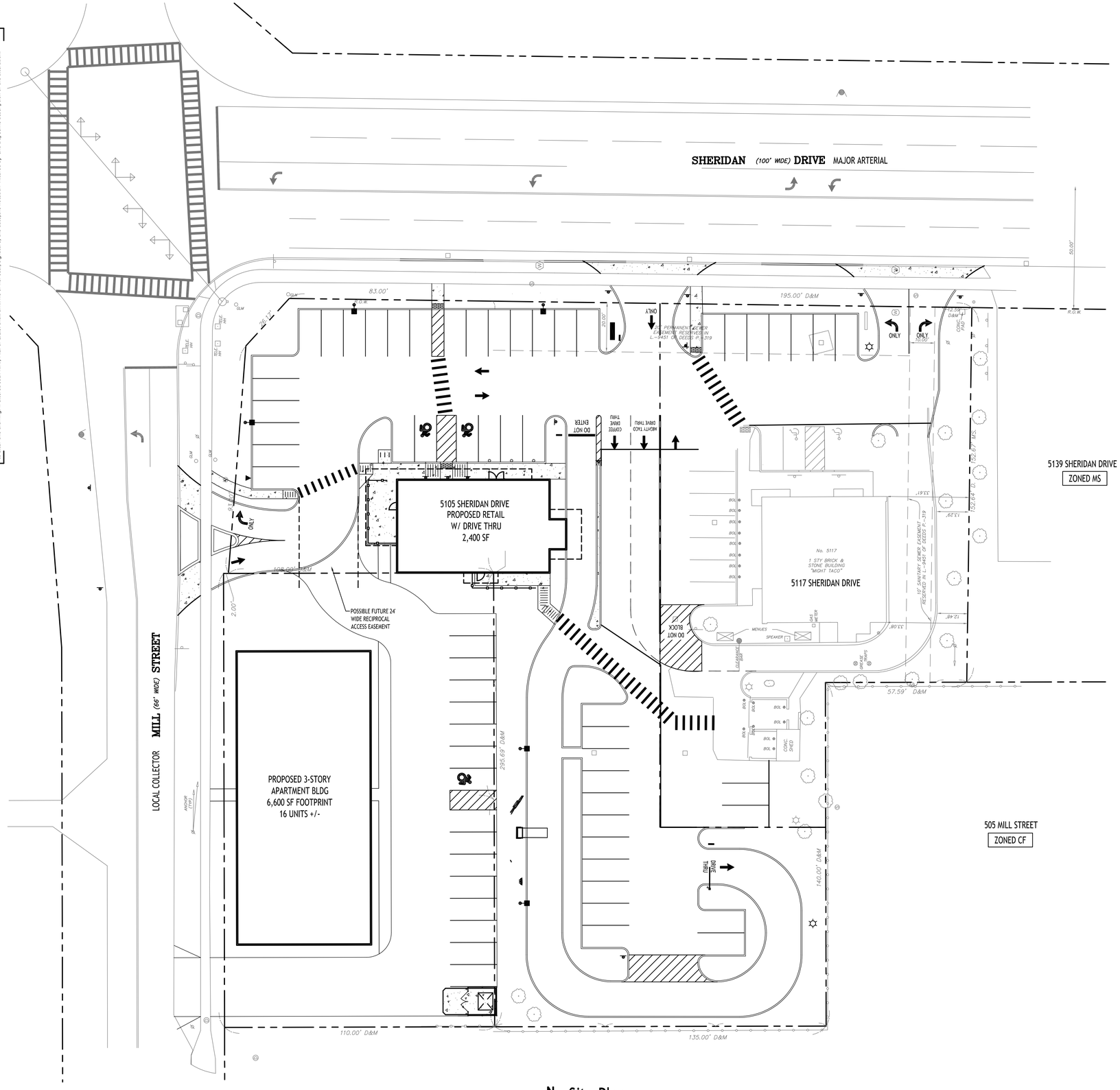
SHERIDAN (100' WIDE) DRIVE MAJOR ARTERIAL
MILL (66' WIDE) STREET
LOCAL COLLECTOR
5105 SHERIDAN DRIVE
PROPOSED RETAIL
W/ DRIVE THRU
2,400 SF
5117 SHERIDAN DRIVE
No. 5117
1 STY BRICK & STONE BUILDING
"MIGHT TACO"
5139 SHERIDAN DRIVE
ZONED MS
505 MILL STREET
ZONED CF
PROPOSED 3-STORY
APARTMENT BLDG
6,600 SF FOOTPRINT
16 UNITS +/-
POSSIBLE FUTURE 24' WIDE RECIPROCAL ACCESS EASEMENT
83.00'
195.00' D&M
50.00'
20.00'
ONLY
ONLY
ONLY
DO NOT ENTER
COVER DRIVE THRU
MIGHT TACO DRIVE THRU
MENUES
SPEAKER
CANOPY
GREASE TRAPS
CONC. SHED
BOL
BOL
BOL

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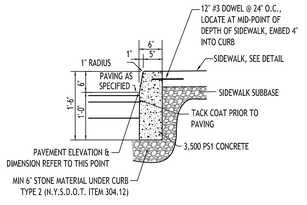
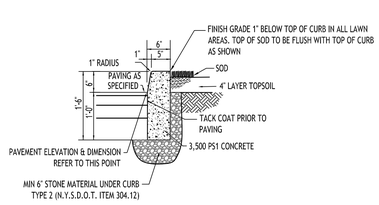


ABUTTING SIDEWALK



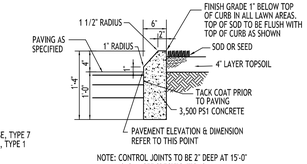
ABUTTING LANDSCAPE/GRASS

NOTES:
1. CONTROL JOINTS TO BE 2" DEEP AT 15'-0" O.C. - SEE SPECIFICATIONS FOR FURTHER JOINT REQUIREMENTS NYSDOT 702-0700.
2. WHERE THE CURB DROPS (IS FLUSH WITH ASPHALT) THE DEPTH OF CURB BELOW GRADE SHALL BE INCREASED TO 1'-6" AND OTHER DIMENSIONS ADJUSTED ACCORDINGLY.

TYPE "A" CONCRETE CURB - 1

NOT TO SCALE

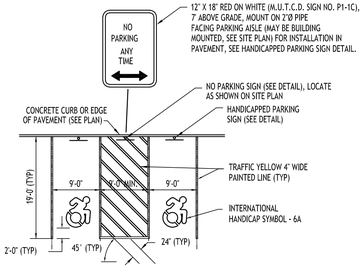
NOTE: GRASS MAY BE REPLACED BY 2 1/2" OF ASPHALT TOP COURSE, TYPE 7 & 6" (MIN.) OF SUBBASE MATERIAL, TYPE 1 SEE SITE PLAN



NOTE: CONTROL JOINTS TO BE 2" DEEP AT 15'-0" O.C. - SEE SPECIFICATIONS FOR FURTHER JOINT REQUIREMENTS NYSDOT 750-07

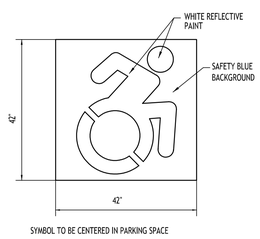
MOUNTABLE CURB - 2

NOT TO SCALE



HANDICAPPED PAVEMENT MARKINGS & SIGNAGE - 6

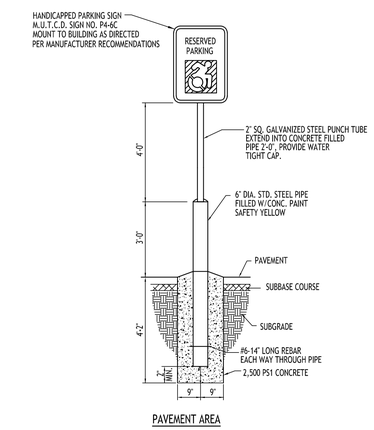
NOT TO SCALE



SYMBOL TO BE CENTERED IN PARKING SPACE

INTERNATIONAL HANDICAP SYMBOL - 6A

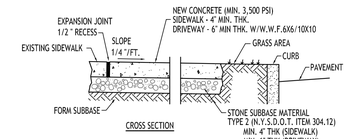
NOT TO SCALE



PAVEMENT AREA

HANDICAPPED PARKING SIGN - 7

NOT TO SCALE

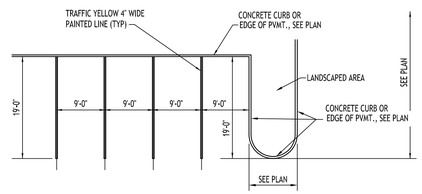


CROSS SECTION

NOTES:
1. CONTROL JOINTS TO BE AT 5'-0" O.C., BOTH WAYS WHERE APPLICABLE. SEE SPECIFICATIONS FOR FURTHER JOINT REQUIREMENTS NYSDOT 702-0700.
2. CONCRETE SIDEWALK AND DRIVEWAY MATERIAL SHALL CONFORM TO NYSDOT STANDARD SPECIFICATION 501 AND CONSTRUCTION METHODS SHALL CONFORM TO NYSDOT STANDARD SPECIFICATION 608-3.
3. SUBBASE GRADE SHALL FOLLOW THE PROPOSED GRADE OF THE SIDEWALK AND SLOPE AWAY FROM BUILDING WHERE APPLICABLE, PROVIDE CONTINUOUS STONE PATH TO CURB UNDERDRAIN WHERE PROVIDED.
4. FULL DEPTH EXPANSION JOINTS SHALL BE INSTALLED EVERY 20' O.C., BOTHWAYS WHERE APPLICABLE. SEE SPECIFICATIONS FOR FURTHER JOINT REQUIREMENTS NYSDOT 702-0700.
5. SEE CURB DETAIL FOR DOWLING REQUIREMENTS WHERE ABUTTING CURB.
6. INSTALL 6' LONG #3 DOWELS @ 12" O.C. WHERE SIDEWALK ABUTS A BUILDING WALL AT AN ENTRANCE, THICKEN SIDEWALK TO 6' AT BUILDING WALL AND INSTALL DOWEL CENTERED IN THE 6' DEPTH. DOWELS AND THICKENING OF SIDEWALK SHALL EXTEND 18" EITHER SIDE OF ENTRANCE.
7. INSTALL 1/2" PREMOLDED EXPANSION JOINT WITH BACKER ROD & SEALANT WHERE SIDEWALK ABUTS BUILDING OR OTHER STRUCTURE.

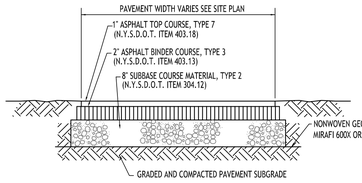
CONCRETE SIDEWALK - 4

NOT TO SCALE



90° PARKING STALL LAYOUT - 3

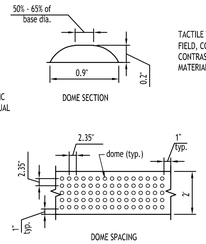
NOT TO SCALE



NOTE: CONSTRUCTION METHODS FOR ASPHALT PAVEMENT SHALL CONFORM TO NYSDOT STANDARD SPECIFICATION 401-3, WITH SUBBASE CONSTRUCTION METHODS CONFORMING TO NYSDOT STANDARD SPECIFICATION 304-3.

STANDARD DUTY ASPHALT SECTION - 5

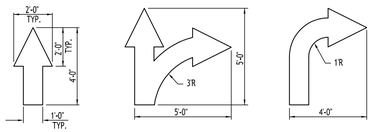
NOT TO SCALE



DOME SECTION

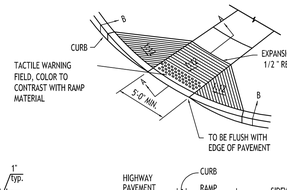
DOME SPACING

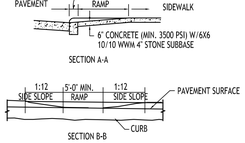
NOTE: TACTILE WARNING DEVICES SHALL BE PER ICC/ANSI A117.1-1998, SECTION 705.3.1.2 OR CURRENT UPDATE



PAINTED TRAFFIC ARROWS - 13

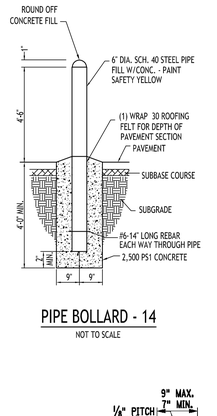
NOT TO SCALE





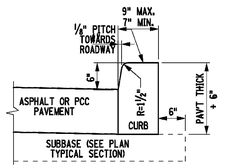
SIDEWALK CURB RAMP - 9

NOT TO SCALE



PIPE BOLLARD - 14

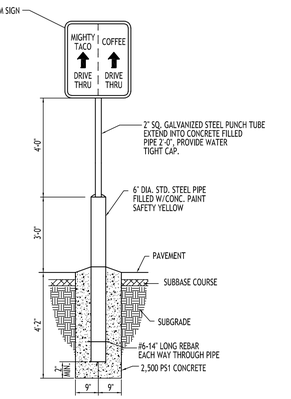
NOT TO SCALE



TYPE VF6
(VERTICAL FACED CURB WITHOUT CURB ANCHOR)
(SEE NOTE 4)

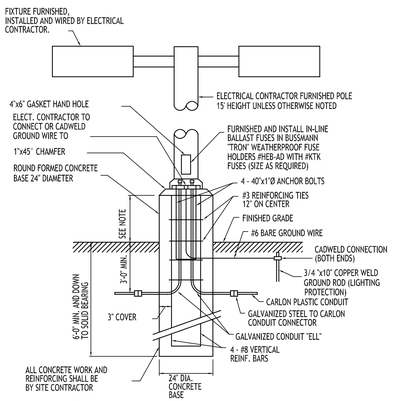
NYSDOT CONCRETE CURB - 12

NOT TO SCALE



DRIVE-THRU SIGN - 15

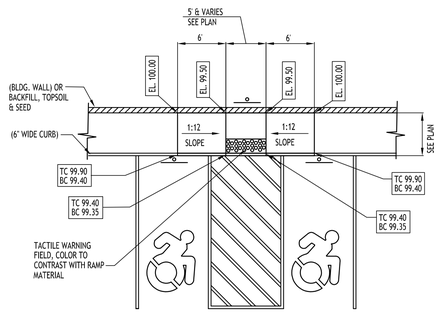
NOT TO SCALE



NOTES:
1. FOR LOCATIONS OF FOUNDATIONS SEE SITE PLAN
2. FOR LIGHT FIXTURE ORDERING INFORMATION SEE SITE LIGHTING PLAN
3. LIGHT POLE BASE EXPOSURE ABOVE GRADE SHALL BE:
   IN CURBED ISLANDS: 6" ABOVE TOP OF CURB ELEVATION
   IN PAVEMENT: 30" ABOVE GRADE
   IN NON-CURBED GRASS AREAS: 6" ABOVE GRADE

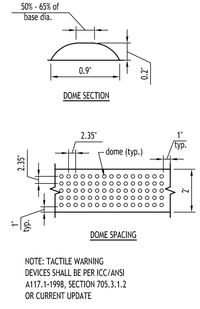
LIGHT POLE FOUNDATION - 8

NOT TO SCALE



HANDICAPPED PAVEMENT RAMP - 10

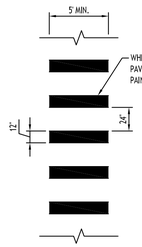
NOT TO SCALE



DOME SECTION

DOME SPACING

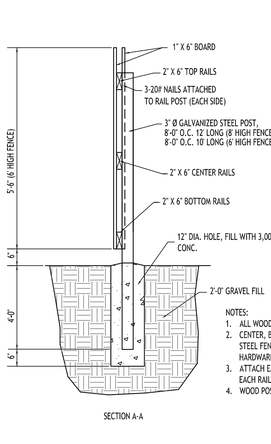
NOTE: TACTILE WARNING DEVICES SHALL BE PER ICC/ANSI A117.1-1998, SECTION 705.3.1.2 OR CURRENT UPDATE



CROSSWALK STRIPING - 11

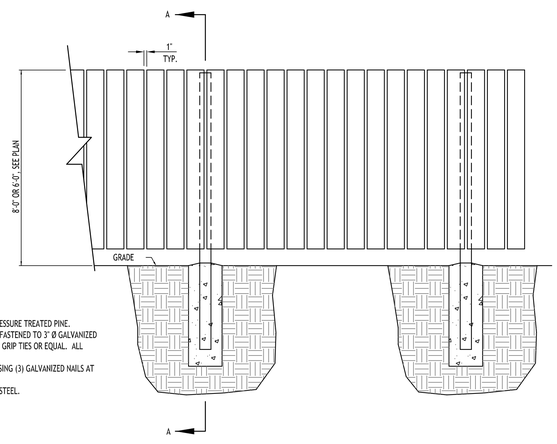
NOT TO SCALE

NOTE: ELEVATIONS & DIMENSIONS SHOWN ARE TO ILLUSTRATE GRADE CHANGE ONLY, SEE SITE & GRADING PLAN FOR ACTUAL DATUM & DIMENSIONS



SECTION A-A

NOTES:
1. ALL WOODEN FENCE MATERIAL TO BE PRESSURE TREATED PINE.
2. CENTER, BOTTOM AND TOP RAILS TO BE FASTENED TO 3" Ø GALVANIZED STEEL FENCE POSTS USING SIMPSON PIPE GRIP TIES OR EQUAL. ALL HARDWARE TO BE GALVANIZED.
3. ATTACH EACH 1" X 6" BOARD TO RAILS USING (3) GALVANIZED NAILS AT EACH RAIL LOCATION.
4. WOOD POSTS CAN BE SUBSTITUTED FOR STEEL.



6' BOARD ON BOARD FENCE - 16

NOT TO SCALE

Proposed Retail w/ Drive Thru

5105 & 5117 Sheridan Drive
Amherst, NY

CARMINAWOOD DESIGN
Buffalo | Utica | Greensboro

REVISIONS: No.	Description	Date
1	Detail 15 added	11/28/23
2	Detail 16 added	2/29/24

Attachment: SP-2023-15_drawings_032124 (28672 : SP-2023-15 5105 Sheridan Dr.)

STATE OF NEW YORK
CHRISTOPHER WOOD
076394
LICENSED PROFESSIONAL ENGINEER

DRAWING NAME:
Site Details

Date: 11/20
Drawn By: P. She
Scale: As No

DRAWING NO.
C-101

Project No: 23-4037

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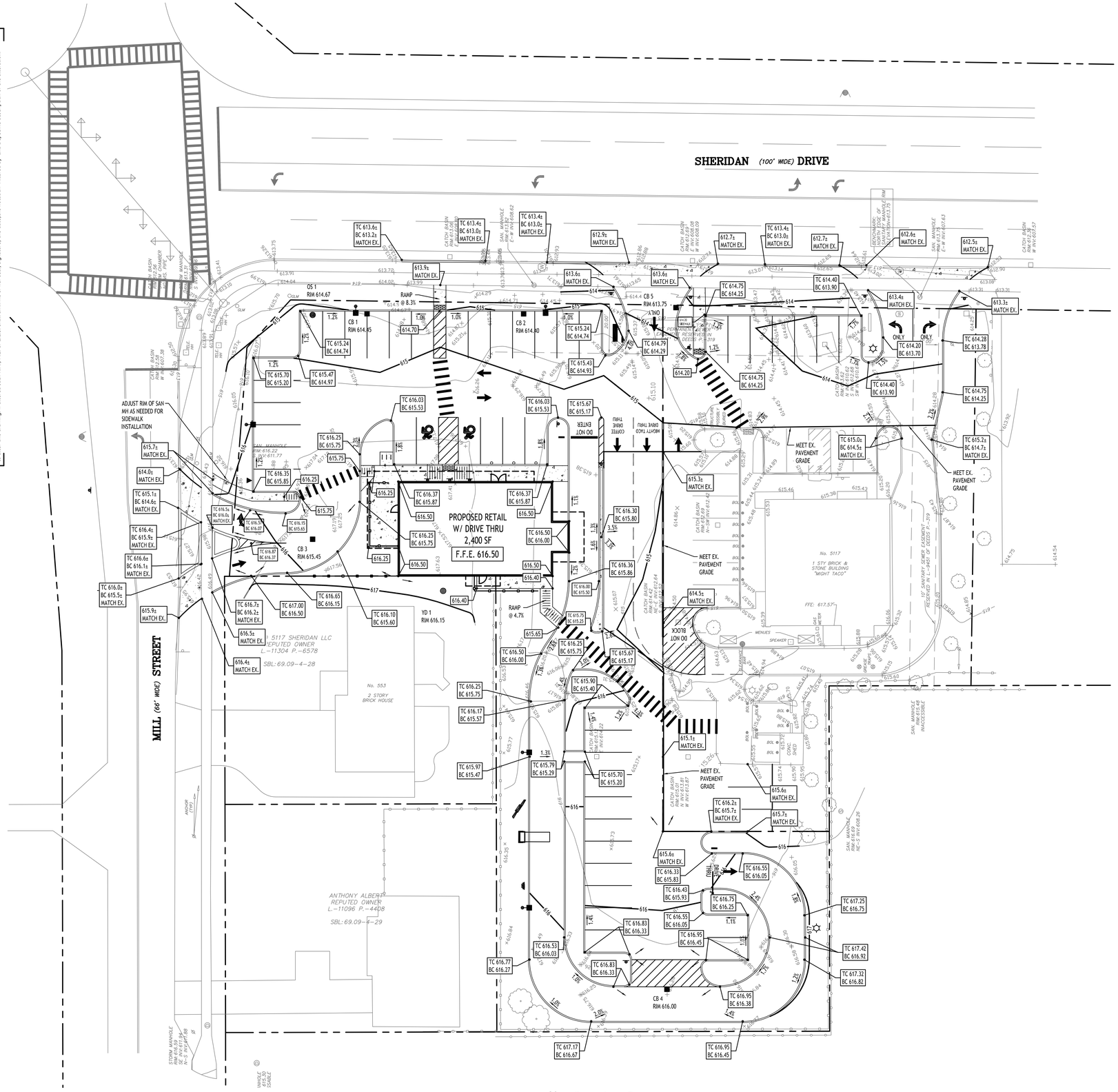
SHERIDAN (100' WIDE) DRIVE
MILL (66' WIDE) STREET
PROPOSED RETAIL
W/ DRIVE THRU
2,400 SF
F.F.E. 616.50
No. 5117
1 STY BRICK &
STONE BUILDING
"MIGHT TACO"
FFE: 617.57
No. 553
2 STORY
BRICK HOUSE
5117 SHERIDAN LLC
REPUTED OWNER
L.-11304 P.-6578
SBL: 69.09-4-28
ANTHONY ALBERT
REPUTED OWNER
L.-11096 P.-4408
SBL: 69.09-1-29
ADJUST RIM OF SAN MH AS NEEDED FOR SIDEWALK INSTALLATION
MEET EX. PAVEMENT GRADE
CB 1 RIM 614.85
CB 2 RIM 614.80
CB 3 RIM 615.45
CB 4 RIM 616.00
CB 5 RIM 613.75
OS 1 RIM 614.67
YD 1 RIM 616.15
RAMP @ 8.3%
RAMP @ 4.7%
DO NOT ENTER
DRIVE THRU
DO NOT BLOCK
MENUES
SPEAKER
ORDER
PICK UP
WINDOW
ONLY
ONLY
PERMANENT RESTRICTIVE PAVEMENT MARKING
10' SANITARY SEWER EASEMENT PER DEED L.-4681 P.-319
RECONFIGURE OF SANITARY MANHOLE RIM
SAN. MANHOLE RIM 615.56 E-W INV 607.63
SAN. MANHOLE RIM 613.06 E-W INV 607.59
SAN. MANHOLE RIM 615.22 W-611.77
SAN. MANHOLE RIM 613.56 INACCESSIBLE
STORM MANHOLE RIM 616.49 SE INV 611.94 E-S INV 611.86 W
CATCH BASIN RIM 615.23 W INV 607.38
CATCH BASIN RIM 615.23 W INV 607.39
CATCH BASIN RIM 615.23 E INV 607.39
CATCH BASIN RIM 615.23 W INV 607.39
CATCH BASIN RIM 615.23 E INV 607.39
CATCH BASIN RIM 615.23 W INV 607.39
CATCH BASIN RIM 615.23 N-SW INV 612.40
CATCH BASIN RIM 615.23 N-SW INV 612.64
CATCH BASIN RIM 615.23 W INV 607.39
CATCH BASIN RIM 615.23 E INV 607.39
CATCH BASIN RIM 615.23 W INV 607.39
CATCH BASIN RIM 615.23 W INV 607.39
CATCH BASIN RIM 615.23 W

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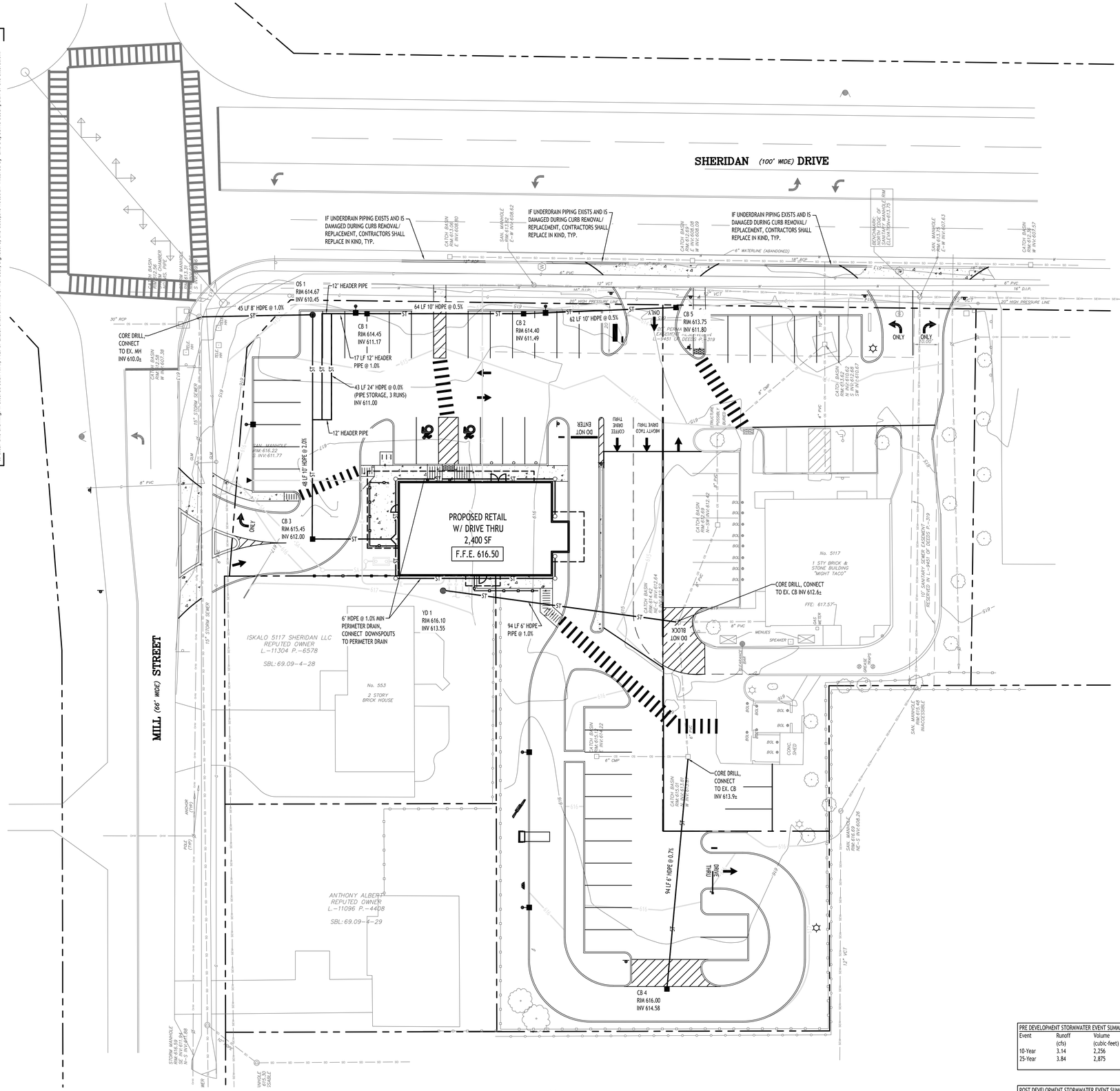
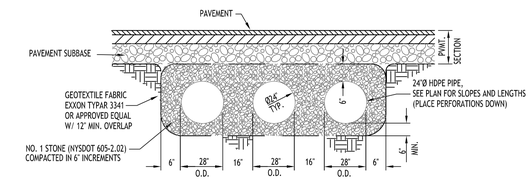


Storm Drainage Plan

SCALE: 1"=20'



UNDERGROUND PIPE DETENTION TRENCH SECTION

NOT TO SCALE

PROPOSED STORM DRAINAGE LEGEND

- PROPOSED STORM PIPE — ST
- PROPOSED PERFORATED STORM PIPE
- PROPOSED CATCH BASIN
- PROPOSED MANHOLE
- PROPOSED CLEANOUT

CB: CATCH BASIN
MH: MANHOLE
OS: OUTLET STRUCTURE

PRE DEVELOPMENT STORMWATER EVENT SUMMARIES - WEST

Event	Runoff (cfs)	Volume (cubic-feet)	Depth (inches)
10-Year	3.14	2,256	2.49
25-Year	3.84	2,875	3.17

PRE DEVELOPMENT STORMWATER EVENT SUMMARIES - EAST

Event	Runoff (cfs)	Volume (cubic-feet)	Depth (inches)
10-Year	5.20	10,196	2.49
25-Year	6.51	12,994	3.17

POST DEVELOPMENT STORMWATER EVENT SUMMARIES - WEST

Event	Runoff (cfs)	Volume (cubic-feet)	Elevation (ft)
10-Year	1.84	885	616.87
25-Year	2.18	885	618.42

POST DEVELOPMENT STORMWATER EVENT SUMMARIES - EAST

Event	Runoff (cfs)	Volume (cubic-feet)	Depth (in)
10-Year	4.60	9,023	2.49
25-Year	5.76	11,499	3.17

NOTE: BOUNDARY AND TOPOGRAPHIC INFORMATION PROVIDED BY OTHERS, CARMINA WOOD DESIGN ASSUMES NO RESPONSIBILITY FOR ITS ACCURACY.

20' 20 0 20 40Ft.

CARMINAWOOD DESIGN
Buffalo | Utica | Greensboro

Proposed Retail w/ Drive Thru

5105 & 5117 Sheridan Drive
Amherst, NY

REVISIONS:

No.	Description	Date
1	Rev. per Owner comments	12/22/23
2	Rev. per NYSDOT comments	2/29/24

STATE OF NEW YORK
CHRISTOPHER WOOD
076394
LICENSED PROFESSIONAL ENGINEER

DRAWING NAME:

Storm Drainage Plan

Date: 11/20
Drawn By: P. She
Scale: As No

DRAWING NO.

C-300

Project No: 23-4037

Attachment: SP-2023-15_drawings_032124 (28672 : SP-2023-15 5105 Sheridan Dr.)

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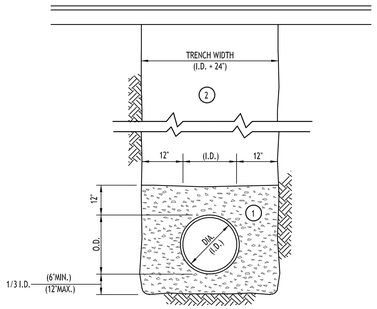


NOTES:

A. PIPE INSTALLATION SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.

B. TRENCHING OPERATIONS SHALL INCLUDE ALL NECESSARY DEWATERING.

C. TRENCH DETAILS ARE ONLY SHOWN FOR PURPOSES OF MATERIAL PLACEMENT AND MAXIMUM PAY LIMITS.

D. AN OSHA APPROVED MOVABLE PROTECTIVE TRENCH SHIELD SHALL BE USED IN ALL UNSHEETED TRENCH AREAS.

MATERIALS

PIPE BEDDING MATERIAL (NYSDOT 1985 EDITION)

1. NO. 1 CRUSHED STONE OR CRUSHED GRAVEL WITH A GRADATION CONFORMING WITH NYSDOT SECTION 703-02. THE MATERIAL SHALL BE WELL GRADED WITH NO PARTICLES LARGER THAN ONE INCH AND HAVING A MAXIMUM GRADATION MEETING THE LIMITS DESCRIBED IN THE SPECIFICATIONS. THE BEDDING SHALL BE COMPACTED IN 6" LIFTS WITH EQUIPMENT ACCEPTABLE TO THE PIPE MANUFACTURER.

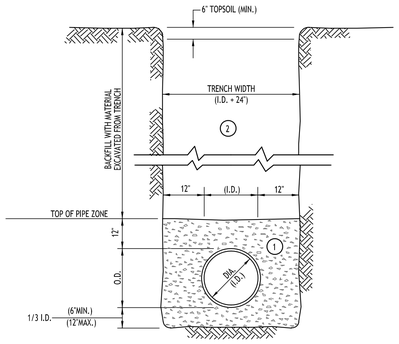
NO SLAG SHALL BE ALLOWED FOR MATERIAL (1)

2. TYPE 2 CRUSHED STONE OR CRUSHED GRAVEL WITH A GRADATION CONFORMING WITH NYSDOT SECTION 304-2.02 TYPE 2. THE MATERIAL SHALL BE WELL GRADED WITH NO PARTICLES LARGER THAN TWO INCHES AND HAVING A MAXIMUM GRADATION MEETING THE LIMITS DESCRIBED IN THE SPECIFICATIONS. THE BEDDING SHALL BE COMPACTED IN 6" LIFTS WITH EQUIPMENT ACCEPTABLE TO THE PIPE MANUFACTURER.

NO SLAG SHALL BE ALLOWED FOR MATERIAL (2)

STORM SEWER TRENCH SECTION IN PAVED AREAS

NOT TO SCALE



NOTES:

A. PIPE INSTALLATION SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.

B. TRENCHING OPERATIONS SHALL INCLUDE ALL NECESSARY DEWATERING.

C. TRENCH DETAILS ARE ONLY SHOWN FOR PURPOSES OF MATERIAL PLACEMENT AND MAXIMUM PAY LIMITS.

D. AN OSHA APPROVED MOVABLE PROTECTIVE TRENCH SHIELD SHALL BE USED IN ALL UNSHEETED TRENCH AREAS.

MATERIALS

PIPE BEDDING MATERIAL (NYSDOT 1985 EDITION)

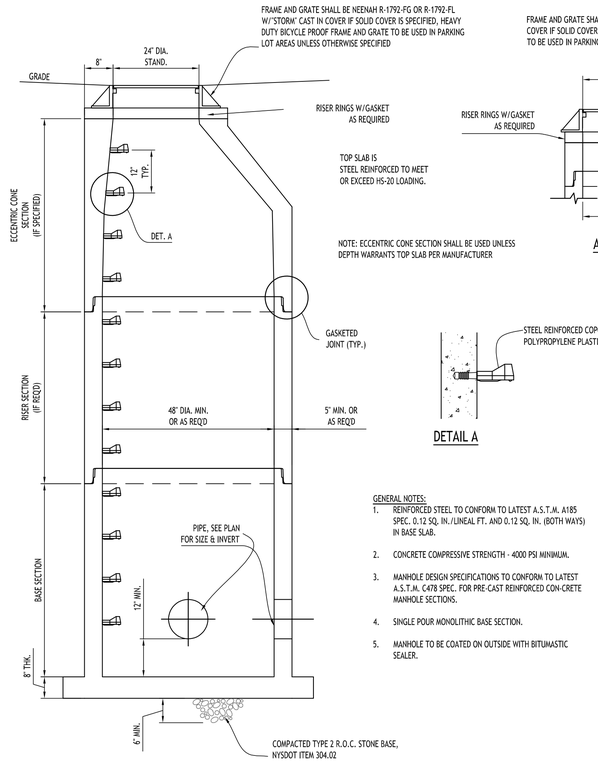
1. NO. 1 CRUSHED STONE OR CRUSHED GRAVEL WITH A GRADATION CONFORMING WITH NYSDOT SECTION 703-02. THE MATERIAL SHALL BE WELL GRADED WITH NO PARTICLES LARGER THAN ONE INCH AND HAVING A MAXIMUM GRADATION MEETING THE LIMITS DESCRIBED IN THE SPECIFICATIONS. THE BEDDING SHALL BE COMPACTED IN 6" LIFTS WITH EQUIPMENT ACCEPTABLE TO THE PIPE MANUFACTURER.

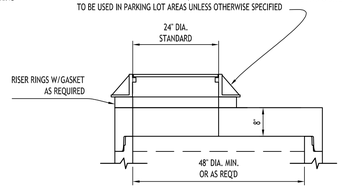
NO SLAG SHALL BE ALLOWED FOR MATERIAL (1)

2. BACKFILL MATERIAL SHALL BE NATIVE SOIL CONTAINING NO UNSUITABLE MATERIAL COMPACTED IN 6" LIFTS.

STORM SEWER TRENCH SECTION IN UNPAVED AREAS

NOT TO SCALE





ALTERNATE TOP SLAB

NOTE: ECCENTRIC CONE SECTION SHALL BE USED UNLESS DEPTH WARRANTS TOP SLAB PER MANUFACTURER

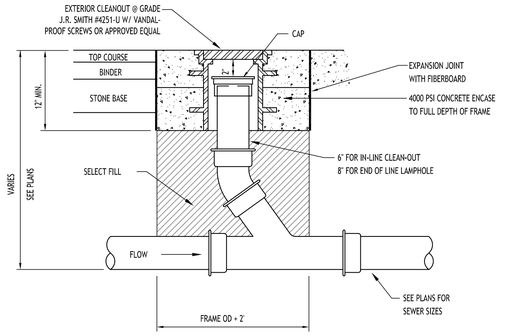
DETAIL A

GENERAL NOTES:

1. REINFORCED STEEL TO CONFORM TO LATEST A.S.T.M. A185 SPEC. 0.12 SQ. IN./LINEAL FT. AND 0.12 SQ. IN. (BOTH WAYS) IN BASE SLAB.
2. CONCRETE COMPRESSIVE STRENGTH - 4000 PSI MINIMUM.
3. MANHOLE DESIGN SPECIFICATIONS TO CONFORM TO LATEST A.S.T.M. C478 SPEC. FOR PRE-CAST REINFORCED CON-CRETE MANHOLE SECTIONS.
4. SINGLE POUR MONOLITHIC BASE SECTION.
5. MANHOLE TO BE COATED ON OUTSIDE WITH BITUMASTIC SEALER.

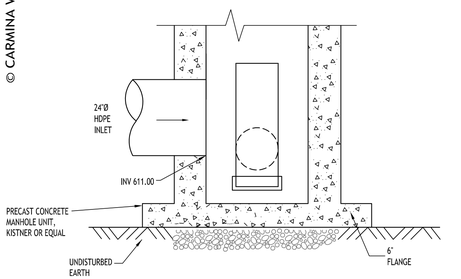
TYPICAL STORM MANHOLE DETAIL

NOT TO SCALE

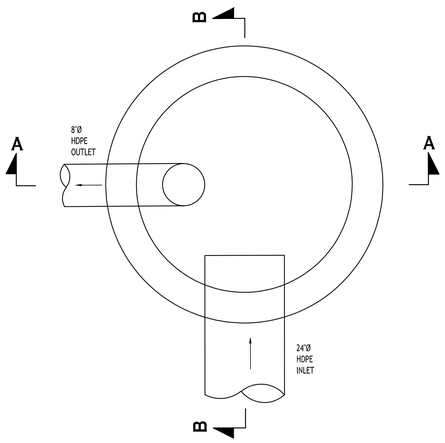


LAMPHOLE/CLEANOUT IN PAVEMENT/SIDEWALK

NOT TO SCALE



SECTION B-B

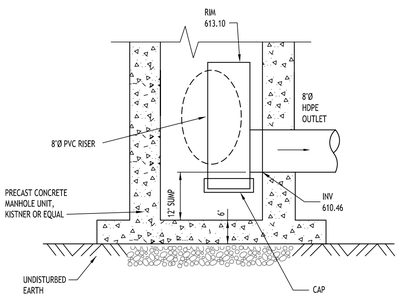


PLAN

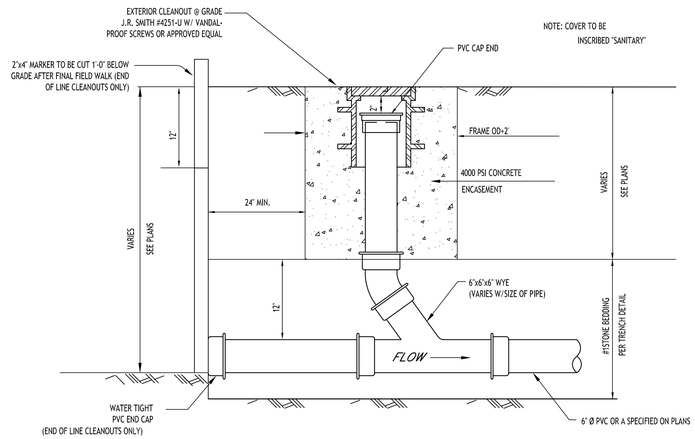
* NOTE: USE 4'-0" I.D. MANHOLE

OUTLET CONTROL STRUCTURE

NOT TO SCALE

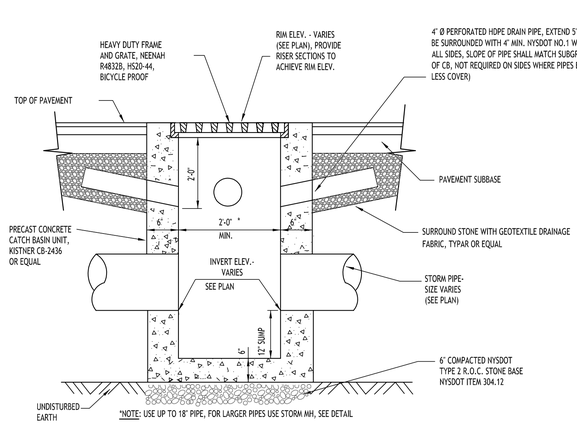


SECTION A-A



LAMPHOLE/CLEANOUT IN LAWN/FIELD AREAS

NOT TO SCALE



TYPICAL PRECAST CATCH BASIN

NOT TO SCALE

1.b

CARMINAWOOD DESIGN
Buffalo | Utica | Greensboro

Proposed Retail w/ Drive Thru

5105 & 5117 Sheridan Drive
Amherst, NY

REVISIONS:

No.	Description	Date

Attachment: SP-2023-15_drawings_032124 (28672 : SP-2023-15 5105 Sheridan Dr.)

STATE OF NEW YORK
CHRISTOPHER WOOD
076394
LICENSED PROFESSIONAL ENGINEER

DRAWING NAME:

Storm Drainage Details

Date: 11/20
Drawn By: P. She
Scale: As No

DRAWING NO.

C-301

Project No: 23-4037

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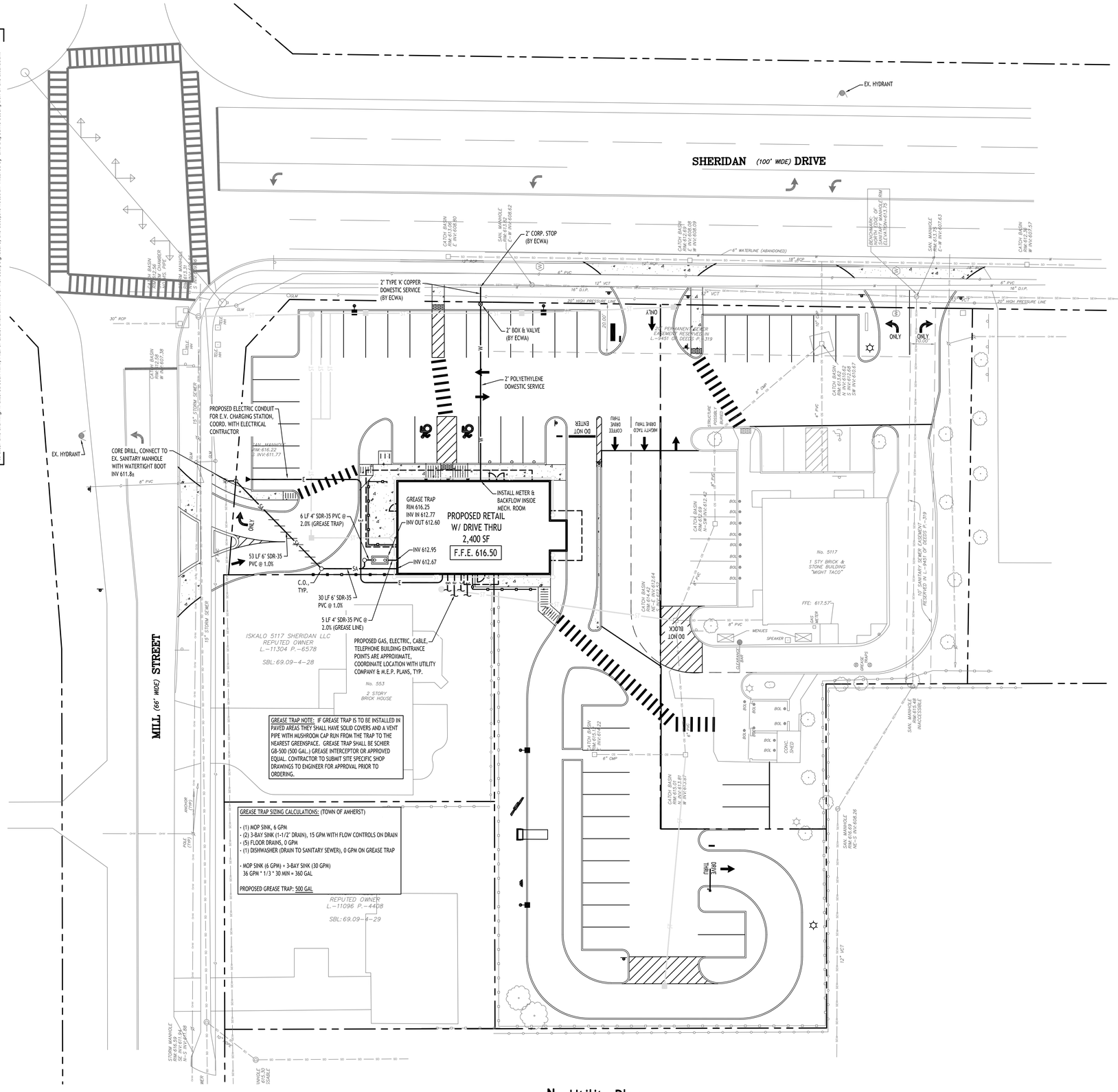

N

Utility Plan

SCALE: 1"=20'

NOTES:

1. ALL SANITARY SEWER CONSTRUCTION SHALL CONFORM TO THE TOWN OF AMHERST SPECIFICATIONS AND DETAILS, AND ERIE COUNTY DEPARTMENT OF HEALTH RULES AND REGULATIONS.
2. PRIOR STARTING ANY WORK ASSOCIATED WITH OR NEAR EXISTING SANITARY MANHOLES, THE CONTRACTOR SHALL MEET WITH THE TOWN OF AMHERST TO DISCUSS AND AGREE TO THE WORK.
3. FILL SHALL BE PLACED AND SATISFACTORILY COMPACTED PRIOR TO INSTALLATION OF UTILITIES, AND MUST BE APPROVED BY THE SUPERVISING PROJECT ENGINEER.
4. ALL SANITARY SEWER IS TO CONSTRUCTION IS TO CONFORM TO TOWN OF AMHERST SEWER DISTRICT RULES AND REGULATIONS.
5. ALL OTHER REQUIRED PERMITS BY THE STATE OF NEW YORK, COUNTY OF ERIE AND TOWN OF AMHERST ARE THE RESPONSIBILITY OF THE CONTRACTOR/DEVELOPER.

UTILITY NOTES:

1. FOR ALL SANITARY SEWERS, INSTALL SELECT FILL IN PAVED AREAS, EXTEND 5' MIN. BEYOND PAVEMENT LIMITS
2. BUILDINGS TO HAVE INVERT ELEVATION 5' MIN. BELOW F.F.E. OF THE BUILDING. PIPE TO BE 6" SDR-35 PVC @ 1.0% MIN. WITH MIN 4' OF COVER. ADD CLEANOUTS @ 90' MAX. SPACING FOR 6" LATERALS OVER 90' IN LENGTH.
3. COORDINATE GAS & ELEC. METER BANK LOCATIONS ON BUILDINGS WITH M.E.P. PLANS & UTILITY CO.'S.
4. COORDINATE LOCATION OF CTV & TELEPHONE SERVICE TO BUILDINGS WITH M.E.P. PLANS AND UTILITY CO.'S.
5. ANY EXISTING UTILITIES WHICH ARE TO BE ABANDONED AND FALL UNDER PAVEMENT OR BUILDINGS SHALL BE REMOVED VS. BEING ABANDONED UNLESS THOSE UTILITIES ARE FILLED WITH FLOWABLE FILL.
6. A MINIMUM OF 10 FEET HORIZONTAL AND 18 INCHES OF VERTICAL SEPARATION MUST BE MAINTAINED BETWEEN ALL SANITARY SEWER AND WATER SERVICES.
7. SELECT BACKFILL IS REQUIRED FOR ALL UTILITIES (GAS, WATER, STORM, SANITARY) THAT CROSS THROUGH CONCRETE AND ASPHALT PAVEMENT AREAS.

PROPOSED UTILITY LEGEND

- PROPOSED WATER LINE — W
- PROPOSED SANITARY SEWER — SA
- PROPOSED UTILITY CONNECTIONS (GAS, ELEC., CABLE, TEL., ETC.)
- PROPOSED GATE VALVE
- PROPOSED CLEANOUT
- INSTALL SELECT BACKFILL

NOTE: BOUNDARY AND TOPOGRAPHIC INFORMATION PROVIDED BY OTHERS, CARMINA WOOD DESIGN ASSUMES NO RESPONSIBILITY FOR ITS ACCURACY.

20' 20 0 20 40Ft.

CARMINAWOOD DESIGN
Buffalo | Utica | Greensboro

Proposed Retail w/ Drive Thru

5105 & 5117 Sheridan Drive
Amherst, NY

REVISIONS:		
No.	Description	Date
1	Rev. per Town comments	2/29/24

STATE OF NEW YORK — CHRISTOPHER WOOD — 076394 — LICENSED PROFESSIONAL ENGINEER

DRAWING NAME:
Utility Plan

Date: 11/20
Drawn By: P. She
Scale: As No

DRAWING NO.
C-400

Project No: 23-4037

Attachment: SP-2023-15 drawings 032124 (28672 : SP-2023-15 5105 Sheridan Dr.)

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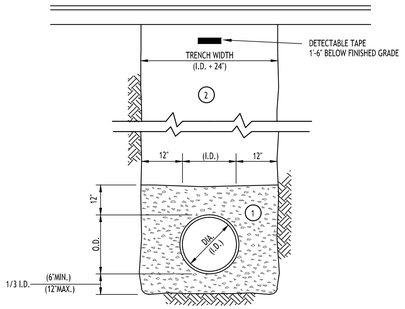


NOTES:

A. PIPE INSTALLATION SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMENDATIONS.

B. TRENCHING OPERATIONS SHALL INCLUDE ALL NECESSARY DEWATERING.

C. TRENCH DETAILS ARE ONLY SHOWN FOR PURPOSES OF MATERIAL PLACEMENT AND MAXIMUM PAY LIMITS.

D. AN OSHA APPROVED MOVABLE PROTECTIVE TRENCH SHIELD SHALL BE USED IN ALL UNSHEETED TRENCH AREAS.

MATERIALS

PIPE BEDDING MATERIAL (NYSDOT 1985 EDITION)

(1) NO. 1 CRUSHED STONE OR CRUSHED GRAVEL WITH A GRADATION CONFORMING WITH NYSDOT SECTION 703-02. THE MATERIAL SHALL BE WELL GRADED WITH NO PARTICLES LARGER THAN ONE INCH AND HAVING A MAXIMUM GRADATION MEETING THE LIMITS DESCRIBED IN THE SPECIFICATIONS. THE BEDDING SHALL BE COMPACTED IN 6' LIFTS WITH EQUIPMENT ACCEPTABLE TO THE PIPE MANUFACTURER.

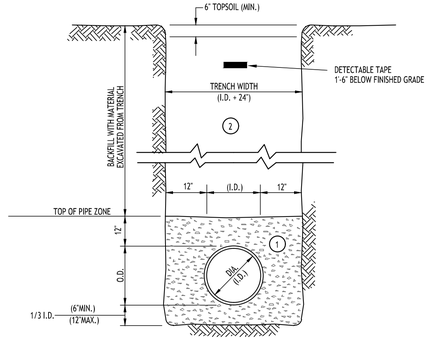
NO SLAG SHALL BE ALLOWED FOR MATERIAL (1)

(2) TYPE 2 CRUSHED STONE OR CRUSHED GRAVEL WITH A GRADATION CONFORMING WITH NYSDOT SECTION 304-2.02 TYPE 2. THE MATERIAL SHALL BE WELL GRADED WITH NO PARTICLES LARGER THAN TWO INCHES AND HAVING A MAXIMUM GRADATION MEETING THE LIMITS DESCRIBED IN THE SPECIFICATIONS. THE BEDDING SHALL BE COMPACTED IN 6' LIFTS WITH EQUIPMENT ACCEPTABLE TO THE PIPE MANUFACTURER.

NO SLAG SHALL BE ALLOWED FOR MATERIAL (2)

SEWER/WATERLINE TRENCH SECTION IN PAVED AREAS

NOT TO SCALE



NOTES:

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MATERIALS

PIPE BEDDING MATERIAL (NYSDOT 1985 EDITION)

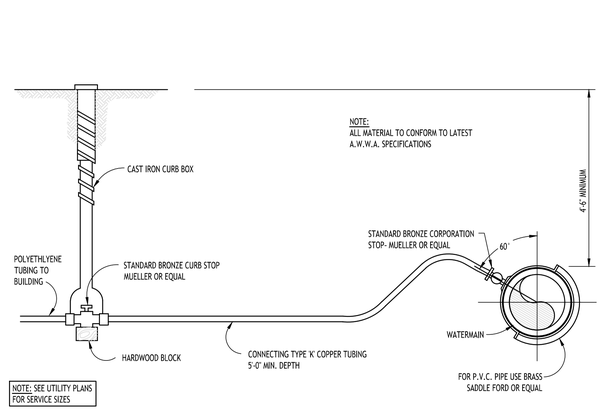
(1) NO. 1 CRUSHED STONE OR CRUSHED GRAVEL WITH A GRADATION CONFORMING WITH NYSDOT SECTION 703-02. THE MATERIAL SHALL BE WELL GRADED WITH NO PARTICLES LARGER THAN ONE INCH AND HAVING A MAXIMUM GRADATION MEETING THE LIMITS DESCRIBED IN THE SPECIFICATIONS. THE BEDDING SHALL BE COMPACTED IN 6' LIFTS WITH EQUIPMENT ACCEPTABLE TO THE PIPE MANUFACTURER.

NO SLAG SHALL BE ALLOWED FOR MATERIAL (1)

(2) BACKFILL MATERIAL SHALL BE NATIVE SOIL CONTAINING NO UNSUITABLE MATERIAL COMPACTED IN 6' LIFTS.

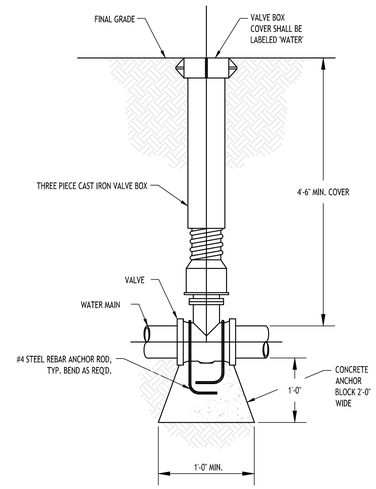
SEWER/WATERLINE TRENCH SECTION IN UNPAVED AREAS

NOT TO SCALE



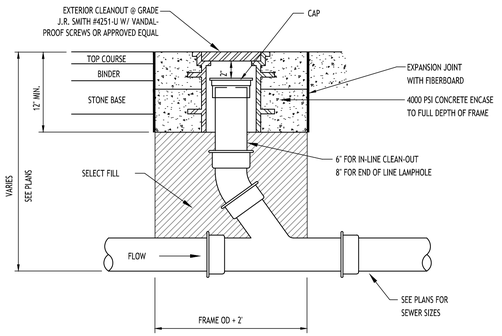
TYPICAL WATER SERVICE LINE INSTALLATION

NOT TO SCALE



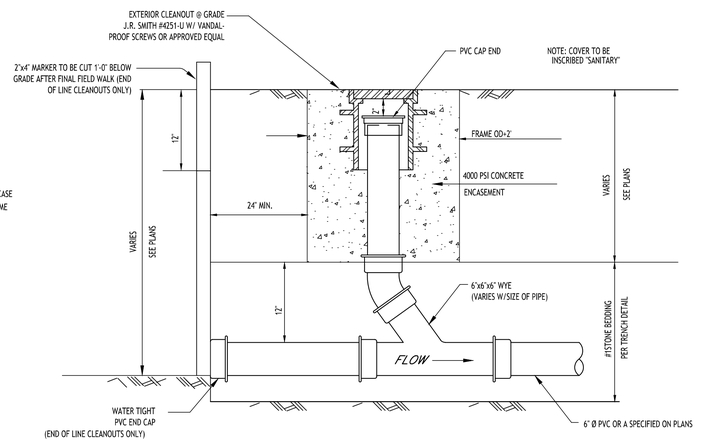
TYPICAL GATE VALVE DETAIL

NOT TO SCALE



LAMPHOLE/CLEANOUT IN PAVEMENT/SIDEWALK

NOT TO SCALE



LAMPHOLE/CLEANOUT IN LAWN/FIELD AREAS

NOT TO SCALE

SPECIFICATIONS

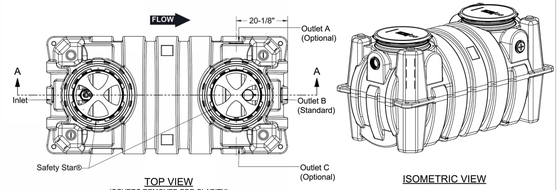
Notes:
1. 4" FPT inlet/outlet with 4" plain end adapters, single inlet and triple outlet.
2. Unit weight - w/ cast iron covers: 528 lbs. (For wet weight add 4,254 lbs.)
3. Maximum operating temperature: 150º F continuous
4. Capacities - Liquid: 510 gal. Grease: 3,048 lbs. (417 gal.) @100 GPM Solids: 128 gal.
5. Built-in flow control. For series installations, only install flow control on the first unit in the series if necessary.
6. For gravity drainage applications only.
7. Do not use for pressure applications.
8. Cover placement allows full access to tank for proper maintenance.
9. Vent not required unless per local code.
10. Engineered inlet and outlet diffusers with inspection ports are removable to inspect / clean piping.
11. Integral air relief / Anti-siphon / Sampling access.
12. Adjustable cover adapters provide up to 4" of additional height.
13. Designed for below-grade, above-grade, indoor or outdoor installations.
14. Safety Star®, access restrictor built into each cover adapter, prevents accidental entry to tanks (450 lb rating).

ENGINEER SPECIFICATION GUIDE

Schier Great Basin™ grease interceptor model # GB-500 shall be lifetime guaranteed and made in USA of seamless, rotationally-molded polyethylene with minimum 7/16" uniform wall thickness. Flow control cartridge shall be PVC. Interceptor shall be furnished for above or below-grade installation with adjustable cover adapter, Safety Star® access restrictor built into each cover adapter, and three outlet options. Interceptor shall be certified to ASME A112.14.3 (Type C) and CSA B481.1. Interceptor flow rate shall be 100 GPM. Interceptor grease capacity shall be 3,048 lbs. Cover shall provide watertgas-tight seal and have minimum 16,000 lbs. load capacity.

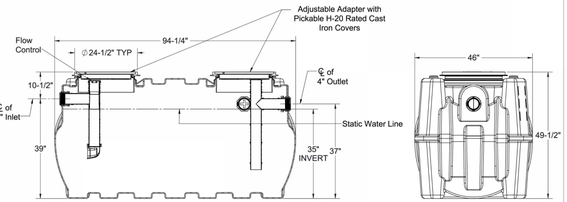
CERTIFIED PERFORMANCE

Great Basin™ hydromechanical grease interceptors are third party performance-tested and listed by IAPMO to ASME #A112.14.3 and CSA B481.1 grease interceptor standards and greatly exceed requirements for grease separation and storage. They are compliant to the Uniform Plumbing Code and the International Plumbing Code.



TOP VIEW
(COVERS REMOVED FOR CLARITY)

ISOMETRIC VIEW



SECTION A-A

END VIEW

SPECIFICATION SHEET

MODEL NUMBER:	PART NUMBER: 4075-001-01				
GB-500	DESCRIPTION: GB-500 GREASE INTERCEPTOR 100 GPM, 4" INLET/OUTLET, H-20 RATED CAST IRON COVERS				
PROPRIETARY AND CONFIDENTIAL	DWG BY: C. BUSENITZ	DATE: 4/14/2022	REV: -	ECO: -	

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SCHIER

6455 Woodland Dr
Shawnee, KS 66218
Tel: 913-951-3300
Fax: 913-951-3399
schierproducts.com

1.b

Proposed Retail w/ Drive Thru

5105 & 5117 Sheridan Drive
Amherst, NY

CARMINAWOOD DESIGN
Buffalo | Utica | Greensboro

Attachment: SP-2023-15_drawings_032124 (28672 : SP-2023-15 5105 Sheridan Dr.)

REVISIONS:

No.	Description	Date
1	Rev. grease trap detail	2/29/24

STATE OF NEW YORK
R. CHRISTOPHER WOOD
076394
LICENSED PROFESSIONAL ENGINEER

DRAWING NAME:

Utility Details

Date: 11/20
Drawn By: P. She
Scale: As No

DRAWING NO.

C-401

Project No: 23-4037

Packet Pg. 299

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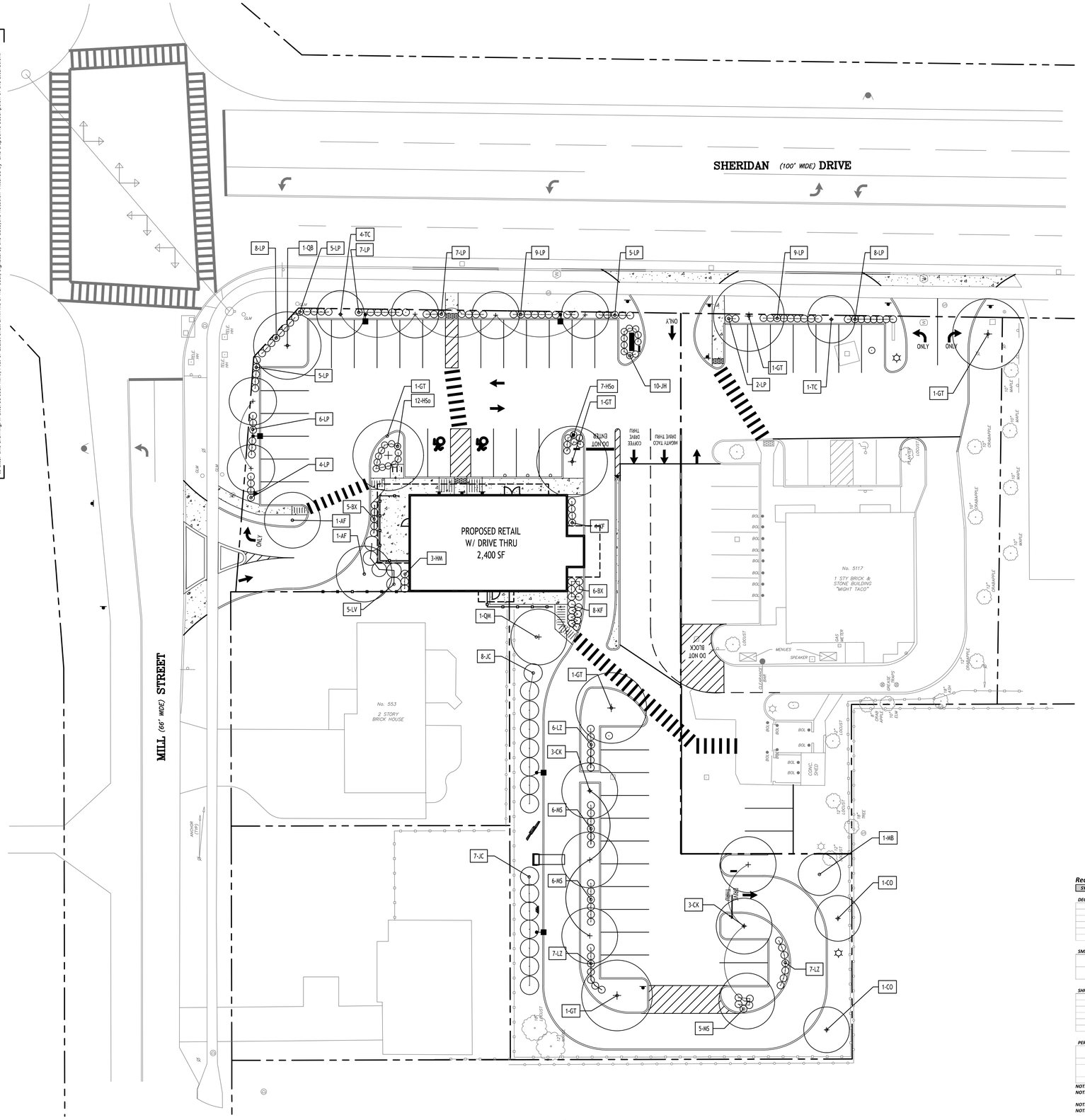
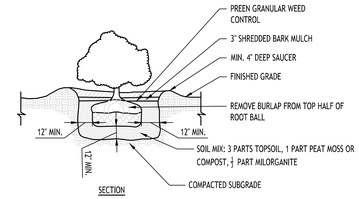


Landscape Plan

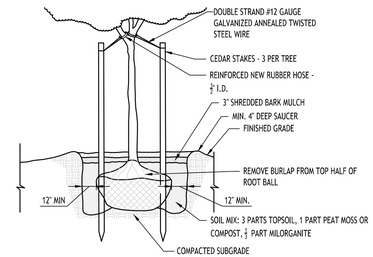
SCALE: 1"=20'



SECTION

SHRUB PLANTING DETAIL

NOT TO SCALE



SECTION

TREE PLANTING DETAIL

NOT TO SCALE

NOTES:

1. ALL PLANTING BEDS & TREE PITS SHALL RECEIVE A MIN. 3-INCH DEPTH OF DARK SHREDDED HARDWOOD BARK MULCH, UNLESS OTHERWISE CALLED OUT ON PLANS.
2. ALL PLANT MATERIALS SHALL BE INSPECTED TWICE ANNUALLY, ONCE IN THE SPRING AND AGAIN IN THE FALL. TREES & SHRUBS THAT ARE DEAD OR ARE IN POOR CONDITION/DISEASED (LESS THAN 50% LEAF COVER) SHALL BE REPLACED BEFORE THE NEXT GROWING SEASON. TREES AND SHRUBS THAT DO NOT EXHIBIT THE CONDITIONS FOR REPLACEMENT SHALL BE PRUNED AT THE TIME OF INSPECTION TO REMOVE DEAD TWIGS & BRANCHES.
3. ALL NURSERY TAGS TO REMAIN ON PLANTS UNTIL AFTER FINAL INSPECTION AND APPROVAL OF THE LANDSCAPING.
4. A DRIP IRRIGATION SYSTEM IS RECOMMENDED FOR ALL PLANTINGS. SOAKER HOSES ARE RECOMMENDED AT THE TIME OF INSTALLATION OF ALL PLANT MATERIALS AND SHOULD BE UTILIZED THROUGHOUT THE ENTIRE LENGTH OF THE FIRST FULL GROWING SEASON.

* ORNAMENTAL GRASSES SHOULD BE PRUNED BACK IN LATE FALL OR EARLY SPRING TO ALLOW NEW FOLIAGE TO GROW IN SPRING.

PLANTING NOTES:

1. ALL INTERIOR LANDSCAPED AREAS SHALL HAVE A MINIMUM PLANTING SOIL DEPTH OF THREE (3) FEET AND BE FREE FROM ALL FORMS OF CONSTRUCTION DEBRIS AND FOREIGN MATERIAL.
2. ALL TREE PIT SAUCERS, SHRUB BEDS, ORNAMENTAL GRASS BEDS, AND PERENNIAL FLOWER BEDS SHALL RECEIVE THREE (3) INCHES DEPTH OF DARK SHREDDED HARDWOOD BARK MULCH.
3. ALL SEASONAL FLOWER BEDS SHALL BE A MINIMUM OF TWELVE (12) INCHES DEEP WITH A WELL-BLENDED MIXTURE OF 50% PEAT MOSS & 50% SCREENED TOPSOIL. NO MULCH SHALL BE INSTALLED IN THE SEASONAL FLOWER BEDS.
4. ALL DECIDUOUS AND EVERGREEN TREES SHALL BE STAKED WITH THREE (3) TREE STAKES AS PER TREE PLANTING DETAIL.

LANDSCAPE NOTES:

1. ALL PLANTINGS INSTALLED SHALL MEET OR EXCEED THE MINIMUM REQUIREMENTS AS NOTED ON THE PLANS AND IN THE LATEST EDITION ON THE AMERICAN STANDARD FOR NURSERY STOCK, BY THE AMERICAN ASSOCIATION OF NURSERYMEN, ANSI 260.1.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR HIS OWN QUANTITY TAKEOFF, THE QUANTITIES SHOWN ARE A MINIMUM AND ARE FOR REFERENCE ONLY.
3. CONTRACTOR SHALL PERFORM A ROUGH FIELD STAKEOUT OF ALL PLANTING LOCATIONS AND CONTACT THE OWNERS FIELD REPRESENTATIVE PRIOR TO INSTALLATION. THE PLANTING LOCATIONS SHOWN ON THE PLANS ARE TO CONVEY THE DESIGN INTENT ONLY, ACTUAL LOCATIONS WILL BE FINALIZED BY THE OWNERS FIELD REPRESENTATIVE AT THE TIME OF INSTALLATION.
4. STREET TREE PLANTINGS ARE SHOWN TO BE INSTALLED 2 FEET OUTSIDE THE RIGHT-OF-WAY PER THE TOWN'S LANDSCAPE COMMITTEE. IF ANY RESIDENT REMOVES A PREVIOUSLY INSTALLED STREET TREE FROM THEIR PROPERTY THEREAFTER, THE TOWN OF AMHERST SHALL ENFORCE THE RESIDENT TO REPLACE THE TREE ON THEIR PROPERTY AT A RATIO OF 2:1 PER TOWN OF AMHERST REGULATIONS. THE LOCATIONS AND SPECIES SHALL BE COORDINATED WITH THE TOWN OF AMHERST AND THE RESIDENT.
5. CONTRACTOR IS HEREBY NOTIFIED THAT IF UNDERGROUND UTILITIES EXIST IN THE VICINITY OF THE PLANTINGS, ALL PROPOSED PLANTINGS SHALL BE INSTALLED A MINIMUM OF 5' FROM ANY UNDERGROUND UTILITY, CONTACT THE OWNERS FIELD REPRESENTATIVE IF PLANTINGS SHOWN ON THE PLANS VIOLATE THIS SITUATION.
6. ALL TREES SHALL BE INSTALLED A MINIMUM OF 20' FROM ANY OVERHEAD ELECTRIC LINES.
7. PLANTING BACKFILL MIXTURE SHALL CONSIST OF 3 PARTS TOPSOIL, 1 PART PEAT MOSS, ⅓ PART MILORGANITE.
8. STAKE TREES IMMEDIATELY FOLLOWING INSTALLATION.
9. ALL DISTURBED AREAS NOT RECEIVING PLANTINGS (INCLUDING RIGHT-OF-WAYS) SHALL BE SEEDED.
10. THE AREAS ON THE PLAN TO BE SEEDED SHALL HAVE 4" MINIMUM OF TOPSOIL, DISK PLOWED, LEVELED AND HAND RAKED SMOOTH. SURFACE SHALL BE ROLLED TO REMOVE LUMPS.
11. ALL SEEDED AREAS SHALL BE HYDROSEEDED IN ACCORDANCE WITH THE SPECIFICATION INDICATED. WHERE REQUIRED BY CLIMATIC CONDITIONS, SLOPE OR SEASON OF PLANTING, SOD MAY BE SUBSTITUTED FOR SEEDING IN ORDER TO ACHIEVE THE REQUIRED COVERAGE.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR WATERING, MOWING AND OTHER MAINTENANCE TO SEEDED AREAS UNTIL THE PROJECT IS ACCEPTED BY THE OWNER, THIS SHALL INCLUDE WATERING DAILY FOR 15 DAYS OR AS REQUIRED BY WEATHER CONDITIONS AND RE-SEEDING OF THIN SPOTS FOLLOWING THE GERMINATION OF THE SEEDS.
13. AQUATIC AREAS OF THE STORMWATER MANAGEMENT AREA SHALL BE STABILIZED BY THE FOLLOWING; COONTAIL, DUCKWEED, OR WILD CELERY AS PER TABLE H.5 OF THE NYSDEC STORMWATER DESIGN MANUAL.

Recommended Plant List

SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	NOTES
DECIDUOUS TREES					
AF	2	Acer x freemanii 'AF#1'	Firefall Maple	2½"-3"Cal.	B&B; height to 50 ft., width to 35 ft., seedless
CO	2	Celtis occidentalis 'Prairie Pride'	Prairie Pride Common Hackberry	2½"-3"Cal.	B&B; height 40-50 feet, width 40-50 feet
GT	6	Gleditsia triacanthos inermis 'Draves'	Streetkeeper Honeylocust	2½"-3"Cal.	B&B; height to 35 feet, width to 20 feet
QB	1	Quercus bicolor	Swamp White Oak	2½"-3"Cal.	B&B; height 40-50 feet, width 40-50 feet
QM	1	Quercus macrocarpa	Bur Oak	2½"-3"Cal	B&B; height 40-50 feet, width 40-50 feet
CK	6	Acer plantanoides "Crimson King"	Crimson King Norway Maple	2½"-3"Cal	B&B; height 40-50 feet, width 40-50 feet
SMALL DECIDUOUS/ORNAMENTAL TREES					
MB	1	Malus 'Rejzam'	Rejoice Flowering Crabapple	1¾-2" Cal.	B&B; grows to 18 ft. high, 10 ft. wide; pink flowers, red foliage
TC	7	Tilia cordata "Corinthian"	Corinthian Little Leaf Linden	1¾-2" Cal.	B&B; grows to 35 ft. high, 15 ft. wide; white flowers
SHRUBS					
LP	75	*Ligustrum amurense	Amur Privet	36" high min.	Grows 8-10 ft. high, 3-5 ft. wide
BX	11	*Buxus 'Green Mountain	Green Mountain Boxwood	24" high min.	Grows 4-5 ft. high, 3 ft. wide; evergreen
HM	3	Hydrangea macrophylla x serrata 'SMNHSI'	Let's Dance Can Do Bigleaf Hydrangea	24" high min.	No. 3 Cont.; grows to 3½ ft. high and 4 ft. wide
JC	15	*Juniperus chinensis 'Blue Point'	Blue Point Upright Juniper	4 ft. high min.	B&B; grows 10-12 ft. high, 6-8 ft. wide
JH	10	*Juniperus horizontalis "Golden Carpet"	Golden Carpet Creeping Juniper	24" high min.	No. 3 cont.; grows 3-4 ft. high, 3 ft. wide
LV	5	*Ligustrum x vicaryi	Vicary Golden Privet	36" high min.	No. 5 cont.; Grows 8-10 ft. tall and wide
PERENNIALS/ORNAMENTAL GRASSES					
LZ	21	Miscanthus sinensis "Little Zebra"	Little Zebra Dwarf Japanese Silver Grass	No. 2 Cont.	Grows 2-3 ft. tall and wide
MS	12	Miscanthus sinensis "Adagio"	Maiden Grass - Adagio	No. 2 Cont.	Grows 6-8 ft. tall and 3' wide
KF	12	Calamagrostis x acutiflora	Karl Foerster Feather Reed Grass	No. 2 Cont.	Grows 2-3 ft. tall and wide, bloom stalks to 6ft.
HSo	24	Hamerocallis "Stella D' Oro"	Stella D' Oro Daylily	No. 2 Cont.	Grows 15-16" tall, continual blooms

NOTE: All planting beds shall receive a minimum 3-inch depth of dark shredded hardwood bark mulch
NOTE: Plant materials must be installed in accordance with the latest edition of the American Standard for Nursery Stock published by the American Nursery and Landscape Association (ANLA).
NOTE: Plant materials must be installed in soil of sufficient volume, composition, and nutrient balance to sustain healthy growth.
NOTE: * Denotes evergreen/semi-evergreen species

NOTE: BOUNDARY AND TOPOGRAPHIC INFORMATION PROVIDED BY OTHERS, CARMINA WOOD DESIGN ASSUMES NO RESPONSIBILITY FOR ITS ACCURACY.

20 0 20 40Ft.
20'

CARMINAWOOD DESIGN
Buffalo | Utica | Greensboro

Proposed Retail w/ Drive Thru

5105 & 5117 Sheridan Drive
Amherst, NY

REVISIONS:

No.	Description	Date
1	Rev. per Town comments	12/22/23
2	Rev. per owner comments	2/29/24

Robert C. Walter, RLA
Registered Landscape Architect
Member American Society of Landscape Architects
2765 Dodge Road, East Amherst, NY 14051-2113
Phone: 716-364-5564
RCW.LandscapeArchitect@gmail.com

DRAWING NAME:

Landscape Plan

Date: 11/20
Drawn By: P. She
Scale: As No

DRAWING NO.

L-100

Project No: 23-4037

Attachment: SP-2023-15_drawings_032124 (28672 : SP-2023-15 5105 Sheridan Dr.)

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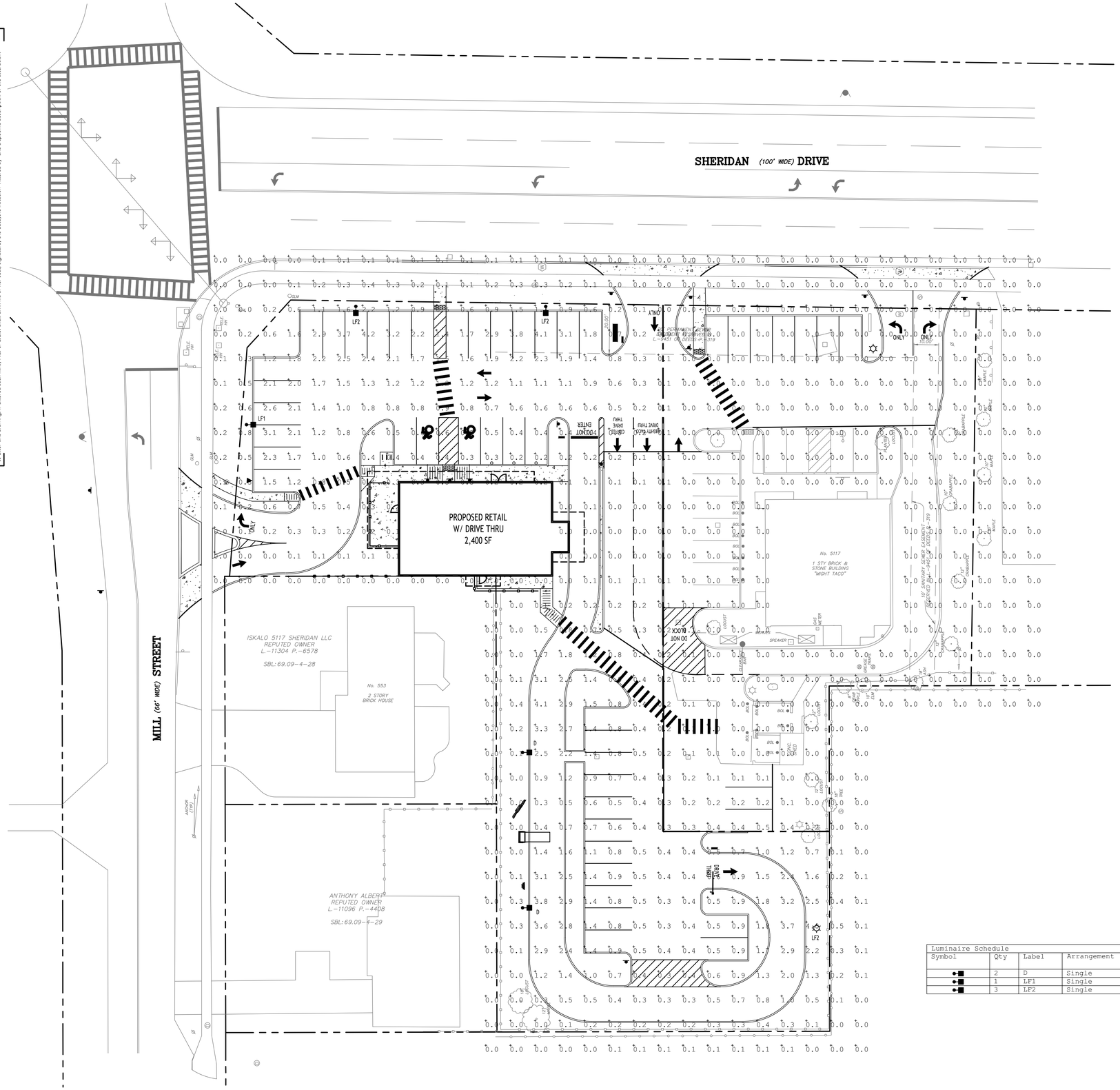


Lighting Plan
SCALE: 1"=20'

Luminaire Schedule										
Symbol	Qty	Label	Arrangement	Description	LLF	Luminaire Lumens	Luminaire Watts	Total Watts	Mounting Height	BUG Rating
	2	D	Single	ECF-S-32L-1A-NW-G2-3	0.900	5852	57	114	15	B1-U0-G2
	1	LF1	Single	ECF-S-32L-1A-NW-G2-3	0.900	4529	33	33	15	B1-U0-G2
	3	LF2	Single	ECF-S-32L-1A-NW-G2-3	0.900	6963	57	171	15	B1-U0-G2

NOTE: BOUNDARY AND TOPOGRAPHIC INFORMATION PROVIDED BY OTHERS, CARMINA WOOD DESIGN ASSUMES NO RESPONSIBILITY FOR ITS ACCURACY.

20 0 20 40Ft.
20'

GARDCO by Signify

Site & Area
EcoForm
ECF-S small area light

Gardco EcoForm Gen-2 combines economy with performance in an LED area luminaire. Capable of delivering up to 27,800 lumens or more in a compact, low profile LED luminaire, EcoForm offers a new level of customer value. EcoForm features an innovative retrofit arm kit, simplifying site conversions to LED by eliminating the need to drill additional holes in most existing poles. Integral control systems available for further energy savings. Includes Service Tag, our innovative way to provide assistance throughout the life of the product.

Project:
Location:
Cat.No:
Type:
Lamps: Qty:
Notes:

Ordering guide — example: ECF-S-64L-900-NW-G2-AR-5-120-HIS-MGY

Prefix	Number of LEDs	Drive Current	LED Color - Generation	Mounting	Distribution		Voltage
ECF-S							
ECF-S EcoForm site and area, small	32L 32 LEDs (2 modules)	365 365 mA 530 530 mA 700 700 mA 1A 1050 mA 1.2A 1200 mA	WW-G2 Warm White 3000K, 70CRI Generation 2 NW-G2 Neutral White 4000K, 70CRI Generation 2 CW-G2 Cool White 5000K, 70CRI Generation 2	AR[1] Arm Mount (standard) The following mounting kits must be ordered separately (See accessories) SF[2] Slip Fitter Mount (fits to 2 1/4" O.D. tenon) WS Wall mount with surface conduit rear entry permitted RAM[3] Retrofit arm mount kit	Type 2 2 Type 2 2-90 Rotated left 90° 2-270 Rotated right 270° Type 3 3 Type 3 3-90 Rotated left 90° 3-270 Rotated right 270° Type 4 4 Type 4 4-90 Rotated left 90° 4-270 Rotated right 270° Type 5 5 Type 5 SW Type SW AFR Auto Front Row AFR-90 Auto Front Row, Rotated left 90° AFR-270 Auto Front Row, Rotated right 270° BLC Back Light Control BLC-90 Back Light Control rotated at 90° BLC-270 Back Light Control rotated at 270° LCL[4] LEED Corner Optic Left RCL[4] LEED Corner Optic Right	120 120V 208 208V 240 240V 277 277V 347 347V 480 480V UNV 120-277V (50/60Hz) HVU 347-480V (50/60Hz)

Options					
Dimming controls	Motion sensing lens	Photo-sensing	Electrical	Luminaire	Finish
DD[5,6] 0-10V External dimming (for controls by others) DCC[4,6,8,9] Dual Circuit Control FAWS[4,6,9] Field Adjustable Wattage Selector LLC[4,6,8,9] Integral wireless module BL[4,7,9] Bi-level functionality SRDR[4,6,8,9,11] SR driver connected to Zhaga socket DynaDimmer: Automatic Profile Dimming CS50[4,9] Safety 50% Dimming, 7 hours CM50[4,9] Median 50% Dimming, 8 hours CS30[4,9] Safety 30% Dimming, 7 hours CM30[4,9] Median 30% Dimming, 8 hours	IMR3[12] Integral with #3 lens IMR7[12] Integral with #7 lens	PCB[4,9] Photocontrol Button TLRDS[6,10] Twist Lock Receptacle 5 Pin TLRD7[6,10] Twist Lock Receptacle 7 Pin TLRPC[4,6,9,13] Twist Lock Receptacle w/ Photocell	Fusing F1[9] Single (120, 277, 347VAC) F2[9] Double (208, 240, 480VAC) Pole Mount Fusing FP1[9] Single (120, 277, 347VAC) FP2[9] Double (208, 240, 480VAC) FP3[9] Canadian Double Pull (208, 240, 480VAC) Surge Protection (10kA standard) SP2 Increased 20kA	Square Pole Adapter included in standard product TB[14] Terminal Block RPA[14] Round Pole Adapter (fits to 3"- 3.9" O.D. pole) HIS[14] Internal House Side Shield	Textured BK Black WH White BZ Bronze DGY Dark Gray MGY Medium Gray Customer specified RAL Specify optional color or RAL (ex: RAL7024) CC Custom color (Must supply color chip for required factory quote)

1. BL-IMR3/7 equipped with out-boarded sensor housing when voltage is HVU (347-480V)
2. Mounts to a 4" round pole with adapter included for square poles.
3. Limited to a maximum of 45 degrees aiming above horizontal.
4. Not available with other dimming control options.
5. Not available with motion sensor.
6. Not available with photocontrol.
7. Must specify a motion sensor lens.
8. Not available in 347 or 480V
9. Must specify input voltage.
10. TLRDS, TLRD7 and TLRPC receptacle pins 4 & 5 are capped off when ordered with any of the Dimming controls DD or FAWS or LLC.
11. Not available in 480V. Order photocell separately with TLRDS/7.
12. Not available with DCC.
13. Not available with SF and WS. RPAs provided with black finish standard.
14. HIS not available with Type 5, SW, BLC, BLC-90, BLC-270, LCL or RCL optics.
15. Not available with DD, DCC, and FAWS dimming control options.
16. Not available with DD, DCC, FAWS and LLC dimming control options.
17. When ordering SRDR, controller (by others) to be used on socket must be SR compatible (See specifications for more details). Consult factory for lead time. All 7 pins in NEMA receptacle are connected to SR driver. SRDR not available with TLRDS or TLRPC.
18. 0-10V dimming driver standard.
19. LCL and RCL not available with 4BL-1.2A or 64L-1A.

Proposed Retail w/ Drive Thru
5105 & 5117 Sheridan Drive
Amherst, NY

CARMINAWOOD DESIGN
Buffalo | Utica | Greensboro

REVISIONS:		
No.	Description	Date
1	Rev. per Town comments	12/21/23
2	Rev. per owner comments	2/29/24

STATE OF NEW YORK
R. CHRISTOPHER HUSS
LICENSED PROFESSIONAL ENGINEER
076394

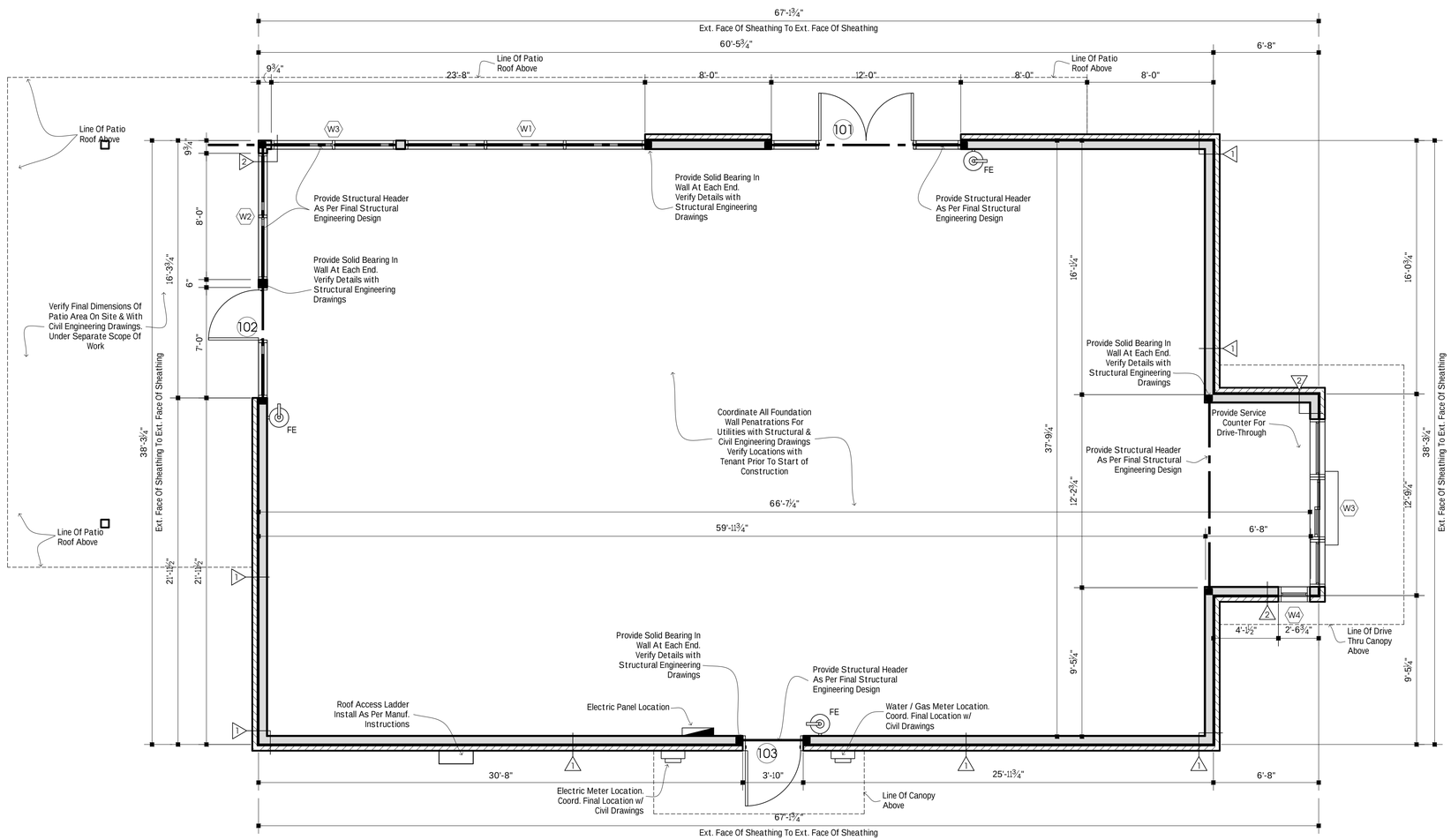
DRAWING NAME:
Lighting Plan

Date: 11/20
Drawn By: P. She
Scale: As No

DRAWING NO.
LP-100

Project No: 23-4037

Attachment: SP-2023-15_drawings_032124 (28672 : SP-2023-15 5105 Sheridan Dr.)

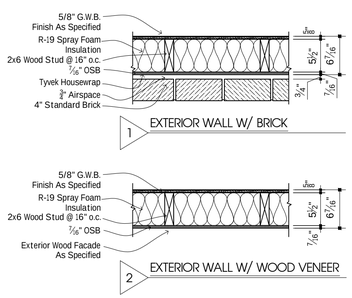


A1.1.1 Floor Plan

1/4" = 1'-0"

GENERAL NOTES

1. **Do Not Scale Drawings.**
2. The Contractor Shall Verify All Dimensions, Grades, Boundaries, And Construction And Immediately Report Any Discrepancies To Owner Before Proceeding With The Work.
3. All Work Shall Conform To The Requirements Of All Local State And Federal Codes. Local, State And Federal Codes Are To Are To Take Precedence Over The Drawings And Specifications. If Discrepancy Is Noted Inform Owner Immediately And Before Proceeding With The Work.
4. All Dimensions, Notes, Finishes And Fixtures Shown On Typical Floor Plans, Sections Or Details Shall Apply To All Similar, Symmetrical Or Opposite Hand Plans, Sections Or Details.
5. All Dimensions Are To Face Stud Or Actual Face Of Masonry Unless Otherwise Noted.
6. All Wood Blocking And Plywood Sheathing To Be Fire Retardant (FRT) In Accordance With Latest AWPA Standards For Plywood And Lumber.
7. The Contractor Shall Follow All Safety Regulations As Recommended By OSHA.
8. The Contractor Shall Confine Operations At The Site To Areas Indicated On The Drawings And Shall Not Encumber The Site With Material And Equipment.
9. Guarantee Material, Equipment And Labor For A Period Of One Year After Owner Acceptance Of Work.
10. Failure To Show Or Mention Minor Details Shall Not Be Warrant For Omission Of Necessary Appurtenances For The Normal, Usual And Proper Completion Of The Work.
11. All New Wall And Floor Finishes Shall Be Of Class 'B' Or 'C' And Class '1' Or Class '2' Ratings Respectively, And Shall Be Installed Per The Manufacturers Instructions.



A1.1.2 Typ. Wall Types

1" = 1'-0"

Legend

- 2x6 Exterior Wall w/ Brick Veneer
- Window
- Door
- XXX — Door Tag
- X — Wall Tag
- Wx — Window Tag
- FE — Fire Extinguisher

Progress Set ONLY - Not For Construction

SUTTON architecture
"Design 2 Build"
5409 Main Street
(Second Floor)
Williamsville, NY 14221
(716) 932-7156 Fax: 932-7873

Job Number:
23-289

Proposed
New Build For:

ISKALO DEVELOPMENT CORP.
5166 MAIN STREET WILLIAMSVILLE, NY 14221
TEL: 716.633.2696, FAX: 633.5576

5105 Sheridan Dr.
Amherst NY, 14221

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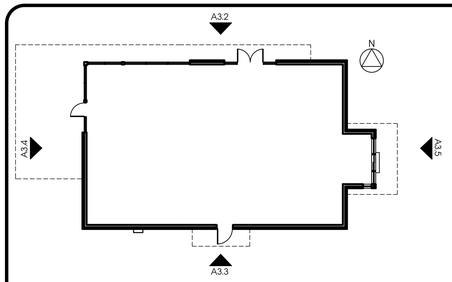
No.	Description	Date	By

WARNING:
It is a violation of Article 147, Section 7303 of the New York State Education Law for any of the New York State Education Law for any document, unless under the direction of a licensed Architect.

Title:
Floor Plan & Notes

Drawn By: B. Nicpon	Sheet No.: A-1.1
Date: 12-11-2023	
Checked By: M. Berger	
Scale: As Shown	

Attachment: SP-2023-15_drawings_032124 (28672 : SP-2023-15 5105 Sheridan Dr.)

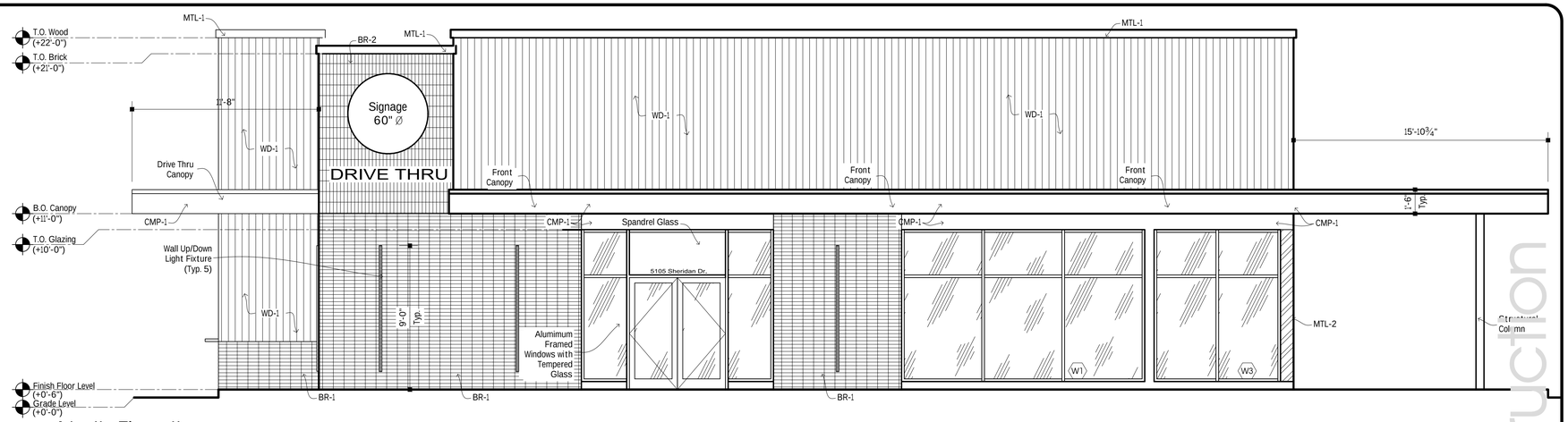


A3.1 Key Plan

N.T.S.

Exterior Finish Material Legend

Mark	Size	Manufacturer	Color	Material	Remarks
BR-1	Modular	Belden Mora Ceramic	Nero - Smooth Mortar To Match	Brick	Horizontal Stack Below Canopy Datum Vertical Stack Above Canopy Datum
BR-2	Modular	Belden Mora Ceramic	Nero - Smooth Mortar To Match	Brick	Horizontal Stack Below Canopy Datum Vertical Stack Above Canopy Datum
CMP-1		Locally Sourced	To Match RAL# 7021 Matte MT0028 - Flat Black	Metal	Anodized To Match Storefront
MTL-1		Locally Sourced	To Match RAL# 7021 Matte MT0028 - Flat Black	Metal Coping	Pre-Finished
MTL-2		Locally Sourced	To Match RAL# 7021 Matte MT0028 - Flat Black	Aluminum Storefront	Anodized
WD-1		Knot Wood	Eastern Mahogany		Sealed On All 4 Sides. Solid +/- 3/4" Thick x +/- 5-7/8" Wide x 6'-16' Random Lengths



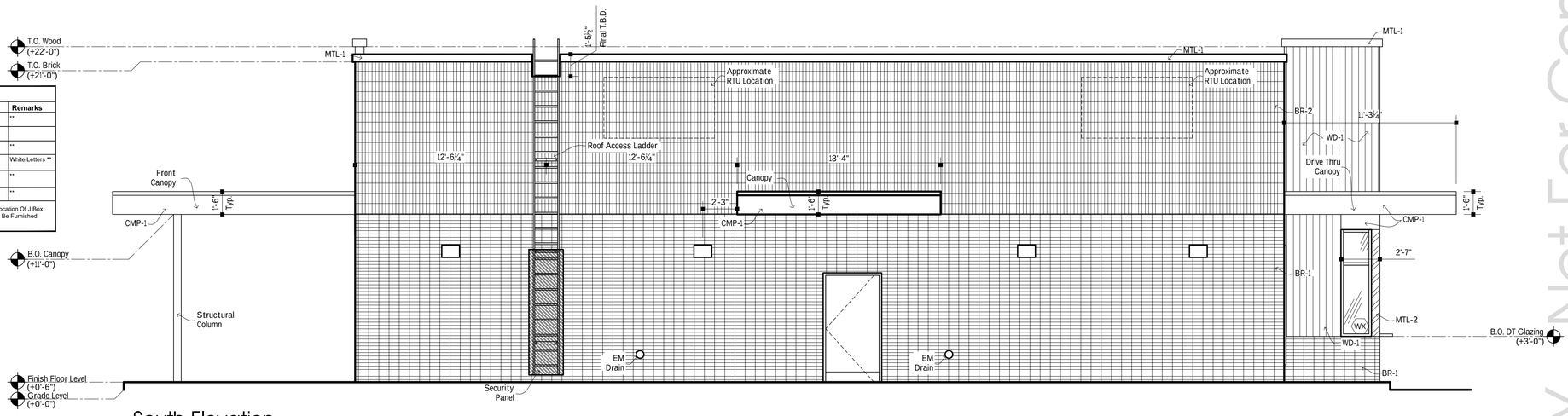
A3.2 North Elevation

1/4" = 1'-0"

Exterior Signage Legend

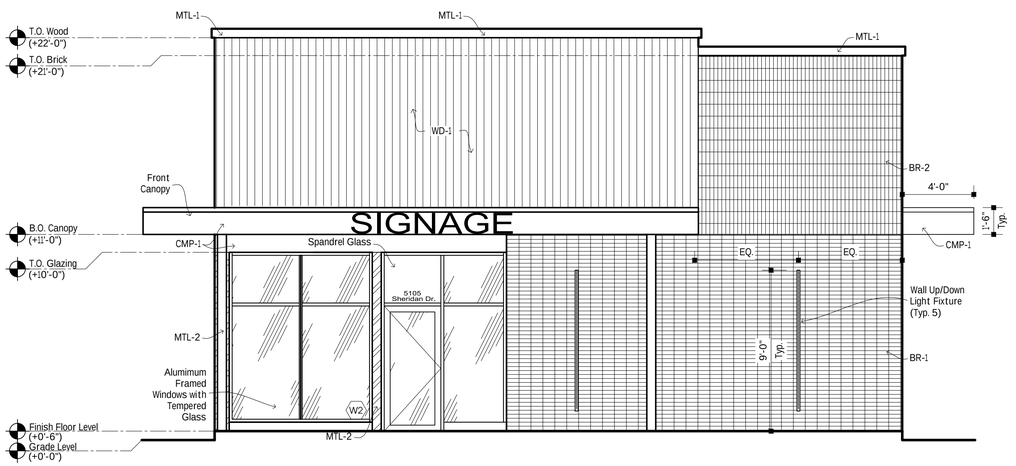
Mark	Count	Description	Furn. By	Install By	Remarks
13163	1	Sign - Disk SF Illuminated Flush Mounted Evolved - 48"	SB	SB	**
TBD 1	1	Sign - Woodmark Standard 60"	SB	SB	
x1600	1	6" Pin Mounted Drive-Thru Sign Letters	SB	SB	**
18494	1	Sign - Woodmark Starbucks Flush Mounted 12"	SB	SB	White Letters **
22609	1	Sign - Woodmark Blade Suspended - Horz. 18x6"	SB	SB	**
TBD 2	1	8" Pin Mounted Drive-Thru Sign Letters	SB	SB	**

** Electrical Conduit, J Box And Wall Blocking Shall Be Installed By LL. Coordinate Location Of J Box w/ Starbucks Signage Vendor. Signage Shown For Reference Only. Signage Shall Be Furnished And Installed By Starbucks Signage Vendor.



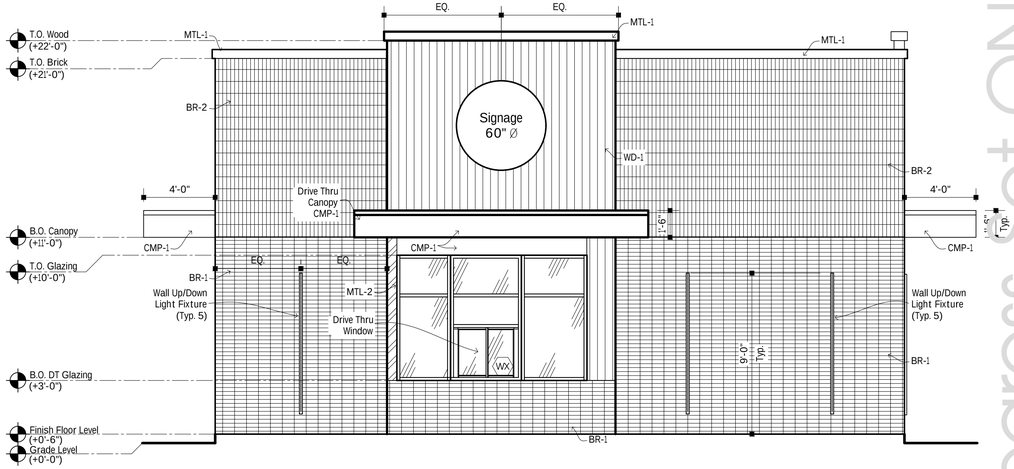
A3.3 South Elevation

1/4" = 1'-0"



A3.4 West Elevation

1/4" = 1'-0"



A3.5 East Elevation

1/4" = 1'-0"

Progress Set ONLY - Not For Construction

SUTTON architecture
"Design 2 Build"
5409 Main Street
(Second Floor)
Williamsville, NY 14221
(716) 932-7156 Fax: 932-7873

Job Number:
23-289

Proposed
New Build For:

ISKALO DEVELOPMENT CORP.
5166 MAIN STREET WILLIAMSVILLE, NY 14221
TEL: 716.633.2056, FAX: 633.2576

5105 Sheridan Dr.
Amherst NY, 14221

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No.	Description	Date	By

WARNING:
It is a violation of Article 147, Section 7303 of the New York State Education Law for any of the New York State Education Law for any document, unless under the direction of a licensed Architect.

Title:
Exterior Elevations

Drawn By: B. Nippon	Sheet No.: A-3
Date: 12-11-2023	
Checked By: M. Berger	
Scale: As Shown	

Attachment: SP-2023-15_drawings_032124 (28672 : SP-2023-15 5105 Sheridan Dr.)

Amherst

Town of Amherst Planning Department *Erie County, New York*

Brian J. Kulp
Supervisor

Daniel C. Howard,
Planning Direct

Daniel J. Ulatowski,
Assistant Planning D

Attachment: SP-2023-15 signed neg dec 032124 (28672 : SP-2023-15 5105 Sheridan Dr.)

SEQR
Negative Declaration

MAR 26 2024 PM2:

NOTICE OF DETERMINATION OF NON-SIGNIFICANCE

Lead Agency:	Town of Amherst Planning Board	**Project:**	SP-2023-15
Address:	5583 Main Street Williamsville, NY 14221 (716) 631-7051	**Date:**	March 21, 2024

This notice is issued pursuant to Part 617 and Local Law #3-82, as amended, of the implementing regulations pertaining to Article 8 (State Environmental Quality Review) of the Environmental Conservation Law.

The Lead Agency has determined that the proposed action described below will not have a significant adverse effect on the environment.

Title of Action: Site Plan Review

SEQR Status: Unlisted Action

Description of Action: Demolish the former automobile oil change building on the parcel and construct a 2,400 sq. ft. restaurant. Vehicular access to the site is proposed to Mill Street by a right-in, right-out driveway and to Sheridan Drive by a shared driveway with the site located at 5117 Sheridan Drive (*Mighty Taco*). Sixteen (16) vehicular stacking spaces for the drive-through and 36 parking spaces are provided. Work will include the site improvements not specifically stated above, including, stormwater, utilities, grading, lighting, paving, and landscaping.

Location: 5105 Sheridan Drive, Amherst, Erie County

Petitioner: Iskalo 5117 Sheridan LLC

MAR 26 2024 PM2:

REASONS SUPPORTING THIS DETERMINATION

Based on information submitted by the applicant including a Full Environmental Assessment Form (EAF) - Part I, (as amended) and a complete site plan application, a preliminary staff analysis was undertaken. Compared to the criteria listed in Section 617.7, all indications are that this action will not have a significant impact on the environment, as follows:

1. The project is not expected to cause a substantial adverse change in existing air quality, ground or surface water quality or quantity, or noise levels; a substantial increase in solid waste production; or a substantial increase in the potential for erosion, flooding, leaching or drainage problems. The Engineering Department on November 28, 2023 and the Engineering Services Division on December 6, 2023 reviewed the Grading, Drainage and Utility Plans submitted on November 20, 2023, Engineer's Report submitted on November 20, 2023, Erosion Control Plan submitted on November 20, 2023 and Geotechnical Report prepared by Barron & Associates, PC. Based on its review of these documents, the Department has determined that the project has or will have met all applicable requirements and has no objection to its approval.

2. The project will not result in the removal or destruction of large quantities of vegetation or fauna; or in significant adverse impacts to fish or wildlife species, habitats or other natural resources. The site is currently developed as a former gas station. The Planning Department reviewed a Landscape Plan submitted on March 14, 2024 and determined that it meets or exceeds Zoning Ordinance requirements for greenspace. The Landscape Plan has or will have met all Zoning Ordinance and Town requirements for landscaping.

3. The project is not expected to create any substantive conflict with the Town Comprehensive Plan. The Planning Department in their review of March 20, 2024, the Zoning Enforcement Officer in his/her review of March 20, 2024 have reviewed the application documents and the Building Department in their review of February 26, 2024 has reviewed the application documents along with the Geotechnical Report submitted on November 20, 2023 and determined that the subject project has or will have met all International Building Code – 2018 and Zoning Ordinance regulations.

4. The project is within an area identified by the State as having potential archaeological or historical significance. However, the site has been previously disturbed, therefore, the project will not impair the character or quality of important historical resources. On May 27, 2022 the NYSOPRHP provided a letter of no impact.

5. The project will not impair the character or quality of important aesthetic resources or of existing community or neighborhood character. The project is located in the Deep Corridor 3 (DC-3) zoning district; neighboring uses are a restaurant, a public school and various forms of residences zoned DC-3, Community Facilities District (CF), Residential District Four (R4) and Residential District Three (R3); therefore, the project is consistent with surrounding land use.

Attachment: SP-2023-15 signed neg dec 032124 (28672 : SP-2023-15 5105 Sheridan Dr.)

MAR 26 2024 PM2

6. The proposed subject development will include a 2,400 sq. ft. restaurant with drive-through which will not cause a major change in the use of either the quantity or type of energy.

7. The project is not anticipated to create any hazard to human health. On March 14, 2018 NYSDEC indicated that any soils generated from the former gas station site must be tested and analyzed to determine if they must be remediated or disposed of. The project developer will be required to provide a work safety and soil testing plan. The Fire Chief's Association on December 6, 2023 has reviewed the project and has no objection to the approval of the site plan, as all requirements of that agency have been met.

8. The project will not cause a substantial change in the use, or intensity of use, of land including agricultural, open space or recreational resources, or in its capacity to support existing uses. The one story, 2,400 sq. ft. restaurant will be consistent with the scale of surrounding land uses.

9. The function of the proposed restaurant with a drive-through will not significantly increase the number of people using the site over its previous level of use.

10. Review by the Town Traffic/Safety Board dated March 7, 2024, Erie County Dept. of Public Works –Highways Division dated February 1, 2024 and NYSDOT dated March 7, 2024 indicates that significant negative traffic impacts are not expected to result from the proposed project. A Traffic Impact Study (TIS) prepared by Passero Associates and submitted to the Planning Department on November 20, 2023 was also reviewed by Town Traffic/Safety Board, Erie County Dept. of Public Works –Highways Division and NYSDOT. Review of the plans and TIS Indicates that the following transportation improvements are required:

    The vehicular access to the site from Mill Street be limited to a right-in/right-out driveway and that the Sheridan Drive vehicular access be located as far east as feasible and shared with the property located at 5117 Sheridan Drive and that these improvements will be constructed as part of this project.

11. A coordinated review of the project has been undertaken by Town Departments, in addition to those mentioned above, Assessor on December 5, 2023, Plumbing Division on December 4, 2023 and Right-of-Way Agent on December 4, 2023. These reviews have not identified any significant environmental issues and indicate that the proposal will not have a significant damaging impact on the environment.

12. Issues not specifically mentioned above and/or those not specifically reviewed were not raised by Town departments, outside agencies or the public and are not determined to cause significant negative environmental impacts.

Attachment: SP-2023-15 signed neg dec 032124 (28672 : SP-2023-15 5105 Sheridan Dr.)

MAR 26 2024 PM2:1

Planning Board Approval
Moved by: Giuliani; Seconded by: Raffaele Ayes 5; Noes 0; Absent 2 (Davis, Kahn)

Scott Marshall, Principal Planner Date 3/26/2024

Michael J. Chmiel, Planning Board Chair Date 3/26/24

SM/ac
X:\Current_Planning\Files\Site Plans\2023\SP-2023-15_(5105_Sheridan_Dr)_2023\SP-2023-15_neg dec_032124.docx
cc: Commissioner of Building
Town Engineer
Fire Chiefs'
Highway
Traffic/Safety
ECDEP
ECDPW-Highways
NYSDOT
Iskalo 5117 Sheridan LLC, c/o Sean Hopkins, 5500 Main St., Ste. 343, Williamsville, NY 14221
Patrick Sheedy Jr., 487 Main Street, Suite 500, Buffalo, NY 14203
Nicholas Dolpp, Iskalo Development Corp., 5166 Main St., Williamsville, NY 14221

Attachment: SP-2023-15 signed neg dec 032124 (28672 : SP-2023-15 5105 Sheridan Dr.)

TOWN OF AMHERST
PLANNING BOARD
SITE PLAN RESOLUTION
SP-2023-15

PETITIONER

Iskalo 5117 Sheridan LLC
c/o Sean Hopkins, Esq.
Hopkins Sorgi & McCarthy
5500 Main St., Ste. 343
Williamsville, NY 14221

PROPERTY LOCATION

5105 Sheridan Drive

MAR 26 2024 PM2

Attachment: SP-2023-15 signed resolution 032124 (28672 : SP-2023-15 5105 Sheridan Dr.)

WHEREAS, the Town of Amherst Planning Board on Thursday, March 21, 2024 held a public hearing on a Site Plan for a 2,400 sq. ft. restaurant with drive-through, and

WHEREAS, the Planning Board reviewed the plans and specifications for the proposed project, and

WHEREAS, the Site Plan was referred to the Town's various review agencies, and

WHEREAS, the site and building plans were reviewed by the Town's Design Advisory Board and their recommendations were provided, and

WHEREAS, in accordance with Section 8-7-9 of the Zoning Ordinance, the Planning Board finds that:

A. The proposed site plan is consistent with the development plan if one is required.

B. The proposed site plan is consistent with the purpose and specific requirements of the Zoning Ordinance and generally consistent with the policies of the Comprehensive Plan.

C. Adequate services and utilities will be available prior to occupancy.

D. The site plan is consistent with all other applicable laws.

E. Pursuant to Local Law #3-82, as amended, the Planning Board has determined that the requirements of SEQR are complete and that the subject proposal is not expected to have a significant adverse effect on the environment.

F. Review by the US Army Corps of Engineers under Section 404 of the Clean Water Act may be waived because the parcel is developed.

NOW THEREFORE BE IT RESOLVED that in accordance with 6 NYCRR, Part 617 and Local Law #3-82, as amended, the Planning Board has issued a Negative Declaration attached hereto, and

TOWN OF AMHERST
PLANNING BOARD
SITE PLAN RESOLUTION
SP-2023-15

MAR 26 2024 PM2:

PETITIONER	PROPERTY LOCATION
Iskalo 5117 Sheridan LLC	5105 Sheridan Drive

NOW THEREFORE BE IT FURTHER RESOLVED that the Planning Board, in accordance with Section 8-7 of the Zoning Ordinance approves said Site Plan subject to the following conditions:

1. That the consideration of signs is specifically excluded from this approval as they require a separate review and approval by the Town.

2. That all dumpsters/trash containers and all mechanical equipment, utility structures, multiple meter boards, generators, and similar appurtenances, including those which are mounted on any part of a primary structure shall be appropriately screened with a fence, wall, and/or landscaping. Provide gate on dumpster enclosure that shall be closed whenever dumpster is not being serviced, enclosure shall be high enough to screen the dumpster(s) within.

3. That as-built record drawings, including location of utilities, be provided to the Engineering Department prior to issuance of a Certificate of Occupancy by the Building Department.

4. That the concerns raised in the Town of Amherst Traffic Safety Board letter dated March 7, 2024 be addressed to the satisfaction of the Board.

5. That the requirements of the Engineering Department – Engineering Services Division's letter dated December 6, 2023 be complied with.

6. That the concerns raised by the Planning Department and Town's Landscape Architect in the Planning Department letter dated March 20, 2024 be addressed to the satisfaction of the Landscape Architect and Department.

7. That the NYSDOT review any changes to the plan before final issuance of an approved site plan by the Town as requested in their email of March 7, 2024.

8. That the Mill Street driveway be restricted to right-in-right-out access as stipulated in the Erie County Highways email dated February 1, 2024 unless the driveway is located outside of the 95th percentile queue length.

9. The proposed Mill Street access driveway be re-located further south when the southerly portion of the development site is developed in the future.

10. The petitioner shall comply with the March 14, 2018 letter issued by NYSDEC regarding Spill Number 1611533 with respect to the testing of any soil excavation activities on the 5105 Sheridan Drive parcel as originally configured prior to January 25, 2024 related to the project.

Attachment: SP-2023-15 signed resolution 032124 (28672 : SP-2023-15 5105 Sheridan Dr.)

TOWN OF AMHERST
PLANNING BOARD
SITE PLAN RESOLUTION
SP-2023-15

MAR 26 2024 PM2:

PETITIONER	PROPERTY LOCATION
Iskalo 5117 Sheridan LLC	5105 Sheridan Drive

11. That additional signage be provided at the Mill Street driveway warning motorist of pedestrians/ do not block sidewalk.

12. That if recommended by the Traffic Safety Board the petitioner contribute to funding the addition of a school crossing guard at the Mill Street driveway, should it be determined that a crossing guard is necessary to aid in school children crossing such driveway.

The foregoing resolution was adopted by the Town of Amherst Planning Board, March 21, 2024; moved by Giuliani; seconded by Raffaele; ayes 5; noes 0; absent 2 (Davis, Kahn).

Michael J. Chmiel, Planning Board Chair

3/26/24
Date

SM/ac
X:\Current_Planning\Files\Site Plans\2023\SP-2023-15_(5105_Sheridan_Dr)_2023\SP-2023-15_FINAL resolution_032124.doc

cc: Commissioner of Building
Town Engineer
Fire Chiefs
Traffic/Safety
Highway Superintendent
ECDEP
ECDPW-Highways
NYSDOT
Sean Hopkins, 5500 Main St., Ste. 343, Williamsville, NY 14221
Patrick Sheedy Jr., 487 Main Street, Suite 500, Buffalo, NY 14203
Nicholas Dolpp, Iskalo Development Corp., 5166 Main St., Williamsville, NY 14221

Approved Plan: Carmina Wood Design
Received: March 4, 2024

Attachment: SP-2023-15 signed resolution 032124 (28672 : SP-2023-15 5105 Sheridan Dr.)

Amherst Planning Board
5583 Main Street
Williamsville, NY 14221

ADOPTED

Meeting: 03/21/24 06:30 PM
Department: Planning
Category: Site Plan and Relief from Conditions of Site Plan
Prepared By: Amy Carrato
Initiator: Dan Howard
Sponsors:
DOC ID: 28673 A

PLANNING BOARD ITEM (ID # 28673)

Request for Extension of Site Plan Approval for Proposed Townhome Development, SP-2021-22A

Property located at 41 Georgian Lane
Georgian Townhomes LLC, Petitioner

Request for extension of site plan approval for proposed construction of seven (7) residential townhouse buildings (four buildings with six units and three buildings with four units) with attached garages for a total of 36, 2-bedroom units on the currently vacant 4.0-acre parcel. Included in the development will be a private drive lane with a connection to Sturbridge Apartments to the south and visitor parking, utility, lighting and landscape improvements.

Ms. Penberthy moved to approve the request based on the resolution. The motion was seconded by Mr. Gill and carried. Ayes 5, Noes 0, Absent 2 (Davis, Kahn).

ATTACHMENTS:

- SP-2021-22A signed resolution 032124 (PDF)

RESULT:	**APPROVED [UNANIMOUS]**
MOVER:	Brittany Lee Penberthy, Board Member
SECONDER:	Harbinder Gill, Board Member
AYES:	Chmiel, Gill, Giuliani, Penberthy, Raffaele Jr.
ABSENT:	John B. Davis, Carrie H. Kahn

TOWN OF AMHERST
PLANNING BOARD
SITE PLAN RESOLUTION
SP -2021-22

FEB24'22 PM 4:47 RCVD

PETITIONER

Georgian Townhomes, LLC
2040 Military Rd.
Tonawanda, NY 14150

PROPERTY LOCATION

41 Georgian Lane

MAR 26 2024 PM2:

WHEREAS, the Town of Amherst Planning Board on Thursday, February 17, 2022 held a remote public hearing on a Site Plan for a 36-unit Townhome development, and

WHEREAS, the Planning Board reviewed the plans and specifications for the proposed project, and

WHEREAS, the Site Plan was referred to the Town's various review agencies, and

WHEREAS, in accordance with Section 8-7-8 of the Zoning Ordinance, the Planning Board finds that:

A. The site plan does not include usable space for active and passive recreation, including pedestrian connections.

B. The site plan does not include open space lands for public ownership and use offered for dedication or other disposition to the Town or other public entity.

C. School sites and facilities are adequate to accommodate the proposed site plan.

D. The site plan does not provide for the extension of roadways to adjacent property.

WHEREAS, in accordance with Section 8-7-9 of the Zoning Ordinance, the Planning Board finds that:

A. The proposed site plan is consistent with the development plan if one is required.

B. The proposed site plan is consistent with the purpose and specific requirements of the Zoning Ordinance and generally consistent with the policies of the Comprehensive Plan.

C. Adequate services and utilities will be available prior to occupancy.

D. The site plan is consistent with all other applicable laws.

E. Pursuant to Local Law #3-82, as amended, the Planning Board has determined that the requirements of SEQR are complete and that the subject proposal is not expected to have a significant adverse effect on the environment.

F. Under Section 404 of the Clean Water Act, the US Army Corps of Engineers has determined that it has no jurisdiction.

NOW THEREFORE BE IT RESOLVED that in accordance with 6 NYCRR, Part 617 and Local Law #3-82, as amended, the Planning Board has issued a Negative Declaration att[illegible] hereto, and

Attachment: SP-2021-22A signed resolution 032124 (28673 : SP-2021-22A 41 Georgian Lane)

TOWN OF AMHERST
PLANNING BOARD
SITE PLAN RESOLUTION
SP -2021-22

FEB24'22 PM 4:47 RCVD

PETITIONER

Georgian Townhomes, LLC

PROPERTY LOCATION

41 Georgian Lane

MAR 26 2024 PM2:

NOW THEREFORE BE IT FURTHER RESOLVED that the Planning Board, in accordance with Section 8-7 of the Zoning Ordinance approves said Site Plan subject to the following conditions:

1. That all dumpsters/trash containers and all mechanical equipment, utility structures, multiple meter boards, generators, and similar appurtenances, including those which are mounted on any part of a primary structure shall be appropriately screened with a fence, wall, and/or landscaping. Provide gate on dumpster enclosure that shall be closed whenever dumpster is not being serviced, enclosure shall be high enough to screen the dumpster(s) within.

2. That as-built record drawings, including location of utilities, be provided to the Engineering Department prior to issuance of a Certificate of Occupancy by the Building Department.

3. That the consideration of signs is specifically excluded from this approval as they require a separate review and approval by the Town.

4. That the petitioner satisfy the requirements of the Town of Amherst Engineering Department in their letter dated February 3, 2022.

5. That the petitioner satisfy the requirements of the Town of Amherst Stormwater Management Officer in their letter dated January 25, 2022.

6. That the petitioner satisfy the requirements of the Town of Amherst Zoning Enforcement Officer and the Town of Amherst Planning Department in their letter dated February 4, 2022.

The foregoing resolution was adopted by the Town of Amherst Planning Board, February 17, 2022; moved by – Giuliani; seconded by - Chmiel; ayes 6, noes 0; absent 1 (Gill).

Robert J. Gilmour, Chair 2-24-22 Date

TV/ac
X:\Current_Planning\Files\Site Plans\2021\SP-2021-22_(41_Georgian_Lane)_2021\SP-2021-22_resolution_021722.doc_

cc: Town Clerk
Commissioner of Building
Town Engineer
Fire Chiefs
Traffic/Safety
Highway Superintendent
ECDEP
Harry Illenz, Georgian Townhomes, LLC, 2040 Military Road, Tonawanda, NY 14150
Christopher Wood, Carmina Wood Morris, 487 Main Street, Suite 500, Buffalo, NY 14203

Approved Plan: Carmina Wood Morris
Received: January 31, 2022

Attachment: SP-2021-22A signed resolution 032124 (28673 : SP-2021-22A 41 Georgian Lane)

TOWN OF AMHERST
PLANNING BOARD
SITE PLAN RESOLUTION
SP -2021-22

PETITIONER

Georgian Townhomes, LLC
2040 Military Rd.
Tonawanda, NY 14150

PROPERTY LOCATION

41 Georgian Lane

MAR 26 2024 PM2

WHEREAS, the Town of Amherst Planning Board at their meeting on Thursday, March 21, 2024 considered a request for an extension of the Major Site Plan approval for a proposed 36 unit Townhome Development, and

NOW THEREFORE BE IT RESOLVED that the Planning Board grants an extension of Site Plan Approval retroactive to February 17, 2024 for a period of two years.

The foregoing resolution was adopted by the Town of Amherst Planning Board, March 21, 2024; moved by Penberty; seconded by Gill; ayes 5; noes 0; absent 2 (Davis, Kahn).

Michael J. Chmiel, Planning Board Chair

3/26/24
Date

SM/ac
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cc: Town Clerk
Commissioner of Building
Town Engineer
Fire Chiefs
Traffic/Safety
Highway Superintendent
ECDEP
Harry Illenz, Georgian Townhomes, LLC, 2040 Military Road, Tonawanda, NY 14150
Christopher Wood, Carmina Wood Morris, 487 Main Street, Suite 500, Buffalo, NY 14203

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