

**TOWN OF BEDFORD
PLANNING BOARD MEETING**

**425 Cherry Street
Bedford Hills, New York 10507
Tuesday
January 12, 2016
8:00 PM**

Public Hearings:

8:00 PM Preliminary Subdivision Approval - Two Lot Subdivision
Section 84.8 Block 1 Lot 31, R-2A Zone
9 Indian Hill Road, Bedford
Owner: **Edward Musal**
Applicant: **Kellard Sessions Consulting, P.C.**
(Review field trip notes.)
(Consider Preliminary Subdivision Approval.)

8:05 PM Preliminary Site Plan Approval – Three Theaters and a Café and Bar/Lounge
Section 84.7 Block 2 Lot 5, Neighborhood Business Zone
633-647 Old Post Road, Bedford
Owner: **Alchemy Bedford, LLC**
Applicant: **Bedford Playhouse, Inc.**
(Consider Preliminary Site Plan Approval.)

Conference:

1. Preliminary Site Plan Approval
Section 71.12 Block 2 Lot 31 and 32, RB and LI Zones
793 Bedford Road, Bedford Corners
Owner: **John Nohilly**
Section 71.12 Block 2 Lot 36, LI Zone
799 Bedford Road, Bedford Hills
Owner: **DP 21, LLC**
Applicant: **John N. Galanin, Estate Motors**
(Review latest submission.)

Discussion:

2016 Planning Board Schedule

Approval of Minutes:

June 23, 2015
June 30, 2015

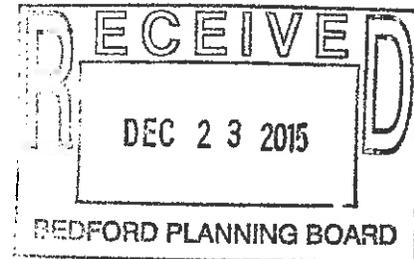
Supporting documentation for all items on this agenda is available at the Town of Bedford website.
(www.bedfordny.gov)

Larger documents and plans are available at the office of the Planning Board.
Agenda items subject to change.

VIA HAND DELIVERED

December 23, 2015

Town of Bedford
Planning Board
425 Cherry Street
Bedford Hills, New York 10507



Attn: Ms. Deirdre Courtney-Batson,
Planning Board Chair

**RE: *Preliminary Subdivision Application Submission
Edward Musal
9 Indian Hill Road, Bedford, New York
Section 84.08, Block 1, Lot 31***

Dear Chair Courtney-Batson:

On behalf of our client, Edward Musal, Kellard Sessions Consulting, P.C. is pleased to provide three (3) full sets and five (5) half-size sets of the following revised plans in support of a preliminary subdivision review of the referenced project. One (1) full-size plan set and Stormwater Pollution Prevention Plan Report (SWPPP) have been submitted directly to Hahn Engineering. The SWPPP was amended only to reflect the revision date of the drawings. No other changes were made to the body of the SWPPP.

- "Proposed Subdivision Plans for Edward Musal," Cover Sheet and Sheets 1/6 - 6/6, prepared by Kellard Sessions Consulting, P.C. dated (last revised) December 18, 2015
 - Cover Sheet
 - Sheet 1/6 Existing Conditions & Demolition Plan
 - Sheet 2/6 Layout/Subdivision Plan
 - Sheet 3/6 Grading & Utility Plan
 - Sheet 4/6 Sediment & Erosion Control Plan
 - Sheet 5/6 Erosion Control Details & Notes
 - Sheet 6/6 Driveway Profile & Details

At the October 27, 2015 Public Hearing, comments were issued by members of the Board and members of the public regarding alternative driveway locations, visual impacts to off-site properties, the proposed well location for Lot 2 and details of maintenance responsibilities within the driveway easement. These issues were also discussed with the Planning Board at its November 13, 2015 site walk of the property. While the maintenance of the driveway easement will be resolved at a future date between the owners of the properties, we have provided, below, a discussion of the other meeting discussion items.

■ Alternate Driveway Location

Due to the privacy concerns of the neighbor located immediately east of the subject property, the applicant investigated shifting the proposed driveway to the west of the originally-proposed driveway location. Before the applicant could commit to the driveway shift, additional soil testing for the SSDS had to be conducted. The applicant conducted deep and percolation tests of an alternate location for the SSDS expansion area and found the soil conditions to be acceptable. Therefore, the current plans illustrate a revised driveway alignment and SSDS location, which will locate the driveway approximately 140' - 150' away from the neighboring property line to the east.

During the November 13, 2015 Planning Board site walk, the Board investigated the possibility of constructing the Lot 2 driveway from Indian Hill Road. It was determined that the limited sight distance to the north prohibits the driveway from being constructed from Indian Hill Road.

■ Visual Impacts to Off-Site Neighbors

Due to the required SSDS location, adherence to the zoning (yard) setbacks, steep slope conditions and driveway approach to the house, the proposed house location for Lot 2 is essentially fixed, with very little flexibility. A neighbor to the northeast expressed concern at the October 27, 2015 Public Hearing about potential impact of the new house being located within his viewshed. The neighbor's house is approximately 200' feet away and sits approximately 50' higher than the proposed Lot 2 house. Although the neighbor will likely have views of the house in the winter months, the applicant believes that these views will be significantly muted during the growing season. As mentioned above, there are no alternative locations for the house that could further mitigate any potential visual impacts to off-site properties.

Ms. Deirdre Courtney-Batson
December 23, 2015
Page 3

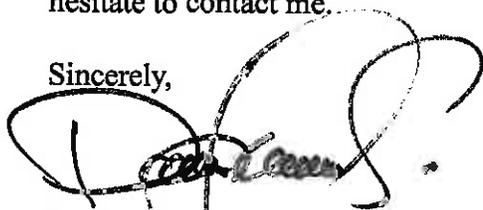
■ Proposed Well Location for Lot 2

The revised plans show a new well location for Lot 2. The well has been shifted approximately 80' west of the originally-proposed well location. The new well is at least 175' from, and completely outside of direct line of drainage from the theoretical location of the neighbor's septic system. The location of the neighbor's septic system could not be verified due to the age of the system. However, due to the rock outcroppings and severely steep slopes in the front of his property, the septic cannot be closer than $\pm 175'$ from the applicant's proposed new well location.

By cover of this letter, we are respectfully requesting that this item be placed on your January 12, 2016 meeting agenda for the continuation of the Public Hearing.

If you should have any questions or require additional copies of the submitted materials, please do not hesitate to contact me.

Sincerely,



David Sessions, RLA, AICP
Kellard Sessions Consulting, P.C.

DS/pg

Enclosures

cc: Edward Musal w/Enc.
Frank Annunziata, P.E. w/Enc.

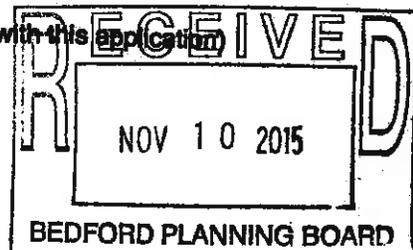
PLANNING BOARD
TOWN OF BEDFORD
WESTCHESTER COUNTY, NEW YORK

PRELIMINARY SITE PLAN APPLICATION

Submit to: Town of Bedford Planning Board, Bedford Hills, N.Y. 10507

1. IDENTIFICATION OF OWNER
ALCHEMY BEDFORD, LLC
Name of owner: KENNETH HORN, MANAGING MEMBER Phone: (212) 683-0044
Address: 641 LEXINGTON AVE, 32ND FL, NEW YORK, NY 10022
SIGNATURE OF OWNER: _____ Date: _____
2. IDENTIFICATION OF APPLICANT, IF OTHER THAN OWNER
BEDFORD PLAYHOUSE INC.
Name of applicant: JOHN FARR Phone: (914) 234-2875
Address: P.O. BOX 777, BEDFORD, NY 10506
Interest of applicant: TENANT, THEATER OPERATOR
3. PROFESSIONAL PERSON PREPARING SITE PLAN
STEPHEN TILLY ARCHITECT
Name: RAY WOBBE, PROJECT ARCHITECT Phone: (914) 693,8898
Address: 22 ELM STREET, DOBBS FERRY, NY 10522
4. IDENTIFICATION OF DEVELOPMENT
Bedford Tax Map Designation: Section: 84.7 Block: 2 Lot(s): 5 Area: _____
Zoning District: NB Proposed Use: MOTION PICTURE THEATER
Number of parking spaces required by the Bedford Town Code: _____
5. SUBMISSIONS ACCOMPANYING THIS APPLICATION
 - a. Ten (10) copies each of 1 sheets showing data required by Article IX, Section 125-89 of The Bedford Town Code for approval of a Preliminary Site Plan.
 - b. One (1) copy of any additional sketches, renderings, or other information which the Applicant may wish to present to the Planning Board.
 - c. Fee in amount of \$500, plus \$25 per parking space required by the Bedford Town Code. (make check payable to the Town of Bedford).

(See reverse side of this form for information required with this application)



PLANNING BOARD
TOWN OF BEDFORD
WESTCHESTER COUNTY, NEW YORK

PRELIMINARY SITE PLAN APPLICATION

Submit to: Town of Bedford Planning Board, Bedford Hills, NY 10507

1. IDENTIFICATION OF OWNER

ALCHEMY GEORFORD LLC
Name of owner: KENNETH HORN MANAGING MEMBER Phone: (914) 683-8044
Address: 681 LEXINGTON AVE, 32ND FL., NEW YORK, NY 10022

SIGNATURE OF OWNER: [Signature] Date: 11/15/15

2. IDENTIFICATION OF APPLICANT, IF OTHER THAN OWNER

BEDFORD PLAYHOUSE LLC
Name of applicant: JOHN FARR Phone: (914) 683-1815
Address: P.O. BOX 717, BEDFORD, NY 10506
Interest of applicant: TENANT THEATER OPERATOR

3. PROFESSIONAL PERSON PREPARING SITE PLAN

STEPHEN ITALY ARCHITECT
Name: RAY WOODRIDGE, PRINCIPAL ARCHITECT Phone: (914) 693-8811
Address: 22 ELM STREET, DRBBS FORRY, NY 10519

4. IDENTIFICATION OF DEVELOPMENT

Bedford Tax Map Designation: Section: 2411 Block: 24 Sub(s): 5 Area: _____
Zoning District: N.B. Proposed Use: MOTION PICTURE THEATRE
Number of parking spaces required by the Bedford Town Code: _____

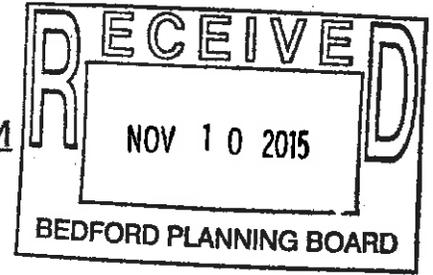
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(See reverse side of this form for information required with this application)



TOWN OF BEDFORD
ENVIRONMENTAL CLEARANCE FORM
 (This Side to be completed by Applicant)



Identification of Applicant

Name JOHN FARR Address P.O. BOX 777, BEDFORD, NY 10506
BEDFORD PLAYHOUSE INC. Phone (914) 234-2875

Identification of Property Owner, If Other than Applicant

Name KENNETH HORN, MANAGING MEMBER Address 641 LEXINGTON AVE, NEW YORK, NY 10022
ALCHEMY BEDFORD, LLC Phone (212) 683-0044

Identification of Site Involved, if any

- a) Name or other identification of site BEDFORD PLAYHOUSE
- b) Street which site abuts OLD POST ROAD (ROUTE 22)
- c) Tax Map Section B4.7 BLOCK 2 LOT 5
- d) Total site area 3.1389 AC
- e) Does applicant have a whole or partial interest in lands adjoining this site? NO

Identification of Proposed Action

a) Description of Proposed Action NONE. PROPOSED WORK IS INTERIOR ALTERATIONS TO EXISTING BUILDING.

b) Relationship to other actions:

1. List of further actions which may be undertaken, of which this proposed action is a part or first step, e.g. further subdivision of a large parcel of land: _____
2. List any related actions which may be undertaken as a result of this proposed action e.g. highway reconstruction to serve increased traffic: ADDITIONAL OFF-STREET PARKING
3. List any actions which are dependent upon this proposed action and therefore should be reviewed as a part of this action, e.g. house construction in the case of a residential subdivision: _____

All such actions must be reviewed in conjunction with the action proposed.

Classification of Proposed Action (see lists of Type I, II, Exempt, Excluded Actions)

- Type I. An Environmental Impact Statement is required unless the applicant demonstrates conclusively that one is not needed. Proceed to Environmental Assessment Form.
- Type II or Exempt Action. No Environmental Impact Statement is needed. Submit this form only.
- Unlisted Action. Pending Analysis of further information, an Environmental Impact Statement may be required. Proceed to Environmental Assessment Form.

Signature of Applicant: [Signature] Date: 11/10/15

TOWN OF BEDFORD – ENVIRONMENTAL CLEARANCE FORM

(This Side for Official Use Only)

Classification Approved; Further Action Required:

- Type I Action. The proposed action will have a significant effect on the environment. An Environmental Impact Statement is required unless the applicant demonstrates conclusively that one is not needed. Proceed to Environmental Assessment Form.
- Type II or Exempt or Excluded Action. No Environmental Impact Statement is needed. No further action required.
- Unlisted Action. The proposed project may have a significant effect on the environment. Pending analysis of further information, an Environmental Impact Statement may be required. Proceed to Environmental Assessment Form.

Comments:

Town Agency

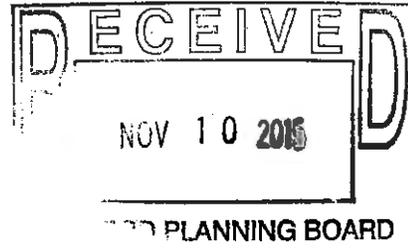
Agency Signature

Date

STEPHEN TILLY, Architect

November 9, 2015

Planning Board
Town of Bedford, NY
425 Cherry Street
Bedford Hills, NY 10507



Dear Chairman and Members of the Planning Board,

On behalf of Bedford Playhouse, Inc., it is our pleasure to submit the enclosed drawings for your review in connection with our Preliminary Site Plan Application. The following will help explain the nature and scope of the proposed project.

General description:

- The partition dividing the original theater into two smaller cinemas has been removed. The resulting auditorium space will be divided into three theaters of different sizes to accommodate a variety of events.
- The balcony at the First Floor will be framed over flush with the floor of the entrance lobby. This will enlarge the lobby area to accommodate a café and bar/lounge area accessible from the street entrance. This is viewed by our client as a way to establish the character of the new Playhouse as an everyday amenity for the community, as well as an important economic component of their business plan.
- All the seating for the three auditoriums will be at the lower (Basement) level, accessible from the Lobby by means of the two existing stairways and a new ADA-compliant LULA elevator.
- The former projection room and storage space on the Second floor will be converted to office space for the administration of the Playhouse.
- There will be no exterior work other than signage.

Theaters:

- Theater A, the largest, will have 192 fixed seats plus 5 wheelchair positions, for a total seating capacity of 197 persons.
- Theater B will have 56 fixed seats plus 4 wheelchair positions, for a total seating capacity of 60 persons.
- Theater C will not have fixed seats so that it can function as a multi-purpose space for film screenings, catered private parties and a variety of other events. For film screenings and presentations, Theater C will accommodate up to 40 movable seats.

Food service:

- The Lobby Café, Bar, and Lounge area will be a new use to be filed as a Restaurant, which is a permitted use in the NB district. It will have 40-50 seats and will be open during the breakfast, lunch, and dinner hours. It will operate in conjunction with the theater, but will also be a stand-alone café when theater events are not scheduled.

22 Elm Street
Dobbs Ferry, NY 10522
914.693.8898 / 914.693.4235 fax

STEPHEN TILLY, Architect

- All food served in the facility will be pre-prepared off site, and there will be no cooking facilities on the premises. Back-of-house equipment will consist of a microwave or warming oven, refrigerator, ice maker, commercial dishwasher, and three-compartment sink.
- The owner will apply for a liquor license.

Restrooms:

- Men's and women's restrooms sized to serve the theaters, the Lobby Café, and Bar/lounge will be located on the Basement level. Both are ADA accessible. The tabulation of the number of sanitary fixtures required by the Building Code and the quantity provided is attached.
- An additional unisex restroom is provided on the first floor near the ticket office. This is for the use of the café and bar employees and public convenience.

Accessibility for the disabled:

- Due to the existing topography it is infeasible to provide an accessible route from the parking lot on the west side of the building to the primary entrance on the east side. However, the design provides for an accessible route from the parking via the door to the Lower Lobby in the Basement. Although this is not a primary entrance, it may be used as an entry when coordinated with the theater staff. Access to all primary functions is available from this location as well as from the main entrance at the first floor.
- Accessibility from the main entrance on the first floor to the theaters in the basement is provided by an ADA-compliant LULA elevator located at the south side of the lobby. The basement is split level, with the upper level located 20" above the lower level. The LULA elevator stops at the upper level where the restrooms are located. An ADA-compliant wheelchair ramp is provided for access from the upper level to the lower level where the theaters are located.
- Theater A has a sloped floor for the seating. The gradient is within ADA and Building Code acceptable limits. An ADA-compliant ramp is provided to make the 21 inch vertical transition from the Lower Lobby to the theater aisles.
- The floors in Theaters B and C are level and at the same elevation as the Lower Lobby.
- All three theaters are provided with ADA-compliant wheelchair positions.

Wastewater management:

- The Bedford Playhouse building, consisting of the proposed theater, 25 apartment units, 3 retail stores, and a restaurant, is served by an on-site septic system that is operated under two permits:
 - New York State Department of Environmental Conservation (NYSDEC) SPDES permit, and
 - Westchester County Department of Health Discharge Operation Permit

The current Certificate to Operate Pollution Discharges is attached. These permits are based on flow and organic loading, which are monitored with monthly reports submitted to the Department of Health to demonstrate operation within the permitted limits. The permitted flow is 6,770 GPD. Based on monitoring over the past 6 months (a period during which the

STEPHEN TILLY, Architect

theater has been closed), the average flow has been 3,205 GPD. This provides a useable excess capacity of 3,226 GPD.

- According to Zaw Thien of the Bureau of Environmental Quality, Westchester County Department of Health, the wastewater design flow rate is based on criteria given in the NYS Design Standard for Intermediate Sized Wastewater Treatment Systems. Design calculations using these criteria indicate that the expected average flow will be 2,875 GPD (calculations attached). This, added to the monitored flow of 3,205 GPD, will total 6,080 GPD, which is within the permitted limit of 6,770 GPD.
- Continued monthly monitoring will be used to confirm that the organic loading and flow rates of the completed project remain within permitted limits. Also attached is a letter from William Bright of Hudson Valley Consulting, who is providing the monitoring on behalf of the building owner.

Parking:

- The previous theaters in this space contained a cumulative 461 seats. The proposed theaters will have a cumulative 297 seats, or an occupancy reduction of 164 seats. The Bedford Zoning Code does not establish parking ratios for theaters, but it is clear that the parking demand for the new theaters will be lower than the previous configuration.
- The new Restaurant use has a parking requirement of 1 vehicle per 100 sq.ft. of gross floor area. The gross floor area is 1012 sq.ft., and would require 11 parking spaces.
- Another consideration is that many or most of the patrons of the Café and Bar/Lounge will be the same people who are attending the theaters when the theaters are operating. When the theaters are not operating, their parking requirement could be met by the non-simultaneous use of the theater spaces.

We look forward to discussing the project further at the Board's November 17 meeting.

Sincerely,



Stephen Tilly, AIA, Principal
Stephen Tilly, Architect.

Attachments:

1. Tabulation of Minimum Requirements for Sanitary Facilities
2. Certificate to Operate Pollution Discharges
3. Wastewater design flow rates for Bedford Playhouse
4. WA Bright Flow memo

Tabulation of Minimum Requirements for Sanitary Facilities										
Location	Occ. Class.	Occ. Load	Male				Female			Drinking Fount.
			#Men	WC	Ur	Lav	#Wom	WC	Lav	
Cinema auditorium ¹	A-1	298	149	0.39	0.80	0.75	149	2.29	0.75	0.60
Café and Lounge ²	A-2	49	24.5	0.20	0.41	0.33	24.5	0.61	0.33	0.10
Second Floor Office ³	B	8	4	0.05	0.11	0.10	4	0.16	0.00	0.08
Projection Room ⁴	B	3	1.5	0.06	0.04	0.04	1.5	0.06	0.00	0.03
Totals		358	179	0.71	1.36	1.21	179	3.12	1.08	0.80
Minimum fixtures required				1.00	2.00	2.00		4.00	2.00	1.00
Proposed fixtures ⁵				1	3	2		4	2	2
Plus 1 unisex toilet rooms containing 1 lavatory and 1 WC										

- Theater A, 191 fixed seats + theater B, 58 fixed seats + theater C, 38 fixed seats + 11 H/C spaces = 298
- Occupants based on 349 sq. ft. (café) + 380 sq. ft. (lounge) = 729 sq. ft. @ 15 net sq. ft./occ (table 1004.1.1) = 49.
- Second Floor Office: 745 gross sq. ft. @ 100 sq. ft. per occupant (table 1004.1.1) = 8
- Projection Room: 246 gross sq. ft. @ 100 sq. ft. per occupant (table 1004.1.1) = 3
- Additional unisex facility on first floor is not included in this tabulation.

Minimum Number of Required Plumbing Fixtures (From Building Code of NYS, Table 29.2.1)							
Location	Occ. Class.	Male			Female		Drinking Fount.
		WC	Ur (max) ¹	Lav	WC	Lav	
Theaters	A-1	1 per 125	67%	1 per 200	1 per 65	1 per 200	1 per 500
Bars and similar	A-2	1 per 40	67%	1 per 75	1 per 40	1 per 75	1 per 500
Business uses	B	1 per 25	67%	1 per 40	1 per 25	1 per 40	1 per 100



Robert P. Astorino
County Executive

Sherlita Amler, M.D.
Commissioner of Health

December 15, 2014

Alchemy Bedford, LLC
641 Lexington Avenue, 32nd Floor
New York, NY 10022
Attention: Joel Breikopf, Agent

Re: Bedford Playhouse
Sewage Treatment Facility
Certificate to Operate Pollution Discharges

Dear Mr. Breikopf:

Forwarded herewith, please find your Certificate for the operation of a pollution discharge located at the above premises, issued by the Westchester County Department of Health pursuant to Chapter 873, Article XXII, Section 873.2204.1 of the Laws of Westchester County. You will note that the approval is valid from February 1, 2015 to January 31, 2016.

Please be advised that the applicant is responsible for the proper maintenance and operation of the above-referenced installation in such a manner that it will not exceed the effluent limits of your certificate or contravene the applicable provisions of the State and County regulations.

Very truly yours,



Paul Kutzy, P.E.
Assistant Commissioner
Bureau of Environmental Quality

DT:jlj

Enclosure

cc: File



WESTCHESTER COUNTY DEPARTMENT OF HEALTH
MOUNT KISCO, NEW YORK
SHERLITA AMLER, MD, COMMISSIONER
Facility # 15-034

CERTIFICATE TO OPERATE
POLLUTION DISCHARGE

Approval is hereby given for the operation of a pollution discharge pursuant to the provisions of Chapter 873, Article XXII, Section 873.2204.1 of the Laws of Westchester County.

OWNER: Alchemy Bedford, LLC
NAME: Joel Breitkopf, Agent
ADDRESS: 641 Lexington Avenue, 32nd Floor
New York, NY 10022

FACILITY LOCATION: Bedford Playhouse
Sewage Treatment Facility

RECEIVING BODY OF WATER: Tributary to Mianus River at Latitude 41° 12' 18" & Longitude 73° 39' 30"

Conditions:

1. THAT this facility shall be operated in compliance with the provisions of Chapter 873, Article XXII, of the Laws of Westchester County and the applicable provisions of Title 6 of the New York State Codes, Rules and Regulations of the State of New York; operation in a manner other than its design and the above provisions may result in suspension or revocation of this certificate.
2. THAT the effluent discharge from this facility shall comply with Appendix A
3. THAT this facility shall be operated by Hudson Valley Consulting, Inc.
4. THAT complete and accurate monthly operating reports shall be forwarded to this Department within 15 days following the end of a month.
5. THAT all required samples taken by the facility must be analyzed by a New York State certified laboratory.
6. THAT the operation of this facility other than in accordance with its approval design shall cause the operator of the facility to immediately notify this Department.
7. THAT all conditions contained within the approval of the New York State Department of Environmental Conservation, State Pollution Discharge Elimination System Permit shall be in full effect.
8. THAT this permit does not revoke or suspend any approvals or conditions imposed by any other agency, and in the event that any regulatory agency withdraws their approval for this facility to operate, this certificate may be revoked upon written notification from this Department.
9. THAT this certificate is not transferable and shall be displayed at the facility.

FOR THE COMMISSIONER

BY: Sherlita Amler MD

SHERLITA AMLER, M.D.
Commissioner of Health

BY: [Signature]
Paul Kutzy, P.E.
Assistant Commissioner
Bureau of Environmental Quality

Certificate Issued: February 1, 2015
Certificate Expires: January 31, 2016

Appendix A

During the period beginning February 1, 2015 and lasting until January 31, 2016 discharges from the permitted facility shall be limited and monitored by the permittee as specified below:

TABLE 1

<u>Outfall Number</u>	<u>Effluent Limitations</u>	(Maximum Limits except where otherwise indicated)	
(X)	Flow	30 day arithmetic mean	0.00677 (X) MGD () GPD
(X)	BODs	30 day arithmetic mean	15 mg/l and 0.85 lbs/day (1)
(X)	BODs	7 day arithmetic mean	25 mg/l and 1.41 lbs/day
()	BODs	Daily Maximum	mg/l and lbs/day
()	UODs (2)	Daily	mg/l and lbs/day
(X)	Suspended Solids	30 day arithmetic mean	15 mg/l and 0.85 lbs/day (1)
(X)	Suspended Solids	7 day arithmetic mean	25 mg/l and 1.41 lbs/day
()	Suspended Solids	Daily Maximum	mg/l and lbs/day
(X)	Effluent disinfection required:	(X) all year	
()	Seasonal from _____ to _____		
(X)	Fecal Coliform	30 day geometric mean shall not exceed 200/100 ml	
(X)	Fecal Coliform	7 day geometric mean shall not exceed 400/100 ml	
()	Fecal Coliform	6 hour geometric mean shall not exceed 800/100 ml (3)	
()	Fecal Coliform	No individual sample may exceed 2400/100 ml (3)	
(X)	If chlorine is used for disinfection, a minimum chlorine residual of 0.5-2.0 mg/l shall be maintained in the chlorine contact chamber whenever disinfection is required.		
()	If specified here, the chlorine residual in the final discharge shall not exceed 2.0 mg/l.		
()	Total Coliform	Daily	_____ /100 ml
()	Total Kjeldahl Nitrogen	Daily	_____ /mg/l as N
()	Ammonia	Daily Maximum	_____ /mg/l as NH ₃
()	Dissolved Oxygen	Daily Minimum	_____ /mg/l
(X)	pH	Range	6.5 to 8.5
(X)	Settleable Solids	Daily Maximum	0.1 ml/l
()	Phosphorus, Total	Daily	_____ mg/l as P
()	Total Nitrogen	Daily	_____ mg/l as N
()	_____	Daily	_____ mg/l

TABLE 2

Monitoring Requirements

	<u>Parameter</u>	<u>Frequency</u>	<u>Sample Type</u>	<u>Sample Location</u>	
				<u>Influent</u>	<u>Effluent</u>
()	Total Flow, MGD	Instantaneous	N/A	X	OR X
(X)	BODs mg/l	3/year	2 hr/comp		X
(X)	Suspended Solids, mg/l	3/year	2 hr/comp		X
(X)	Fecal Coliform, No./100 ml	3/year	Grab		X
()	Total Coliform, No./100 ml				
()	Total Kjeldahl Nitrogen, mg/l as N				
()	Ammonia, mg/l as NH ₃				
()	Dissolved Oxygen, mg/l				
(X)	pH	3/yr	Grab		X
(X)	Settleable Solids, ml/l	3/yr	Grab		X
(X)	Residual Chlorine, mg/l	Daily	Grab		X
()	Phosphorus, mg/l as P				
(X)	Temperature, °F	3/yr	Grab		X
()	Total Nitrogen, mg/l as N				
()	Visual Observation				
()					

(1) And effluent values shall not exceed 15% of influent values.
 (2) UOD (Ultimate Oxygen Demand) shall be computed and reported as follows:
 $UOD = 1\frac{1}{2} \times BOD5 + 4\frac{1}{2} \times TKN$ (Total Kjeldahl Nitrogen).
 (3) Sample CL2 contact chamber effluent.

Wastewater design flow rates for Bedford Playhouse and café

**Source: NYS Design Standard for Intermediate Sized Wastewater Treatment Systems
Section B.6.b Design Flow, Method 1: Typical Per-Unit Hydraulic Loading Rates**

Use	Unit	GPD/unit(1)	Units	Total GPD
Assembly Hall, Theater				
Theater A			197	
Theater B			60	
Theater C			40	
	per seat	5	<u>297</u>	1,485
Theater Employees	persons	15	4	60
Office employees	persons	15	2	30
Lobby Café (Restaurant)				
Restaurant	per seat	35	40	1,400
Lounge/Bar	per seat	20	10	200
Total				3,175

Memo

To: Ray Wobbe, RA
From: William A. Bright
CC: Alchemy-Bedford, LLC
Date: October 30, 2015
Re: Wastewater Facility Capacity

Ray

As stated in Mr. Thein's email the wastewater facility at the Bedford Playhouse is operating under a NYS SPDES permit and a Westchester Co. permit to operate; these permits are based on flow and organic loading. The permitted flow is 6,770 GPD, I have attached the parameter's page from the WCHD permit for you to review. Over the past six months the average flow from the Bedford Playhouse has been 3,205 GPD; this provides a useable excess capacity of 3,226 GPD. Since the changes of use will be reducing the number of seats there is adequate excess capacity to account for the changes.

From: Thein, Zaw [<mailto:zt1@westchestergov.com>]
Sent: Tuesday, September 22, 2015 3:04 PM
To: Ray Wobbe
Cc: William Bright (wbright55@aol.com); George, Meena (DEC); Taylor, Delroy
Subject: RE: Bedford Playhouse renovation - wastewater questions

Ray,

This Department has no objection to the renovation of the theater and café at the above referenced facility so long as the wastewater effluent does not exceed the existing permits limits.

As discussed, Bedford Play House Wastewater Treatment Facility is operated under two (2) outstanding permits, namely:

1. New York State Department of Environmental Conservation (NYSDEC) SPDES permit and
2. Westchester County Department of Health Pollution Discharge Operation Permit.

These permits have specific effluent limitations as well as maximum allowable discharge flow limit. The facility is required to monitor and record the parameters and comply with all the effluent limitations established in these permits. The facility submits monthly operation report to NYSDEC and this Department to demonstrate the operational compliance. Should you have any question or require additional information, please feel free to contact me at the number indicated below.

Sincerely,

Zaw T. Thein Assistant Engineer, Bureau of Environmental Quality, Westchester County Department of Health, 25 Moore Avenue Mt. Kisco NY 10549, Tel: 914-864-7348, zt1@westchestergov.com

Appendix A

During the period beginning February 1, 2014 and lasting until January 31, 2015 discharges from the permitted facility shall be limited and monitored by the permittee as specified below:

TABLE 1

<u>Outfall</u> <u>Number</u>	<u>Effluent Limitations</u>	(Maximum Limits except where otherwise indicated)	
(X) Flow	30 day arithmetic mean	0.00677	(X) MGD () GPD
(X) BOD ₅	30 day arithmetic mean	15	mg/l and 0.85 lbs/day (1)
(X) BOD ₅	7 day arithmetic mean	25	mg/l and 1.41 lbs/day
() BOD ₅	Daily Maximum		mg/l and lbs/day
() UOD ₅ (2)	Daily		mg/l and lbs/day
(X) Suspended Solids	30 day arithmetic mean	15	mg/l and 0.85 lbs/day (1)
(X) Suspended Solids	7 day arithmetic mean	25	mg/l and 1.41 lbs/day
() Suspended Solids	Daily Maximum		mg/l and lbs/day
(X) Effluent disinfection required:	(X) all year		
() Seasonal from _____	to _____		
(X) Fecal Coliform	30 day geometric mean shall not exceed	200/100 ml	
(X) Fecal Coliform	7 day geometric mean shall not exceed	400/100 ml	
() Fecal Coliform	6 hour geometric mean shall not exceed	800/100 ml (3)	
() Fecal Coliform	No individual sample may exceed	2400/100 ml (3)	
(X) If chlorine is used for disinfection, a minimum chlorine residual of 0.5-2.0 mg/l shall be maintained in the chlorine contact chamber whenever disinfection is required.			
() If specified here, the chlorine residual in the final discharge shall not exceed 2.0 mg/l.			
() Total Coliform	Daily		/100 ml
() Total Kjeldahl Nitrogen	Daily		/mg/l as N
() Ammonia	Daily Maximum		/mg/l as NH ₃
() Dissolved Oxygen	Daily Minimum		/mg/l
(X) pH	Range	6.5	to 8.5
(X) Settleable Solids	Daily Maximum	0.1	ml/l
() Phosphorus, Total	Daily		mg/l as P
() Total Nitrogen	Daily		mg/l as N
() _____	Daily		mg/l

TABLE 2



Philip Habib & Associates

Engineers and Planners • 102 Madison Avenue • New York, NY 10016 • 212 929 5656 • 212 929 5605

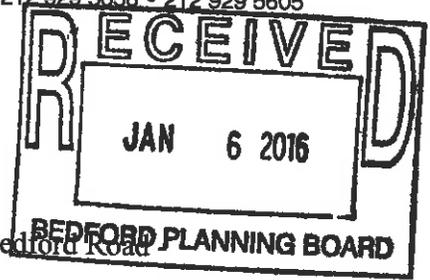
To: Edward W. Brancati, Village Manager, Mount Kisco, NY

From: Philip Habib & Associates

Date: January 5, 2015

Subject: Comments on the Traffic Impact Study for 333 North Bedford Road

Proposed Mercedes Benz of Mount Kisco with 27 service bays



Philip Habib & Associates (PHA) has reviewed the revised Traffic Impact Study (TIS) for the proposed Mercedes Benz dealership at 333 North Bedford Road dated December 18th, 2015. The document states that the proposed facility square footage is 113,000 with 36 service bays, three prep bays and a washing bay. The conclusion states that the Levels of Service and delays on the area roadways would be maintained under future no-build and build conditions with the proposed Mercedes Benz dealership with a slight modification to the signal timing.

A memo was also distributed on December 18th, 2015 outlining a possible scenario with which the intersection of Ice House Road/Park Drive and Route 117 would be redesigned to include either four-phase signalization or three phase signalization. Both of these designs would need to be reviewed and approved by New York State DOT, which has jurisdiction over the signal design at this intersection.

PHA has a few comments on the Traffic Impact Study and the alternate signal phase analysis memo.

Traffic Impact Study:

1. Table 3, Intersection 1, Saturday Midday Peak Hour, Year 2018 Build Conditions Southbound approach should read 33.6, not 33.9.
2. The study states that the signal timing modification would keep the LOS on the Ice House Road approach from deteriorating from E to F in the weekday PM peak period. However, the Saturday midday peak period shows an increase in delay of 6.1 seconds on this approach. Even though the LOS remains at E, the increase in delay is greater than the 5.6 second increase in the weekday PM period. For this reason, the applicant might want to explore signal timing changes on Saturday as well or describe why it is not feasible.

Alternate Signal Phase Analysis Memo:

1. The existing vehicle entrance and new vehicle exit geometry from the property north of Ice House is not completely clear under the four phase signalization. Can trucks exit at the new location? What would signage look like to keep vehicles from exiting at the entrance. The four phase signalization reconfiguration does not look feasible in my opinion.

However, if NYSDOT approves the reconfiguration of the intersection, then the LOS at the intersection with the 36 bays and the 4 phase signal returns from the build condition back to no-build operation.

2. The weekday AM and Saturday midday trip assignment for 36 lift bays was not rounded correctly. The total inbound trips for the AM and Saturday are 15 and 27 respectively, as shown in Table 1A. However, Figures 9-A and 11-A show 16 and 28 total inbound trips in the weekday AM and Saturday midday peak hours respectively.

3. Please provide a table showing the proposed signal timing changes for both the three-phase and four-phase signals.

4. The provided schematic for the three-phase signal shows that right turns from Ice House Road onto southbound Route 117 are channelized. However, the Synchro file shows one left-through-right lane on this approach. Please clarify this discrepancy.

5. Table 3, Intersection 1, Saturday Midday Peak Hour, Year 2018 Build Conditions - Westbound approach should read 1.9, not 2.0.

Conclusion

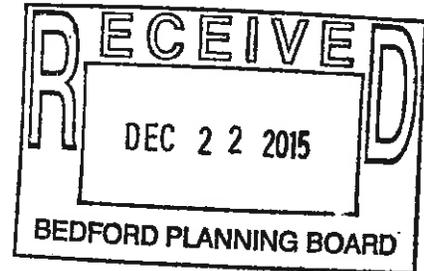
PHA has fully reviewed the Traffic Impact Study and has no further comments on the analysis as completed. The proposed Mercedes dealership includes 27 service bays, three prep bays and one washing bay and would reduce the Level of Service at the two intersections analyzed. As described in the document, the eastbound Level of Service at the intersection of Ice House Road/Park Drive and Route 117 would be below an acceptable threshold. With a signal timing modification to the existing green time, the Level of Service for the eastbound approach of Ice House road would be back to the No-Build condition. The signal timing modification would need to be reviewed and approved by NYSDOT.

The Alternate Signal Phase Analysis memo outlines two plans to reduce the existing five phase signal of Ice House Road & Route 117 to four or three phases. The proposed alternative should be incorporated into a new Traffic Impact Study when the property north of Ice House Road is owned by the applicant. At that time, a potential increase to 36 service bays for the proposed Mercedes dealership can be fully reviewed by the the Town of Mount Kisco. In addition, a revised parking analysis and Level of Service at both intersections would be required.

NYSDOT would need to review and approve the alternate signal phasing design that would ultimately be installed at the intersection of Ice House Road/Park Drive and Route 117.

December 22, 2015

Chairman Joseph Cosentino and Planning Board Members
 Planning Board
 Village/ Town of Mount Kisco
 104 Main Street
 Mount Kisco, NY 10549



Re: Estate Motors/ DP-21
 Mercedes Benz of Mount Kisco
 New Automobile Sales and Service
 Sec. 69.50 Bl. 2 Lot 1

Dear Chairperson Cosentino and Planning Board Members;

On behalf of our Client, Estate Motors and DP-21, Catizone Engineering, P.C. is pleased to transmit the following:

No. Copies	Title	Date
15	C1.01 Existing Conditions Plan	12/18/2015
15	C1.02 Historic Site Plan	12/18/2015
15	C1.11 Overall Site Plan	12/18/2015
15	C1.12 Overall Site Zoning Notes	12/18/2015
15	C2.21 Grading and Utilities Plan	12/18/2015
15	C2.22 Grading and Utilities Plan	12/18/2015
15	C2.23 Grading and Utilities Plan	12/18/2015
15	C2.31 Erosion and Sediment Control Plan	12/18/2015
15	C2.32 Erosion and Sediment Control Plan	12/18/2015
15	C2.33 Erosion and Sediment Control Plan	12/18/2015
15	C2.51 Photometric Plan	12/18/2015
15	C2.52 Photometric Plan	12/18/2015
15	C4.01 Details	12/18/2015
15	C4.02 Details	12/18/2015
5	Stormwater Pollution Prevention Plan	12/18/2015
5	Traffic Impact Study (Maser Consulting)	12/18/2015
5	Parking Analysis	12/18/2015
5	Phase 4 and Phase 3 Analysis	12/18/2015

In accordance with our staff meeting on December 7, 2015 we have provided:

- A finalized traffic study
- A finalized parking study
- A memorandum on 4 Phase and 3 Phase signal alternatives.
- SWPPP addressing the Estate motors CPO, Sales site and 333NBR field house.
- Updated site plans which have been advanced to include lighting, utilities and details.

Chairman Joseph Cosentino and Planning Board Members
December 22, 2015
Page 2 of 2

We hope that the attached information is satisfactory and that we can discuss technical comments at the January 6, 2015 and that we can discuss technical comments with your consultants prior to the public hearing scheduled for January 26, 2015.

Sincerely,



Pietro A. Catizone, P.E.
Principal

cc: Mr. Jeff Osterman; Town of Bedford Planning (8 plans, 3 report hard copies)
Electronic copies:
Mr. Anthony Monteleone, Esq.; Monteleone and Monteleone
Mr. Charles Buonanno; Estate Motors
Mr. Anthony Assalone; Estate Motors
Mr. John Galanin
Mr. Jonathan J. Penny, AIA; Penney Design Group.
Mr. John Collins; Maser Consulting
Mr. Jim Diamond; Diamond Properties
Mr. Neil Alexander, Esq.; Cuddy and Feder

PAC

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Engineers
Planners
Surveyors
Landscape Architects
Environmental Scientists

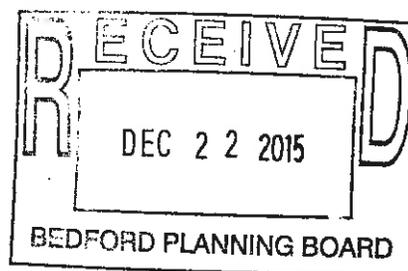
11 Bradhurst Avenue
Hawthorne, NY 10532
T: 914.347.7500
F: 914.347.7266

www.maserconsulting.com

December 18, 2015

Mr. Edward W. Brancati, Village Manager
Village/Town of Mount Kisco
Village Hall - 104 Main Street
Mount Kisco, New York

RE: Mercedes Benz of Mt. Kisco
The Park – 333 N. Bedford Road
Mt, Kisco Westchester County, NY
Maser Consulting No. 14002035A



Dear Mr. Brancati:

The September 11, 2015 Traffic Impact Study has been updated to address comments by the Village/Town's Traffic Consultants (Philip Habib Associates) including their October 5, 2015 Memorandum (Maser Consulting Response Memo dated November 5, 2015) and analyzing the NYS Route 117/Ice House Road and NYS Route 117/Park Drive/309 N. Bedford Road Driveway two off-set intersections as a single 5-leg intersection (Maser Consulting – November 23, 2015 Memo). This information had been included in the updated (attached) December 18, 2015 Traffic Impact Study (TIS).

As summarized in the Traffic Impact Study with the proposed Mercedes Benz New Car Sales and Service replacing the Wine Enthusiast and proposed Mercedes Benz Certified Pre-Owned Sales, the Levels of Service will be maintained along NYS Route 117 (Bedford Road), Park Drive, the 309 N. Bedford Road Driveway under future Build Conditions including Ice House Road (with minor signal timing changes during the Weekday Peak PM Hour). The NYS Route 117 (Bedford Road) and Ice House Road, Park Drive, 309 N. Bedford Road Driveway intersection will continue to operate at an overall Level of Service "C" during the Weekday Peak AM, Weekday Peak PM and Saturday Peak Hours with the Mercedes Benz dealership with 27 lift bays. As shown in Table No. 3 of the TIS, Ice House Road will continue to operate at a Level of Service "E" during the Weekday Peak AM and Saturday Peak Hours. While Ice House Road is projected to change from a Level of Service "E" to a Level of Service "F", the change in delay would be 5.6 seconds. As discussed in the TIS, minor signal timing adjustments (allocation of green time) could be made to improve the operation of the Ice House Road approach. As shown on Table No. 4 of the TIS with the allocation of 2 seconds of green time from the 309 N. Bedford Road Driveway to Ice House Road, Ice House Road will continue to operate at a Level of Service "E" with less delay times.



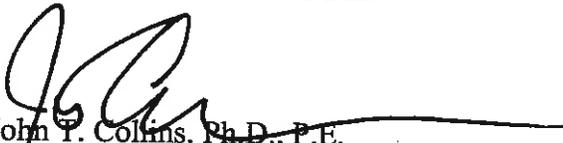
As part of the previous approval for 333 N. Bedford Road there was a condition that when the design volume of 450 peak hour trips (total inbound and outbound volume per hour) were exceeded by 10% (total of 495 peak hour trips), the Applicant was to return to the Planning Board to discuss potential traffic improvements.

As outlined in the Traffic Impact Study, under Existing Conditions, the 333 N. Bedford Road (including the other uses along Ice House Road) is generating 447 Peak AM Trips, 501 Peak PM Trips and 481 Peak Saturday Trips. Thus there is an exceedance during the Weekday Peak PM Hour. With the proposed Mercedes Benz New Car Sales and Service replacing the Wine Enthusiast and proposed Mercedes Benz Certified Pre-Owned Sales, the anticipated site generation would be 489 Peak AM Trips, 539 Peak PM Trips and 539 Peak Saturday Trips. Thus there would be an exceedance during both the Weekday Peak PM and Saturday Peak Hours.

However even though there is an exceedance, the Levels of Service at both driveways will be maintained. Based on the above, any approval of the Mercedes Dealership should also include an increase in "cap" to 500 peak hour trips keeping the 10% factor (for the potential of 550 trips).

Very truly yours,

MASER CONSULTING P.A.


John T. Collins, Ph.D., P.E.
Principal Associate


Ronald P. Rieman, Assistant Project Manager

RPR/rpr
Enclosures



Traffic Impact Study

Mercedes Benz of Mt. Kisco
The Park – 333 N. Bedford Road
Mt. Kisco, Westchester County, New York

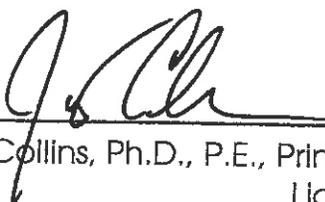
September 11, 2015
Revised: December 18, 2015

Prepared For

Mr. Chris Buonanno
President/General Manager
Estate Motors, Inc.
321 Route 22
Goldens Bridge, NY 10526

Prepared By

Maser Consulting P.A.
11 Bradhurst Avenue
Hawthorne, NY 10532
914.347.7500



John T. Collins, Ph.D., P.E., Principal Associate
License No. 46029



Ronald P. Rleman, Assistant Project Manager



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APPENDICES

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APPENDIX F.....	CAPACITY ANALYSIS SUMMARY SHEETS
APPENDIX G.....	NYSDOT TRAFFIC SIGNAL TIMING PLANS

A. INTRODUCTION

This Study was prepared to evaluate the potential traffic impacts of the proposed Mercedes Benz of Mt. Kisco located at 333 N. Bedford Road on the surrounding roadway network. The following sections provide a description of the proposed Project and the tasks undertaken in completing our evaluation.

B. PROJECT DESCRIPTION AND LOCATION (Figure No. 1)

Mercedes Benz is proposing to relocate their Mercedes Benz Dealership and Service Center currently located at 321 Route 22 in Goldens Bridge (Estate Motors) to 333 N. Bedford Road (The Park) for new car sales and service replacing the existing 113,000 s.f. Wine Enthusiast space in the Village of Mt. Kisco. The Mt. Kisco showroom and sales area will consist of some 11,807 s.f. and the service center will have 27 lift bays, 3 prep bays and 1 wash bay. The remaining space will be “ancillary” space. The dealership will have limited service on Saturday and is closed on Sunday. Mercedes Benz is also proposing an approximately 7,000 s.f. Certified Pre-Owned Sales Operation at 793/795 N. Bedford Road in the Town of Bedford. As shown on Figure No. 1 both the Mercedes Benz new car dealership and service center and Certified Pre-Owned Sales will have access via the existing 333 N. Bedford Road access and Ice House Road access.

C. YEAR 2015 EXISTING TRAFFIC VOLUMES (Figures No. 2, 3 and 4)

In order to identify current traffic conditions in the vicinity of the Site, turning movement traffic counts were conducted on Thursday, March 26, 2015 between the hours of 8:00 AM and 10:00 AM and 4:00 PM and 6:00 PM to determine the Weekday Peak AM Highway Hour and Weekday Peak PM Highway Hour and Saturday, March 28, 2015 between the hours of 11:00 AM and 1:00 PM to determine the Saturday Peak Hour for the following Study Area Intersections.

- NYS Route 117 and 333 N. Bedford Road (The Park North Access) / Foxwood Circle
- NYS Route 117 and Ice House Road (The Park South Access) / Park Drive

In addition Automatic Traffic Recorders (ATR's) were placed on 333 N. Bedford Road (The Park North Access) and Ice House Road (The Park South Access). It should be noted that Ice House Road also provides access to GH Auto Body, Whipskins.com, Simone Bros Auto Body, Satellite Music Studios and the ATR includes this traffic.

Based upon a review of the traffic counts, the peak hours generally are:

- Weekday Peak AM Highway Hour 8:45 AM – 9:45 AM
- Weekday Peak PM Highway Hour 5:00 PM – 6:00 PM
- Saturday Peak Hour 11:30 AM – 12:30 PM

The resulting Year 2015 Existing Traffic Volumes are shown on Figures No. 2, 3 and 4 for the Weekday Peak AM, Weekday Peak PM and Saturday Peak Hours, respectively.

Based on a review of the turning movement traffic counts, ATR count data on 333 N. Bedford Road and Ice House Road and NYSDOT ATR historical data along NYS Route 117, it was determined the Weekday Midday Hour was not a critical hour for analysis.

A copy of the Traffic Count Data is contained in Appendix C of this Study.

D. YEAR 2018 NO-BUILD TRAFFIC VOLUMES (Figures No. 5, 6, and 7)

For the purpose of analysis, a Design Year of 2018 has been utilized in completing the traffic analysis.

In order to account for normal background traffic growth (based on NYSDOT historical data of 0.5% per year) as well as other potential development growth in the area, the Year 2015 Existing Traffic Volumes were increased by a total background growth rate of 3%.

The resulting Year 2018 No-Build Traffic Volumes are shown on Figures No. 5, 6 and 7 for each of the Peak Hours, respectively

E. SITE GENERATED TRAFFIC VOLUMES (Tables No. 1 and 2)

In order to estimate the amount of traffic to be generated by the proposed Mercedes Benz Dealership and service center, traffic counts were conducted at the existing Mercedes dealership; Estate Motors located at 321 Route 22, Goldens Bridge, NY. A copy of this Trip Generation Data is contained in Appendix D of this Study.

Mercedes Benz of Mt. Kisco New Car Sales and Service

Based on the traffic counts conducted at Estate Motors (Appendix E) and summarized in Table No. 1, the Mercedes Benz new car sales and service anticipated site generated traffic volumes would be a total of 78 vehicles (46 entering vehicles and 32 exiting vehicles) during the Weekday Peak AM Hour, a total of 54 vehicles (17 entering vehicles and 37 exiting vehicles) during the Weekday Peak PM Hour and a total of 44 vehicles (20 entering vehicles and 24 exiting vehicles) during the Saturday Peak Hour. The Mercedes Dealership will be closed on Sunday.

Wine Enthusiast

As discussed in Section A, the new car sales and service will be replacing the existing 113,000 s.f. Wine Enthusiast space. Traffic counts were also conducted at the existing Wine Enthusiast. A copy of this Trip Generation Data is also contained in Appendix D of this Study.

As summarised in Table No. 1, the anticipated Wine Enthusiast site generated traffic volumes would be a total of 50 vehicles (46 entering vehicles and 4 exiting vehicles) during the Weekday Peak AM Hour, a total of 30 vehicles (12 entering vehicles and 18 exiting vehicles) during the Weekday Peak PM Hour. There are a limited number of employees on Saturday. The Wine Enthusiast is closed on Sunday.

"Net" Additional Traffic

As shown on Table No. 1, with Mercedes Benz replacing the existing Wine Enthusiast, the resulting "net" additional traffic for new car sales and service would be a total of 28 vehicles (0 entering vehicles and 28 exiting vehicles) during the Weekday Peak AM Hour, total of 24 vehicles (5 entering vehicles and 19 exiting vehicles) during the Weekday Peak PM Hour and a total of 44 vehicles (24 entering vehicles and 20 exiting vehicles) during the Saturday Peak Hour.

Mercedes Benz Certified Pre-Owned Sales

As discussed in Section A, Mercedes Benz is also proposing an approximately 7,000 s.f. Certified Pre-Owned Sales Operation at 793/795 N. Bedford Road in the Town of Bedford which will also have access via the existing 333 N. Bedford Road and Ice House Road access driveways.

In order to estimate the amount of traffic to be generated by the proposed Mercedes Benz Certified Pre-Owned Sales facility, the Estate Motors Saturday Trip Rates were utilized. As shown on Table No. 2, the Mercedes Benz Certified Pre-Owned Sales facility anticipated site generated traffic volumes would be a total of 14 vehicles (6 entering vehicles and 8 exiting vehicles) during the Weekday Peak AM Hour, Weekday Peak PM Hour and Saturday Peak Hours.

TRACTOR TRAILER TRIPS

Mercedes Benz of Mt. Kisco

Based on information obtained for Mercedes Benz of Mt. Kisco there would be 2 to 3 car carriers (tractor trailers) per week which would equate to some 4 to 6 car carrier (tractor trailer) trips per week.

Wine Enthusiast

Based on information obtained for the Wine Enthusiast they have 3 to 6 tractor trailers per day which would equate to 15 to 30 tractor trailers per week during the during the off-peak season and 7 to 14 tractor trailers per day which would equate to 35 to 70 tractor trailers per week during the peak season. This would equate to some 6 to 12 tractor trailer trips per day during the off-peak season and some 70 to 140 tractor trailer trips per week during the off-peak season. (1 tractor trailer = 2 tractor trailer trips).

F. ARRIVAL/DEPARTURE DISTRIBUTION (Figure No. 8)

In order to assign the above site generated traffic volumes to the roadway network, an arrival/departure distribution was developed based on a review of the existing traffic volumes and expected travel patterns. While the current driveway arrival distributions show approximately 60% from the south and 40% from the north based on the current mix of uses, the arrival distributions were modified slightly (50% from the south and 50% from the north) to take into account slightly more traffic from the north since the existing facility which is being relocated is north of the site. The departing distributions are split differently than the arrival distribution to take into consideration access to the Saw Mill Parkway, which reflects the current driving patterns. The resulting arrival/departure distribution is shown on Figure No. 8.

G. YEAR 2018 BUILD TRAFFIC VOLUMES (Figures No. 9, 10, 11, 12, 13 and 15)

The Site Generated Traffic Volumes for the proposed Mercedes Benz New Car Sales and Service and Mercedes Benz Pre-Owned Sales Facility were assigned to the roadway network based on the anticipated arrival/departure distribution patterns shown on Figure No. 8. The resulting Mercedes Benz New Car Sales and Service Site Generated Traffic Volumes are shown on Figures No. 9, 10, 11 for each of the Peak Hours, respectively and the Mercedes Benz Pre-Owned Sales Facility Site Generated Traffic Volumes are shown on Figures No. 12. The Site Generated Traffic Volumes were added to the Year 2018 No-Build Traffic Volumes to obtain the Year 2018 Build Traffic Volumes.

The resulting Year 2018 Build Traffic Volumes are shown on Figures No.13, 14 and 15 for each of the Peak Hours, respectively.

H. DESCRIPTION OF ANALYSIS PROCEDURES

In order to determine existing and future traffic operating conditions at the Study Area Intersections, it was necessary to perform capacity analyses. The following is a brief description of the analysis method utilized in this report:

The capacity analysis for a signalized intersection was performed in accordance with the procedures described in the 2010 Highway Capacity Manual, published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service "A" represents the best condition and a Level of Service "F" represents the worst condition. A Level of Service "C" is generally used as a design standard while a Level of Service "D" is acceptable during peak periods. A Level of Service "E" represents an operation near capacity. In order to identify an intersection's Level of Service, the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection.

Additional information concerning signalized Levels of Service can be found in Appendix E of this Study.

I. RESULTS OF ANALYSIS (Tables No. 3 and 4)

In order to evaluate current and future traffic operating conditions, capacity analyses were conducted at each of the study area intersections utilizing the procedure described above. Summarized below is a description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service. Copies of the capacity analysis which also indicates the existing geometry and signal phasing/timings for each of the Study Area Intersections are contained in Appendix F of this Study.

Tables No. 3 summarizes the Levels of Service, vehicle delays and volume-to-capacity (v/c ratio) for each of the Study Area Intersections.

1. NYS Route 117 and Ice House Road, Park Drive, 309 N. Bedford Road Driveway
Ice House Road, Park Drive and the 309. N, Bedford Road Driveway intersects NYS Route 117 at a 5-leg, actuated, signalized intersection. The NYS Route 117 northbound and southbound approaches each consist of two lanes in the form of a separate left turn

lane (under a leading protected permitted phase) and a separate through/right lane. The Ice House Road, Park Drive and the 309 N. Bedford Road Driveway approaches each consists of one lane for left, through and right turn movements. A copy of the NYSDOT Traffic Signal Timing Plan is contained in Appendix "G".

Year 2015 Existing

Capacity analysis conducted utilizing the Year 2015 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "C" during the Weekday Peak AM Hour (with the Ice House Road approach currently operating at Level of Service "E"), is currently operating at an overall Level of Service "C" during the Weekday Peak PM Hour (with the Ice House Road approach currently operating at Level of Service "E") and is currently operating at an overall Level of Service "C" (with the Ice House Road approach currently operating at Level of Service "E") during the Saturday Peak Hour.

Year 2018 No-Build

Capacity analysis conducted utilizing the Year 2018 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "C" during the Weekday Peak AM Hour (with the Ice House Road approach projected to operate at Level of Service "E"), is projected to operate at an overall Level of Service "C" during the Weekday Peak PM Hour (with the Ice House Road approach projected to operate at Level of Service "E") and is projected to operate at an overall Level of Service "C" during the Saturday Peak Hour (with the Ice House Road approach projected to operate at Level of Service "E").

Year 2018 Build

Capacity analysis conducted utilizing the Year 2018 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service "C" during the Weekday Peak AM Hour (with the Ice House Road approach projected to continue to operate at Level of Service "E"), is projected to continue to operate at an overall Level of Service "C" during the Weekday Peak PM Hour (with the Ice House Road approach projected to operate at Level of Service "F") and is projected to continue to operate at an overall Level of Service "C" during the Saturday Peak Hour (with the Ice House Road approach projected to continue to operate at Level of Service "E").

With Signal Timing Changes (Minor Reallocation of Green Time) (Tables No. 3 and 4)

As shown in Table No. 3, the Ice House Road approach is projected to change from a Level of Service "E" to a Level of Service "F" with a change in delay of 5.6 seconds. It should be noted that minor signal timing adjustments (allocation of green time) could be made to improve the operation of the Ice House Road. As shown on Table No. 4 with the

allocation of 2 seconds of green time from the 309 N. Bedford Road Driveway to Ice House Road, Ice House Road will continue to operate at a Level of Service "E" with less delay times.

2. NYS Route 117 and Foxwood Circle

Foxwood Circle intersects NYS Route 117 at an actuated, signalized intersection. The NYS Route 117 southbound approach consist of two lanes in the form of a separate left turn lane and a separate through lane and the NYS Route 117 northbound approach consists of one lane for through and right turn movements. The Foxwood Circle westbound approach consists of two lanes in the form of a separate left turn lane and separate right turn lane. A copy of the NYSDOT Traffic Signal Timing Plan is contained in Appendix "G".

Year 2015 Existing

Capacity analysis conducted utilizing the Year 2015 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "A" during the Weekday Peak AM Hour, is currently operating at an overall Level of Service "A" during the Weekday Peak PM Hour and is currently operating at an overall Level of Service "A" during the Saturday Peak Hour.

Year 2018 No-Build

Capacity analysis conducted utilizing the Year 2018 No-Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "A" during the Weekday Peak AM Hour, is projected to operate at an overall Level of Service "A" during the Weekday Peak PM Hour and is projected to operate at an overall Level of Service "A" during the Saturday Peak Hour.

Year 2018 Build

Capacity analysis conducted utilizing the Year 2018 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service "A" during the Weekday Peak AM Hour, is projected to continue to operate at an overall Level of Service "A" during the Weekday Peak PM Hour and is projected to continue to operate at an overall Level of Service "A" during the Saturday Peak Hour.

3. NYS Route 117 and 333 N. Bedford Road North Access

The 333 N. Bedford Road north access intersects NYS Route 117 as a right turn entry/right turn exit only access.

Year 2015 Existing

Capacity analysis conducted utilizing the Year 2015 Existing Traffic Volumes indicates that the 333 N. Bedford Road north access is currently operating at a Level of Service "B" during each of the Peak Hours.

Year 2018 No-Build

Capacity analysis conducted utilizing the Year 2018 No-Build Traffic Volumes indicates that the 333 N. Bedford Road north access is projected to operate at a Level of Service “B” during each of the Peak Hours.

Year 2018 Build

Capacity analysis conducted utilizing the Year 2018 Build Traffic Volumes indicates that the 333 N. Bedford Road north access is projected to operate at a Level of Service “C” or better during each of the Peak Hours.

J. THE PARK – 333 N. BEDFORD ROAD – “CAP”

As part of the previous approval for 333 N. Bedford Road there was a condition that when the design volume of 450 peak hour trips (total inbound and outbound volume per hour) were exceeded by 10% (total of 495 peak hour trips), the Applicant was to return to the Planning Board to discuss potential traffic improvements.

As shown on the Table below, under Existing Conditions, the 333 N. Bedford Road (including the other uses along Ice House Road) is generating 447 Peak AM Trips, 501 Peak PM Trips and 481 Peak Saturday Trips. Thus there is an exceedance during the Weekday Peak PM Hour. With the proposed Mercedes Benz New Car Sales and Service replacing the Wine Enthusiast and proposed Mercedes Benz Certified Pre-Owned Sales, the anticipated site generation would be 489 Peak AM Trips, 539 Peak PM Trips and 539 Peak Saturday Trips. Thus there would be an exceedance during both the Weekday Peak PM and Saturday Peak Hours.

333 N. Bedford Road Trip Generation						
	Weekday Peak AM Hour		Weekday Peak PM Hour		Saturday Peak Hour	
	Existing	Build	Existing	Build	Existing	Build
North Access	151	176	83	104	85	117
South Access	296	313	418	435	396	422
Total	447	489	501	539	481	539

However even though there is an exceedance, the Levels of Service at both driveways will be maintained. Based on the above, any approval of the Mercedes Dealership should also include an increase in “cap” to 500 peak hour trips keeping the 10% factor (for the potential of 550 trips).

K. SUMMARY AND CONCLUSION

As summarized in this Study and shown in the Level of Service Summary Table (Table No. 3) with the proposed Mercedes Benz New Car Sales and Service replacing the Wine Enthusiast and proposed Mercedes Benz Certified Pre-Owned Sales, the Levels of Service will be maintained along NYS Route 117 (Bedford Road), Park Drive, the 309 N. Bedford Road Driveway under Future Build Conditions including Ice House Road (with minor signal timing changes during the Weekday Peak PM Hour).

r:\projects\2014\14002035a - mercedes-benz\reports\traffic\word\151218_tis.docx



MERCEDES BENZ OF MT. KISCO

APPENDIX A

FIGURES

NYS ROUTE 117
(BEDFORD ROAD)

PROPOSED
MERCEDES BENZ
NEW CAR SALES/SERVICE

PROPOSED
MERCEDES BENZ
CERTIFIED PRE-OWNED SALES

333 N. BEDFORD ROAD

FOXWOOD CIRCLE

MT. KISCO
SQUARE

THE PARK

PARK DRIVE BROOKSIDE
VILLAGE

ICE HOUSE ROAD

NYS ROUTE 117
(BEDFORD ROAD)

NOTE: LINE DIAGRAM NOT TO SCALE



New Jersey New York Pennsylvania Virginia
Customer Loyalty through Client Satisfaction

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MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

SITE LOCATION



JOB NUMBER:	DATE:
14002035A	9/02/2015
FIGURE NUMBER:	
1	

NYS ROUTE 117
(BEDFORD ROAD)

PROPOSED
MERCEDES BENZ
NEW CAR SALES/SERVICE

PROPOSED
MERCEDES BENZ
CERTIFIED PRE-OWNED SALES

333 N. BEDFORD ROAD

FOXWOOD CIRCLE

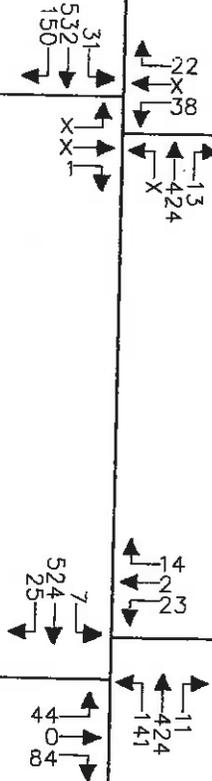
MT. KISCO
SQUARE

THE PARK

ICE HOUSE ROAD

PARK DRIVE
BROOKSIDE
VILLAGE

NYS ROUTE 117
(BEDFORD ROAD)



NOTE: LINE DIAGRAM NOT TO SCALE



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MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

YEAR 2015 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK AM HIGHWAY HOUR



JOB NUMBER:	DATE:
14002035A	9/02/2015
FIGURE NUMBER:	

NYS ROUTE 117
(BEDFORD ROAD)

PROPOSED
MERCEDES BENZ
NEW CAR SALES/SERVICE

PROPOSED
MERCEDES BENZ
CERTIFIED PRE-OWNED SALES

333 N. BEDFORD ROAD

FOXWOOD CIRCLE

MT. KISCO
SQUARE

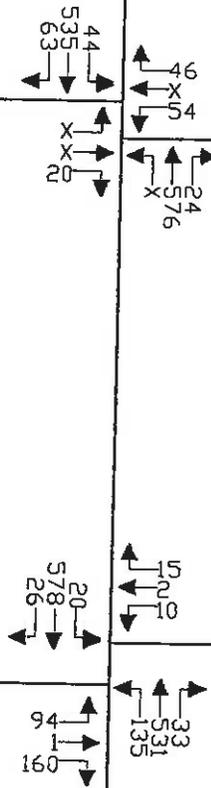
THE PARK

PARK DRIVE

BROOKSIDE
VILLAGE

ICE HOUSE ROAD

NYS ROUTE 117
(BEDFORD ROAD)



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MERCEDES BENZ OF MT. KISCO
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YEAR 2015 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR



JOB NUMBER:	DATE:
14002035A	9/02/2015
FIGURE NUMBER:	

NYS ROUTE 117
(BEDFORD ROAD)

PROPOSED
MERCEDES BENZ
NEW CAR SALES/SERVICE

PROPOSED
MERCEDES BENZ
CERTIFIED PRE-OWNED SALES

333 N. BEDFORD ROAD

FOXWOOD CIRCLE

MT. KISCO
SQUARE

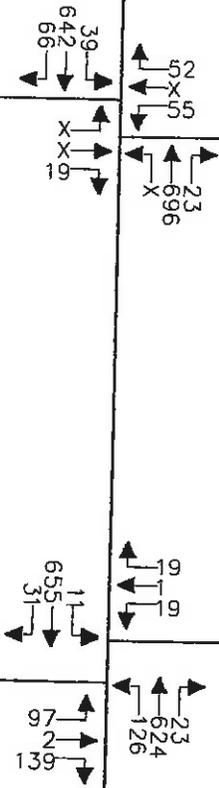
THE PARK

ICE HOUSE ROAD

PARK DRIVE

BROOKSIDE
VILLAGE

NYS ROUTE 117
(BEDFORD ROAD)



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MERCEDES BENZ OF MT. KISCO
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YEAR 2015 EXISTING TRAFFIC VOLUMES
SATURDAY PEAK HOUR



JOB NUMBER:	DATE:
14002035A	9/02/2015
FIGURE NUMBER:	

NYS ROUTE 117
(BEDFORD ROAD)

PROPOSED
MERCEDES BENZ
NEW CAR SALES/SERVICE

PROPOSED
MERCEDES BENZ
CERTIFIED PRE-OWNED SALES

333 N. BEDFORD ROAD

FOXWOOD CIRCLE

MT. KISCO
SQUARE

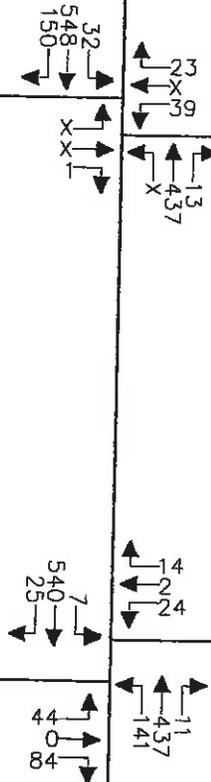
THE PARK

ICE HOUSE ROAD

PARK DRIVE

BROOKSIDE
VILLAGE

NYS ROUTE 117
(BEDFORD ROAD)



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MERCEDES BENZ OF MT. KISCO
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YEAR 2018 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HIGHWAY HOUR



JOB NUMBER:	DATE:
14002035A	9/02/2015
FIGURE NUMBER:	
5	

NYS ROUTE 117
(BEDFORD ROAD)

PROPOSED
MERCEDES BENZ
NEW CAR SALES/SERVICE

PROPOSED
MERCEDES BENZ
CERTIFIED PRE-OWNED SALES

333 N. BEDFORD ROAD

FOXWOOD CIRCLE

MT. KISCO
SQUARE

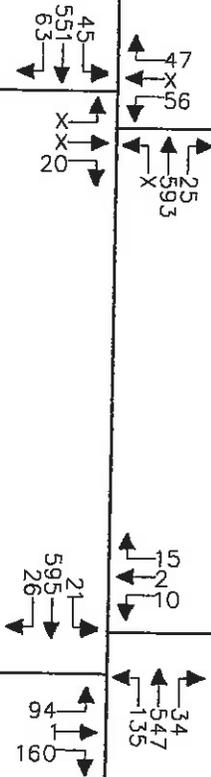
THE PARK

PARK DRIVE

BROOKSIDE
VILLAGE

ICE HOUSE ROAD

NYS ROUTE 117
(BEDFORD ROAD)



NOTE: LINE DIAGRAM NOT TO SCALE



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MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

YEAR 2018 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR



JOB NUMBER:	DATE:
14002035A	9/02/2015
FIGURE NUMBER:	
6	

NYS ROUTE 117
(BEDFORD ROAD)

PROPOSED
MERCEDES BENZ
NEW CAR SALES/SERVICE

PROPOSED
MERCEDES BENZ
CERTIFIED PRE-OWNED SALES

333 N. BEDFORD ROAD

FOXWOOD CIRCLE

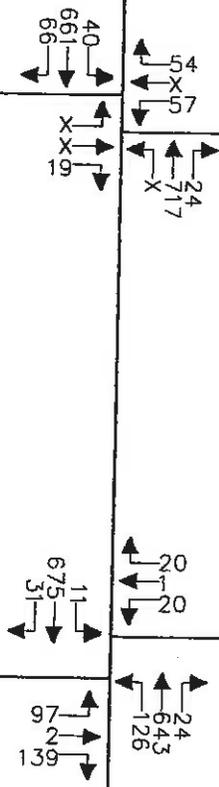
MT. KISCO
SQUARE

THE PARK

ICE HOUSE ROAD

PARK DRIVE BROOKSIDE
VILLAGE

NYS ROUTE 117
(BEDFORD ROAD)



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MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

YEAR 2018 NO-BUILD TRAFFIC VOLUMES
SATURDAY PEAK HOUR



JOB NUMBER:	DATE:
14002035A	9/02/2015
FIGURE NUMBER:	
7	

NYS ROUTE 117
(BEDFORD ROAD)

PROPOSED
MERCEDES BENZ
NEW CAR SALES/SERVICE

PROPOSED
MERCEDES BENZ
CERTIFIED PRE-OWNED SALES

333 N. BEDFORD ROAD

FOXWOOD CIRCLE

MT. KISCO
SQUARE

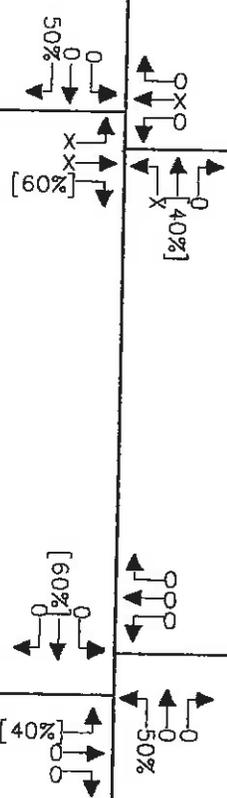
THE PARK

PARK DRIVE

BROOKSIDE
VILLAGE

ICE HOUSE ROAD

NYS ROUTE 117
(BEDFORD ROAD)



NOTE: LINE DIAGRAM NOT TO SCALE



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ARRIVAL/DEPARTURE DISTRIBUTION
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[00] - DEPARTURE



JOB NUMBER:	DATE:
14002035A	9/02/2015
FIGURE NUMBER:	
8	

NYS ROUTE 117
(BEDFORD ROAD)

PROPOSED
MERCEDES BENZ
NEW CAR SALES/SERVICE

PROPOSED
MERCEDES BENZ
CERTIFIED PRE-OWNED SALES

333 N. BEDFORD ROAD

FOXWOOD CIRCLE

MT. KISCO
SQUARE

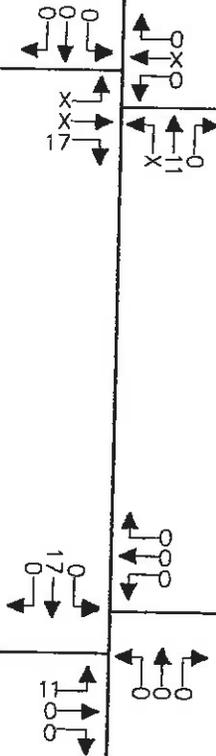
THE PARK

PARK DRIVE

BROOKSIDE
VILLAGE

ICE HOUSE ROAD

NYS ROUTE 117
(BEDFORD ROAD)



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MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK AM HIGHWAY HOUR
(MB NEW CAR SALES/SERVICE)



JOB NUMBER:	DATE:
14002035A	9/02/2015
FIGURE NUMBER:	
9	

NYS ROUTE 117
(BEDFORD ROAD)

PROPOSED
MERCEDES BENZ
NEW CAR SALES/SERVICE

PROPOSED
MERCEDES BENZ
CERTIFIED PRE-OWNED SALES

333 N. BEDFORD ROAD

FOXWOOD CIRCLE

MT. KISCO
SQUARE

THE PARK

PARK DRIVE BROOKSIDE
VILLAGE

ICE HOUSE ROAD

NYS ROUTE 117
(BEDFORD ROAD)

NOTE: LINE DIAGRAM NOT TO SCALE



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MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

**SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR
(MB NEW CAR SALES/SERVICE)**

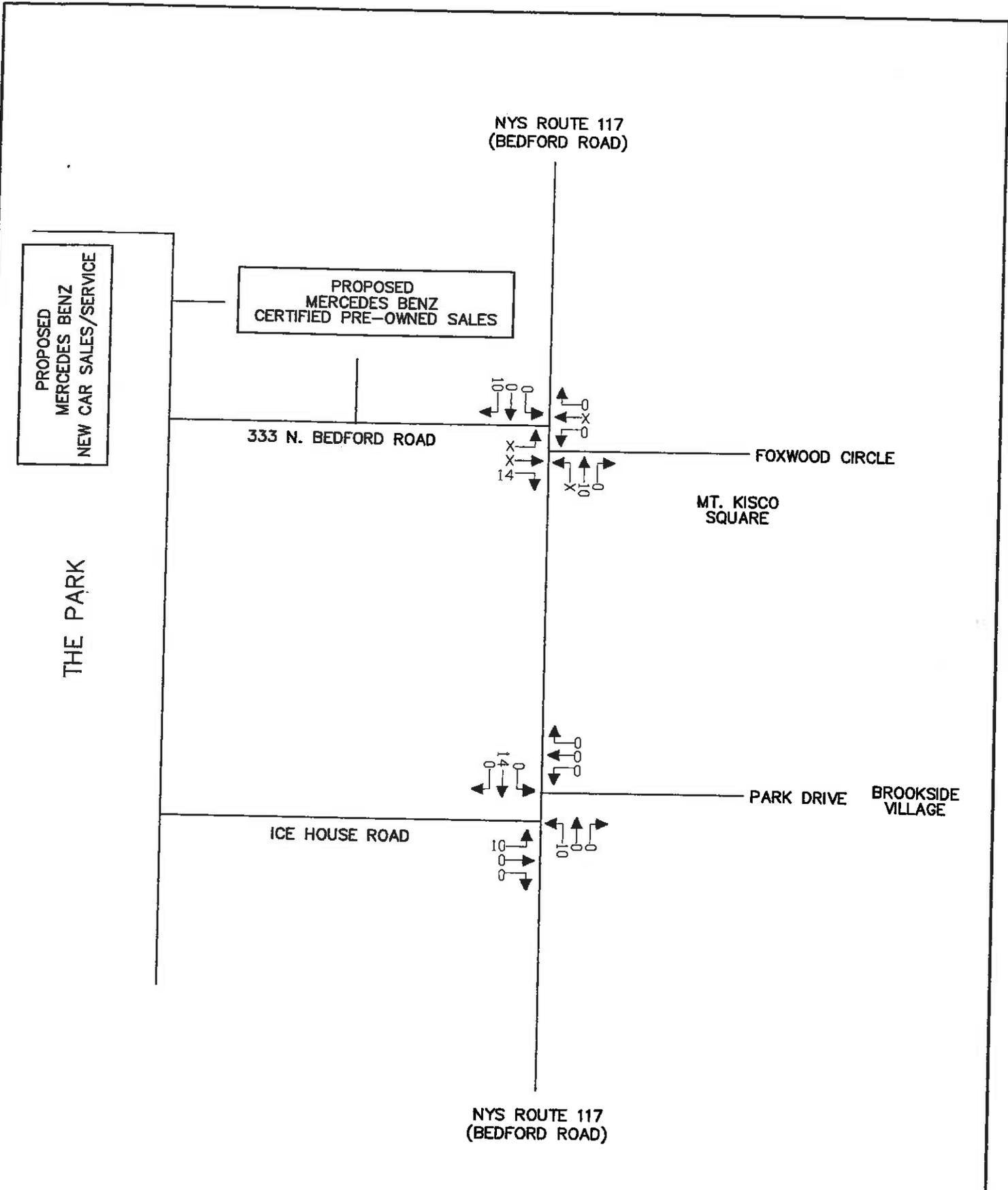


JOB NUMBER: DATE:

14002035A 9/02/2015

FIGURE NUMBER:

10



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**MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK**

**SITE GENERATED TRAFFIC VOLUMES
SATURDAY PEAK HOUR
(MB NEW CAR SALES/SERVICE)**

JOB NUMBER:	DATE:
14002035A	11/17/2015
FIGURE NUMBER:	
11	

NYS ROUTE 117
(BEDFORD ROAD)

PROPOSED
MERCEDES BENZ
NEW CAR SALES/SERVICE

PROPOSED
MERCEDES BENZ
CERTIFIED PRE-OWNED SALES

333 N. BEDFORD ROAD

FOXWOOD CIRCLE

MT. KISCO
SQUARE

THE PARK

PARK DRIVE BROOKSIDE
VILLAGE

ICE HOUSE ROAD

NYS ROUTE 117
(BEDFORD ROAD)

NOTE: LINE DIAGRAM NOT TO SCALE



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MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

SITE GENERATED TRAFFIC VOLUMES
AM / PM / SAT
(MB CERTIFIED PRE-OWNED SALES)



JOB NUMBER:	DATE:
14002035A	9/02/2015
FIGURE NUMBER:	

NYS ROUTE 117
(BEDFORD ROAD)

PROPOSED
MERCEDES BENZ
NEW CAR SALES/SERVICE

PROPOSED
MERCEDES BENZ
CERTIFIED PRE-OWNED SALES

333 N. BEDFORD ROAD

FOXWOOD CIRCLE

MT. KISCO
SQUARE

THE PARK

PARK DRIVE
BROOKSIDE
VILLAGE

ICE HOUSE ROAD

NYS ROUTE 117
(BEDFORD ROAD)

NOTE: LINE DIAGRAM NOT TO SCALE



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MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

YEAR 2018 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HIGHWAY HOUR



JOB NUMBER:	DATE:
14002035A	9/02/2015
FIGURE NUMBER:	

NYS ROUTE 117
(BEDFORD ROAD)

PROPOSED
MERCEDES BENZ
NEW CAR SALES/SERVICE

PROPOSED
MERCEDES BENZ
CERTIFIED PRE-OWNED SALES

THE PARK

333 N. BEDFORD ROAD

FOXWOOD CIRCLE

MT. KISCO
SQUARE

ICE HOUSE ROAD

PARK DRIVE

BROOKSIDE
VILLAGE

NYS ROUTE 117
(BEDFORD ROAD)

8
3

3

45
51
68

47
56

36

25
60
4

61
26

15
2
0

105
160

34
54
7
141

NOTE: LINE DIAGRAM NOT TO SCALE



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MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

YEAR 2018 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR



JOB NUMBER:	DATE:
14002035A	9/02/2015
FIGURE NUMBER:	

NYS ROUTE 117
(BEDFORD ROAD)

PROPOSED
MERCEDES BENZ
NEW CAR SALES/SERVICE

PROPOSED
MERCEDES BENZ
CERTIFIED PRE-OWNED SALES

8
3

333 N. BEDFORD ROAD

661
79
4C
38
X
X
X

54
57
24
730
X

FOXWOOD CIRCLE

MT. KISCO
SQUARE

THE PARK

694
31
11

20
20

PARK DRIVE

BROOKSIDE
VILLAGE

ICE HOUSE ROAD

110
2
139

24
643
139

NYS ROUTE 117
(BEDFORD ROAD)

NOTE: LINE DIAGRAM NOT TO SCALE



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MERCEDES BENZ OF MT. KISCO
VILLAGE/TOWN OF MT. KISCO, NEW YORK

YEAR 2018 BUILD TRAFFIC VOLUMES
SATURDAY PEAK HOUR



JOB NUMBER:	DATE:
14002035A	11/17/2015
FIGURE NUMBER:	



MERCEDES BENZ OF MT. KISCO

APPENDIX B

TABLES

TABLE NO. 1
HOURLY TRIP GENERATION RATES
AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

MERCEDES BENZ OF MT. KISCO

PROPOSED NEW CAR SALES/SERVICE	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
27 LIFT BAYS (1)						
WEEKDAY PEAK AM HIGHWAY HOUR	1.69	46	1.19	32	2.88	78
WEEKDAY PEAK PM HIGHWAY HOUR	0.62	17	1.38	37	2.00	54
SATURDAY PEAK HOUR	0.75	20	0.88	24	1.63	44

HTGR* BASED ON TRAFFIC COUNTS CONDUCTED AT THE EXISTING MERCEDES DEALERSHIP - 321 ROUTE 22, GOLDENS BRIDGE, NY
WEEKDAY AM & PM TRAFFIC COUNT DATA WAS UTILIZED TO REPRESENT MERCEDES SERVICE OPERATION BASED ON LIFT BAYS
(SEE TRAFFIC COUNT DATA = APPENDIX E - TABLES E-1 & E-2)

SATURDAY TRAFFIC COUNT DATA WAS UTILIZED TO REPRESENT MERCEDES SALES OPERATION
(SEE TRAFFIC COUNT DATA = APPENDIX E - TABLE E-3)

1) IT SHOULD BE NOTED THAT THE TRIP RATES INCLUDE TRIPS FOR EMPLOYEES, CUSTOMERS AND DELIVERIES FOR BOTH SALES AND SERVICE

EXISTING WINE ENTHUSIAST	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
WEEKDAY PEAK AM HIGHWAY HOUR	---	46	---	4	---	50
WEEKDAY PEAK PM HIGHWAY HOUR	---	12	---	18	---	30
SATURDAY PEAK HOUR (2)	---	0	---	0	---	0

VOLUMES BASED ON TRAFFIC COUNTS CONDUCTED AT THE EXISTING WINE ENTHUSIAST
(SEE TRAFFIC COUNT DATA = APPENDIX E - TABLES E-4)

(2) THERE ARE A LIMITED NUMBER OF EMPLOYEES ON SATURDAY (5-8 PEOPLE IN OFFICE CALL CENTER PLUS 2-4 PEOPLE IN WAREHOUSE)

"NET" ADDITIONAL TRAFFIC	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
WEEKDAY PEAK AM HIGHWAY HOUR	---	0	---	28	---	28
WEEKDAY PEAK PM HIGHWAY HOUR	---	5	---	19	---	24
SATURDAY PEAK HOUR	---	20	---	24	---	44

TABLE NO. 2
 HOURLY TRIP GENERATION RATES
 AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES
 MERCEDES BENZ OF MT. KISCO

PROPOSED CERTIFIED PRE-OWNED SALES	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
7,000 S.F.						
WEEKDAY PEAK AM HIGHWAY HOUR	0.92	6	1.08	8	2.00	14
WEEKDAY PEAK PM HIGHWAY HOUR	0.92	6	1.08	8	2.00	14
SATURDAY PEAK HOUR	0.92	6	1.08	8	2.00	14

HTGR* BASED ON TRAFFIC COUNTS CONDUCTED AT THE EXISTING MERCEDES DEALERSHIP - 321 ROUTE 22, GOLDENS BRIDGE, NY
 SATURDAY TRAFFIC COUNT DATA WAS UTILIZED TO REPRESENT MERCEDES SALES OPERATION
 (SEE TRAFFIC COUNT DATA = APPENDIX E - TABLE E-3)

TABLE NO. 3

LEVEL OF SERVICE SUMMARY TABLE

LOCATION	YEAR 2015 EXISTING CONDITIONS			YEAR 2018 NO-BUILD CONDITIONS			YEAR 2018 BUILD CONDITIONS			
	WEEKDAY AM PEAK HOUR	WEEKDAY PEAK PM HOUR	SATURDAY PEAK HOUR	WEEKDAY AM PEAK HOUR	WEEKDAY PEAK PM HOUR	SATURDAY PEAK HOUR	WEEKDAY AM PEAK HOUR	WEEKDAY PEAK PM HOUR	SATURDAY PEAK HOUR	
1 NYS ROUTE 117 ICE HOUSE ROAD / PARK DRIVE 309 N. BEDFORD ROAD DRIVEWAY SIGNALIZED - 5 PHASE ICE HOUSE ROAD EB LEFT / THROUGH / RIGHT ICE HOUSE ROAD EB APPROACH PARK DRIVE WB LEFT / THROUGH / RIGHT PARK DRIVE WB APPROACH 309 DRIVEWAY EB LEFT / THROUGH / RIGHT 309 DRIVEWAY EB APPROACH NYS ROUTE 117 NB LEFT NYS ROUTE 117 NB THROUGH / RIGHT NYS ROUTE 117 NB APPROACH NYS ROUTE 117 SB LEFT NYS ROUTE 117 SB THROUGH / RIGHT NYS ROUTE 117 SB APPROACH OVERALL INTERSECTION W/ SIGNAL TIMING CHANGES ICE HOUSE ROAD EB LEFT / THROUGH / RIGHT ICE HOUSE ROAD EB APPROACH PARK DRIVE WB LEFT / THROUGH / RIGHT PARK DRIVE WB APPROACH 309 DRIVEWAY EB LEFT / THROUGH / RIGHT 309 DRIVEWAY EB APPROACH NYS ROUTE 117 NB LEFT NYS ROUTE 117 NB THROUGH / RIGHT NYS ROUTE 117 NB APPROACH NYS ROUTE 117 SB LEFT NYS ROUTE 117 SB THROUGH / RIGHT NYS ROUTE 117 SB APPROACH OVERALL INTERSECTION	E [62.7] (0.70) E [62.7] A [1.1] (0.15) A [1.1] D [47.8] (0.05) D [47.8]	E [74.6] (0.88) E [74.6] A [0.7] (0.09) A [0.7] D [47.8] (0.05) D [47.8]	E [69.3] (0.84) E [69.3] A [1.1] (0.14) A [1.1] D [47.8] (0.05) D [47.8]	E [62.7] (0.70) E [62.7] A [1.1] (0.15) A [1.1] D [47.8] (0.05) D [47.8]	E [74.6] (0.88) E [74.6] A [0.7] (0.09) A [0.7] D [47.8] (0.05) D [47.8]	E [69.3] (0.84) E [69.3] A [1.1] (0.15) A [1.1] D [47.8] (0.05) D [47.8]	E [61.4] (0.71) E [61.4] A [1.1] (0.15) A [1.1] D [47.8] (0.05) D [47.8]	F [80.2] (0.91) F [80.2] A [0.7] (0.09) A [0.7] D [47.8] (0.05) D [47.8]	E [75.4] (0.89) E [75.4] A [1.1] (0.15) A [1.1] D [47.8] (0.05) D [47.8]	
	E [11.2] (0.42) B [13.6] (0.41) B [13.0] A [9.3] (0.01) C [23.8] (0.63) C [23.8]	B [13.4] (0.46) B [18.3] (0.54) B [17.4] A [9.2] (0.05) C [26.3] (0.67) C [26.3]	C [24.5] (0.61) B [18.8] (0.61) B [19.7] A [9.4] (0.04) C [30.9] (0.79) C [30.9]	B [11.7] (0.45) B [13.8] (0.43) B [13.9] A [9.3] (0.02) C [24.4] (0.65) C [24.4]	B [14.7] (0.48) B [18.8] (0.55) B [17.9] A [9.2] (0.06) C [27.0] (0.69) C [28.4]	C [24.5] (0.61) B [18.3] (0.63) C [20.1] A [9.4] (0.04) C [32.2] (0.81) C [31.8]	C [24.5] (0.61) B [18.3] (0.63) C [20.1] A [9.4] (0.04) C [32.2] (0.81) C [31.8]	B [13.3] (0.50) B [14.1] (0.43) B [13.9] A [9.3] (0.02) C [26.4] (0.68) C [26.2]	B [15.5] (0.52) B [18.8] (0.55) B [18.1] A [9.2] (0.06) C [27.7] (0.71) C [27.1]	C [28.0] (0.66) B [19.3] (0.63) C [20.8] A [9.5] (0.04) C [33.9] (0.83) C [33.9]
	E [22.2] (0.70) C [22.2]	C [29.5] (0.88) C [29.5]	C [30.4] (0.84) C [30.4]	C [22.4] (0.70) C [22.4]	C [29.6] (0.86) C [29.6]	C [30.9] (0.84) C [30.9]	C [30.9] (0.84) C [30.9]	C [23.9] (0.71) C [23.9]	C [31.3] (0.91) C [31.3]	C [33.0] (0.89) C [33.0]
	E [62.7] (0.70) E [62.7] A [1.1] (0.15) A [1.1] D [47.8] (0.05) D [47.8]	E [74.6] (0.88) E [74.6] A [0.7] (0.09) A [0.7] D [47.8] (0.05) D [47.8]	E [69.3] (0.84) E [69.3] A [1.1] (0.14) A [1.1] D [47.8] (0.05) D [47.8]	E [62.7] (0.70) E [62.7] A [1.1] (0.15) A [1.1] D [47.8] (0.05) D [47.8]	E [74.6] (0.88) E [74.6] A [0.7] (0.09) A [0.7] D [49.8] (0.06) D [49.8]	E [69.3] (0.84) E [69.3] A [1.1] (0.15) A [1.1] D [49.8] (0.06) D [49.8]	E [61.4] (0.71) E [61.4] A [1.1] (0.15) A [1.1] D [49.8] (0.06) D [49.8]	E [63.7] (0.82) E [63.7] A [0.7] (0.09) A [0.7] D [49.8] (0.06) D [49.8]	E [75.4] (0.89) E [75.4] A [1.1] (0.15) A [1.1] D [49.8] (0.06) D [49.8]	
	E [22.2] (0.70) C [22.2]	C [29.5] (0.88) C [29.5]	C [30.4] (0.84) C [30.4]	C [22.4] (0.70) C [22.4]	C [28.2] (0.72) C [28.2]	C [30.9] (0.84) C [30.9]	C [30.9] (0.84) C [30.9]	C [28.0] (0.66) C [28.0]	C [30.2] (0.82) C [30.2]	C [33.0] (0.89) C [33.0]

TABLE NO. 3

LEVEL OF SERVICE SUMMARY TABLE

LOCATION	YEAR 2015 EXISTING CONDITIONS			YEAR 2016 NO-BUILD CONDITIONS			YEAR 2018 BUILD CONDITIONS			
	WEEKDAY AM PEAK HOUR	WEEKDAY PEAK PM HOUR	SATURDAY PEAK HOUR	WEEKDAY AM PEAK HOUR	WEEKDAY PEAK PM HOUR	SATURDAY PEAK HOUR	WEEKDAY AM PEAK HOUR	WEEKDAY PEAK PM HOUR	SATURDAY PEAK HOUR	
2 NYS ROUTE 117 & FOXWOOD CIRCLE SIGNALIZED FOXWOOD CIRCLE WB LEFT FOXWOOD CIRCLE WB RIGHT FOXWOOD CIRCLE WB APPROACH NYS ROUTE 117 NB THROUGH / RIGHT NYS ROUTE 117 NB APPROACH NYS ROUTE 117 SB LEFT NYS ROUTE 117 SB THROUGH NYS ROUTE 117 SB APPROACH OVERALL INTERSECTION	E [86.9] (0.43) C [24.2] (0.22) D [51.3] A [4.3]	E [88.7] (0.52) C [20.5] (0.34) D [46.7] A [5.9] (0.42) A [5.9] A [2.1] (0.07) A [2.8] (0.38) A [2.8]	E [88.9] (0.53) C [20.1] (0.37) D [45.1] A [7.1] (0.52) A [7.1] A [2.3] (0.08) A [3.3] (0.44) A [3.3]	E [86.8] (0.44) C [23.9] (0.23) D [51.0] A [4.4] (0.32) A [4.4] A [1.7] (0.04) A [2.7] (0.37) A [2.8]	E [88.9] (0.53) C [20.3] (0.34) D [46.8] A [6.1] (0.44) A [6.1] A [2.2] (0.07) A [2.9] (0.37) A [2.8]	E [89.0] (0.54) B [19.7] (0.37) D [44.9] A [7.4] (0.54) A [7.4] A [2.4] (0.08) A [3.5] (0.45) A [3.4]	E [86.9] (0.44) C [23.9] (0.23) D [51.0] A [4.4] (0.33) A [4.4] A [1.7] (0.04) A [2.7] (0.38) A [2.7]	E [88.9] (0.53) C [20.3] (0.34) D [46.8] A [6.1] (0.45) A [6.1] A [2.2] (0.07) A [3.0] (0.38) A [2.9]	E [89.0] (0.54) B [19.7] (0.37) D [44.9] A [7.5] (0.55) A [7.5] A [2.4] (0.08) A [3.6] (0.47) A [3.5]	E [89.0] (0.55) B [15.4] (0.106) C [15.4] (0.106)
3 NYS ROUTE 117 & NORTH ACCESS UNSIGNALIZED NORTH ACCESS EB RIGHT	B [13.1] (0.002)	B [13.0] (0.045)	B [14.4] (0.051)	B [13.3] (0.002)	B [13.2] (0.046)	B [14.7] (0.052)	B [13.6] (0.056)	B [13.5] (0.082)	B [15.4] (0.106)	C [15.4] (0.106)

THE ABOVE REPRESENTS THE LEVELS OF SERVICE, VEHICLE DELAY IN SECONDS AND VOLUME-TO-CAPACITY (V/C) RATIO FOR THE ABOVE INTERSECTIONS

TABLE NO. 4

SIGNAL TIMING CHANGES (MINOR GREEN TIME ALLOCATION)

WEEKDAY PEAK PM HOUR

	LOCATION	TOTAL SPLITS	TIMING CHANGE	PROPOSED TOTAL SPLITS
1	ICE HOUSE ROAD / PARK DRIVE / 309 DRIVEWAY			
	NYS ROUTE 117 - NB & SB LEFT TURN PHASE	15 SECONDS	NO CHANGE	15 SECONDS
	NYS ROUTE 117 - NB / SB LEFT / THROUGH / RIGHT	45 SECONDS	NO CHANGE	45 SECONDS
	ICE HOUSE ROAD - EB LEFT / RIGHT	15 SECONDS	+2 SECONDS	17 SECONDS
	PARK DRIVE - WB LEFT / THROUGH / RIGHT	15 SECONDS	NO CHANGE	15 SECONDS
	309 DRIVEWAY - EB LEFT / THROUGH / RIGHT	13 SECONDS	- 2 SECONDS	11 SECONDS
	CYCLE LENGTH	103 SECONDS	NO CHANGE	103 SECONDS

IT SHOULD BE NOTED THAT THESE MINOR SIGNAL TIMING ADJUSTMENTS (ALLOCATION OF GREEN TIME) WOULD ONLY BE NEEDED IF THE TRAFFIC VOLUMES DEVELOP AS PROJECTED



MERCEDES BENZ OF MT. KISCO

APPENDIX C

COUNT DATA

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : N_BEDFORD_RD_AND_PARK_DR-WEEKDAY_221629_03-26-2015

Site Code :

Start Date : 3/26/2015

Page No : 1

Groups Printed: Lights - Buses - Trucks

Start Time	Southbound St. From North						Westbound St. From East						Northbound St. From South						Eastbound St. From West						
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total
	08:00 AM	2	111	1	0	114	3	0	4	0	7	6	79	24	0	109	10	0	8	0	18	10	0	8	0
08:15 AM	9	102	0	0	111	5	0	8	0	13	2	67	21	0	90	16	0	8	0	24	16	0	8	0	24
08:30 AM	8	126	4	0	138	5	0	11	0	16	8	91	27	0	126	10	0	10	0	20	10	0	10	0	20
08:45 AM	5	121	2	0	128	5	0	4	0	9	0	96	42	0	138	20	0	8	0	28	20	0	8	0	28
Total	24	460	7	0	491	18	0	27	0	45	16	333	114	0	463	56	0	34	0	90	56	0	34	0	90
09:00 AM	3	142	2	0	147	0	0	4	0	4	4	122	42	0	168	20	0	14	0	34	20	0	14	0	34
09:15 AM	7	124	2	0	133	2	2	10	0	14	5	90	25	0	120	24	0	9	0	33	24	0	9	0	33
09:30 AM	10	137	1	0	148	7	0	5	0	12	2	116	32	0	150	20	0	13	0	33	20	0	13	0	33
09:45 AM	6	130	2	0	138	3	0	3	0	6	1	81	29	0	111	21	0	6	0	27	21	0	6	0	27
Total	26	533	7	0	566	12	2	22	0	36	12	409	128	0	549	85	0	42	0	127	85	0	42	0	127
Grand Total	50	993	14	0	1057	30	2	49	0	81	28	742	242	0	1012	141	0	76	0	217	141	0	76	0	217
Approach %	4.7	93.9	1.3	0	44.7	37	2.5	60.5	0	3.4	2.8	73.3	23.9	0	42.8	65	0	35	0	9.2	65	0	35	0	9.2
Total %	2.1	42	0.6	0	970	1.3	0.1	2.1	0	3.4	1.2	31.3	10.2	0	42.8	6	0	3.2	0	9.2	6	0	3.2	0	9.2
Lights	48	908	14	0	970	30	2	48	0	80	27	658	238	0	923	138	0	73	0	211	138	0	73	0	211
% Lights	96	91.4	100	0	91.8	100	100	98	0	98.8	96.4	88.7	98.3	0	91.2	97.9	0	96.1	0	97.2	97.9	0	96.1	0	97.2
Buses	0	18	0	0	18	0	0	1	0	1	1	31	2	0	34	1	0	0	0	1	1	0	0	0	1
% Buses	0	1.8	0	0	1.7	0	0	2	0	1.2	3.6	4.2	0.8	0	3.4	0.7	0	0	0	0.5	0.7	0	0	0	0.5
Trucks	2	67	0	0	69	0	0	0	0	0	0	53	2	0	55	2	0	3	0	5	2	0	3	0	5
% Trucks	4	6.7	0	0	6.5	0	0	0	0	0	0	7.1	0.8	0	5.4	1.4	0	3.9	0	2.3	1.4	0	3.9	0	2.3

Start Time	Southbound St. From North						Westbound St. From East						Northbound St. From South						Eastbound St. From West						
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total
	08:45 AM	5	121	2	0	128	5	0	4	0	9	0	96	42	0	138	20	0	8	0	28	20	0	8	0
09:00 AM	3	142	2	0	147	0	0	4	0	4	4	122	42	0	168	20	0	14	0	34	20	0	14	0	34
09:15 AM	7	124	2	0	133	2	2	10	0	14	5	90	25	0	120	24	0	9	0	33	24	0	9	0	33
09:30 AM	10	137	1	0	148	7	0	5	0	12	2	116	32	0	150	20	0	13	0	33	20	0	13	0	33
Total Volume	25	524	7	0	556	14	2	23	0	39	11	424	141	0	576	84	0	44	0	128	84	0	44	0	128
% App. Total	4.5	94.2	1.3	0	45	35.9	5.1	59	0	696	1.9	73.6	24.5	0	857	65.6	0	34.4	0	941	65.6	0	34.4	0	941
PHF	.625	.923	.875	.000	.939	.500	.250	.575	.000	.696	.550	.889	.839	.000	.857	.875	.000	.786	.000	.941	.875	.000	.786	.000	.941
Lights	24	490	7	0	521	14	2	23	0	39	11	373	138	0	522	83	0	41	0	124	83	0	41	0	124
% Lights	96.0	93.5	100	0	93.7	100	100	100	0	100	100	88.0	97.9	0	90.6	98.8	0	93.2	0	96.9	98.8	0	93.2	0	96.9
Buses	0	5	0	0	5	0	0	0	0	0	0	21	1	0	22	0	0	0	0	0	0	0	0	0	0
% Buses	0	1.0	0	0	0.9	0	0	0	0	0	0	5.0	0.7	0	3.8	0	0	0	0	0	0	0	0	0	0
Trucks	1	29	0	0	30	0	0	0	0	0	0	30	2	0	32	1	0	3	0	4	1	0	3	0	4
% Trucks	4.0	5.5	0	0	5.4	0	0	0	0	0	0	7.1	1.4	0	5.6	1.2	0	6.8	0	3.1	1.2	0	6.8	0	3.1

Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 08:45 AM

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : N_BEDFORD_RD_AND_PARK_DR-WEEKDAY_221629_03-26-2015

Site Code :

Start Date : 3/26/2015

Page No : 1

Groups Printed- Lights - Buses - Trucks

Start Time	Southbound St.						Westbound St.						Northbound St.						Eastbound St.																	
	From North			From East			From South			From West			From South			From West			From North			From East			From South			From West								
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	4	122	1	0	127	1	0	6	0	7	7	131	23	0	161	33	0	20	0	53	348															
04:15 PM	7	138	3	0	148	2	0	5	0	7	13	122	19	0	154	29	1	11	0	41	350															
04:30 PM	6	146	1	0	153	0	1	4	0	5	8	151	11	0	170	22	0	15	0	37	365															
04:45 PM	8	122	1	0	131	3	0	3	0	6	5	136	22	0	163	22	0	22	0	44	344															
Total	25	528	6	0	559	6	1	18	0	25	33	540	75	0	648	106	1	68	0	175	1407															
05:00 PM	6	154	7	0	167	3	1	2	0	6	8	131	32	0	171	34	1	23	0	58	402															
05:15 PM	8	132	2	0	142	6	0	2	0	8	8	132	42	0	182	48	0	25	0	73	405															
05:30 PM	8	134	3	0	145	5	0	1	0	6	7	142	30	0	179	45	0	22	0	80	405															
05:45 PM	4	158	8	0	170	1	1	5	0	7	10	126	31	0	167	33	0	24	0	67	397															
Total	26	578	20	0	624	15	2	10	0	27	33	531	135	0	699	160	1	94	0	255	1605															
Grand Total	51	1106	26	0	1183	21	3	28	0	52	66	1071	210	0	1347	266	2	162	0	430	3012															
Approach %	4.3	93.5	2.2	0	40.4	5.8	53.8	0	0	1.7	2.2	35.6	7	0	44.7	8.8	0.1	5.4	0	14.3																
Total %	1.7	36.7	0.9	0	39.3	0.7	0.1	0.8	0	1.7	2.2	35.6	7	0	44.7	8.8	0.1	5.4	0	14.3																
Lights	48	1085	26	0	1159	21	3	28	0	52	66	1040	208	0	1314	262	2	160	0	424	2949															
% Lights	94.1	98.1	100	0	98	100	100	100	0	100	100	97.1	99	0	97.6	98.5	100	98.8	0	98.6	97.9															
Buses	0	4	0	0	4	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	18															
% Buses	0	0.4	0	0	0.3	0	0	0	0	0	0	1.3	0	0	1	0	0	0	0	0	0.6															
Trucks	3	17	0	0	20	0	0	0	0	0	0	17	2	0	19	4	0	2	0	6	45															
% Trucks	5.9	1.5	0	0	1.7	0	0	0	0	0	0	1.6	1	0	1.4	1.5	0	1.2	0	1.4	1.5															

Start Time	Southbound St.						Westbound St.						Northbound St.						Eastbound St.																	
	From North			From East			From South			From West			From South			From West			From North			From East			From South			From West								
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total					
05:00 PM	6	154	7	0	167	3	1	2	0	6	8	131	32	0	171	34	1	23	0	58	402															
05:15 PM	8	132	2	0	142	6	0	2	0	8	8	132	42	0	182	48	0	25	0	73	405															
05:30 PM	8	134	3	0	145	5	0	1	0	6	7	142	30	0	179	45	0	22	0	80	405															
05:45 PM	4	158	8	0	170	1	1	5	0	7	10	126	31	0	167	33	0	24	0	67	397															
Total Volume	26	578	20	0	624	15	2	10	0	27	33	531	135	0	699	160	1	94	0	255	1605															
% App. Total	4.2	92.6	3.2	0	40.4	5.8	53.8	0	0	1.7	2.2	35.6	7	0	44.7	8.8	0.1	5.4	0	14.3																
PHF	.813	.915	.625	.000	.918	.625	.500	.500	.000	.844	.825	.935	.804	.000	.960	.833	.250	.940	.000	.873	.991															
Lights	25	571	20	0	616	15	2	10	0	27	33	515	135	0	683	159	1	94	0	254	1580															
% Lights	96.2	98.8	100	0	98.7	100	100	100	0	100	100	97.0	100	0	97.7	99.4	100	100	0	99.6	98.4															
Buses	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7															
% Buses	0	0.2	0	0	0.2	0	0	0	0	0	0	1.1	0	0	0.9	0	0	0	0	0	0.4															
Trucks	1	6	0	0	7	0	0	0	0	0	0	10	0	0	10	1	0	0	0	6	45															
% Trucks	3.8	1.0	0	0	1.1	0	0	0	0	0	0	1.9	0	0	1.4	0.6	0	1.2	0	1.4	1.5															

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 05:00 PM

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : N_BEDFORD_RD_AND_PARK_DR-SAT_221630_03-28-2015

Site Code :

Start Date : 3/28/2015

Page No : 1

Groups Printed- Lights - Buses - Trucks

Start Time	Southbound St. From North						Westbound St. From East						Northbound St. From South						Eastbound St. From West							
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
	11:00 AM	9	145	3	0	157	4	0	9	0	13	9	139	43	0	191	44	0	20	0	64	425	0	20	0	64
11:15 AM	3	136	4	0	143	8	0	4	0	12	4	143	23	0	170	37	0	24	0	61	386	0	24	0	61	386
11:30 AM	8	167	1	0	176	6	1	4	0	11	12	152	30	0	194	33	2	23	0	58	439	0	23	0	58	439
11:45 AM	7	146	3	0	156	3	0	7	0	10	3	140	41	0	184	27	0	24	0	51	401	0	24	0	51	401
Total	27	594	11	0	632	21	1	24	0	46	28	574	137	0	739	141	2	91	0	234	1651	0	91	0	234	1651
12:00 PM	11	150	4	0	165	6	0	8	0	14	5	163	29	0	197	46	0	28	0	74	450	0	28	0	74	450
12:15 PM	5	192	3	0	200	4	0	0	0	4	3	169	26	0	198	33	0	22	0	55	457	0	22	0	55	457
12:30 PM	3	171	1	0	175	2	0	6	0	8	4	172	28	0	204	28	0	22	0	50	437	0	22	0	50	437
12:45 PM	5	104	0	0	109	4	0	3	0	7	1	109	19	0	129	27	0	22	0	49	294	0	22	0	49	294
Total	24	617	8	0	649	16	0	17	0	33	13	613	102	0	728	134	0	94	0	228	1638	0	94	0	228	1638
Grand Total	51	1211	19	0	1281	37	1	41	0	79	41	1187	239	0	1467	275	2	185	0	462	3289	0	185	0	462	3289
Approach %	4	94.5	1.5	0	96.4	46.8	1.3	51.9	0	2.4	2.8	80.9	16.3	0	99.3	59.5	0.4	40	0	62	3289	0	40	0	62	3289
Total %	1.6	36.8	0.6	0	38.9	1.1	0	1.2	0	2.4	1.2	36.1	7.3	0	44.6	8.4	0.1	5.6	0	14	14	0	5.6	0	14	14
Lights	51	1183	18	0	1252	37	1	41	0	79	41	1167	237	0	1445	272	2	185	0	459	3235	0	185	0	459	3235
% Lights	100	97.7	94.7	0	97.7	100	100	100	0	100	100	98.3	99.2	0	98.5	98.9	100	100	0	99.4	98.4	0	100	0	99.4	98.4
Buses	0	2	1	0	3	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	19	0	0	0	0	19
% Buses	0	0.2	5.3	0	0.2	0	0	0	0	0	0	1.3	0	0	1.1	0	0	0	0	0	0.6	0	0	0	0	0.6
Trucks	0	26	0	0	26	0	0	0	0	0	0	4	2	0	6	3	0	0	0	3	35	0	0	0	3	35
% Trucks	0	2.1	0	0	2	0	0	0	0	0	0	0.3	0.8	0	0.4	1.1	0	0	0	0.6	1.1	0	0	0	0.6	1.1

Start Time	Southbound St. From North						Westbound St. From East						Northbound St. From South						Eastbound St. From West							
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
	11:30 AM	8	167	1	0	176	6	1	4	0	11	12	152	30	0	194	33	2	23	0	58	439	0	23	0	58
11:45 AM	7	146	3	0	156	3	0	7	0	10	3	140	41	0	184	27	0	24	0	51	401	0	24	0	51	401
12:00 PM	11	150	4	0	165	6	0	8	0	14	5	163	29	0	197	46	0	28	0	74	450	0	28	0	74	450
12:15 PM	5	192	3	0	200	4	0	0	0	4	3	169	26	0	198	33	0	22	0	55	457	0	22	0	55	457
Total Volume	31	655	11	0	697	19	1	19	0	39	23	624	126	0	773	139	2	97	0	238	1747	0	97	0	238	1747
% App. Total	4.4	94	1.6	0	87.1	48.7	2.6	48.7	0	696	3	80.7	16.3	0	976	58.4	0.8	40.8	0	804	956	0	40.8	0	804	956
PHF	.705	.853	.688	.000	.871	.792	.250	.594	.000	.696	.479	.923	.768	.000	.976	.755	.250	.866	.000	.804	956	0	.866	.000	.804	956
Lights	31	646	11	0	688	19	1	19	0	39	23	616	125	0	764	138	2	97	0	237	1728	0	97	0	237	1728
% Lights	100	98.6	100	0	98.7	100	100	100	0	100	100	98.7	99.2	0	98.8	99.3	100	100	0	99.6	98.9	0	100	0	99.6	98.9
Buses	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	7	0	0	0	0	7
% Buses	0	0	0	0	0	0	0	0	0	0	0	1.1	0	0	0.9	0	0	0	0	0	0.4	0	0	0	0	0.4
Trucks	0	9	0	0	9	0	0	0	0	0	0	1	1	0	2	1	0	0	0	0	1	0	0	0	1	12
% Trucks	0	1.4	0	0	1.3	0	0	0	0	0	0	0.2	0.8	0	0.3	0.7	0	0	0	0.4	0.7	0	0	0	0.4	0.7

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 11:30 AM

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : N_BEDFORD_AT_FOXWOOD_CIRCLE-WEEKDAY_221632_03-26-2015
 Site Code :
 Start Date : 3/26/2015
 Page No : 1

Start Time	Southbound St. From North						Westbound St. From East						Northbound St. From South						Eastbound St. From West												
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
	08:00 AM	17	110	2	0	129	3	0	7	0	10	1	82	0	0	83	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1
08:15 AM	20	113	4	0	137	2	0	7	0	9	4	73	0	0	77	1	0	0	0	0	1	0	0	0	0	1	0	0	0	1	224
08:30 AM	24	125	5	0	154	4	0	11	0	15	3	100	0	0	103	0	0	0	0	0	2	0	0	0	2	0	0	0	2	274	
08:45 AM	38	129	5	0	172	4	0	6	0	10	4	93	0	0	97	1	0	0	0	0	1	0	0	0	1	0	0	0	1	280	
Total	99	477	16	0	592	13	0	31	0	44	12	348	0	0	360	3	0	2	0	0	5	0	0	0	5	0	0	0	5	1001	
09:00 AM	39	136	9	0	184	4	1	8	0	13	3	123	1	0	127	0	0	0	0	0	1	0	0	0	1	0	0	0	1	325	
09:15 AM	49	126	11	0	186	8	0	11	0	19	2	92	0	0	94	0	0	0	0	0	2	0	0	0	2	0	0	0	2	301	
09:30 AM	24	141	6	0	171	6	0	13	0	19	4	116	0	0	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	310	
09:45 AM	21	128	7	0	156	4	0	12	0	16	3	96	1	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	272	
Total	133	531	33	0	697	22	1	44	0	67	12	427	2	0	441	0	0	3	0	0	3	0	0	0	3	0	0	0	3	1208	
Grand Total	232	1008	49	0	1289	35	1	75	0	111	24	775	2	0	801	3	0	5	0	0	8	0	0	0	8	0	0	0	8	2209	
Approach %	18	78.2	3.8	0		31.5	0.9	67.6	0		3	96.8	0.2	0		37.5	0	62.5	0	0											
Total %	10.5	45.6	2.2	0	58.4	1.6	0	3.4	0	5	1.1	35.1	0.1	0	36.3	0.1	0	0.2	0	0	0.4										
Lights	231	932	48	0	1211	35	1	71	0	107	23	705	2	0	730	2	0	4	0	0	0.4										
% Lights	99.6	92.5	98	0	93.9	100	100	94.7	0	96.4	95.8	91	100	0	91.1	66.7	0	80	0	0	6	2054									
% Buses	0	13	1	0	14	0	0	3	0	3	1	28	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	
Trucks	1	63	2	0	1.1	0	0	4	0	2.7	4.2	3.6	0	0	3.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.1	
% Trucks	0.4	6.2	0	0	5	0	0	1.3	0	0.9	0	5.4	0	0	4.2	1	0	1	0	0	2	109									

Start Time	Southbound St. From North						Westbound St. From East						Northbound St. From South						Eastbound St. From West												
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
	08:45 AM	38	129	5	0	172	4	0	6	0	10	4	93	0	0	97	1	0	0	0	0	1	0	0	0	0	1	0	0	1	280
09:00 AM	39	136	9	0	184	4	1	8	0	13	3	123	1	0	127	0	0	1	0	0	1	0	0	0	1	0	0	0	1	325	
09:15 AM	49	126	11	0	186	8	0	11	0	19	2	92	0	0	94	0	0	0	0	0	2	0	0	0	2	0	0	0	2	301	
09:30 AM	24	141	6	0	171	6	0	13	0	19	4	116	0	0	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	310	
Total Volume	150	532	31	0	713	22	1	38	0	61	13	424	1	0	438	1	0	3	0	0	4	1216									
% App. Total	21	74.6	4.3	0		36.1	1.6	62.3	0		3	96.8	0.2	0		25	0	75	0	0	4										
PHF	.765	.943	.705	.000	.958	.688	.250	.731	.000	.803	.813	.862	.250	.000	.862	.250	.000	.375	.000	.500	.935										
% Lights	150	501	30	0	681	22	1	36	0	59	12	385	1	0	398	1	0	2	0	0	3	1141									
% Buses	0	2	1	0	3	0	0	2	0	2	1	19	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	
% Trucks	0	29	0	0	29	0	0	5.3	0	3.3	7.7	4.5	0	0	4.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.1	
% Trucks	0	5.5	0	0	4.1	0	0	0	0	0	0	4.7	0	0	4.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	
																															4.1

Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:45 AM

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : N_BEDFORD_AT_FOXWOOD_CIRCLE-WEEKDAY_221632_03-26-2015
Site Code :

Start Date : 3/26/2015

Page No : 1

Groups Printed- Lights - Buses - Trucks

Start Time	Southbound St. From North						Westbound St. From East						Northbound St. From South						Eastbound St. From West							
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
	04:00 PM	18	135	9	0	162	8	0	10	0	18	2	129	0	0	131	1	0	0	0	0	1	0	0	0	1
04:15 PM	10	122	9	0	141	3	0	16	0	19	7	138	1	0	146	1	0	0	0	0	1	0	0	0	1	307
04:30 PM	11	149	4	0	164	8	0	15	0	23	5	147	1	0	153	1	0	0	0	0	1	0	0	1	2	342
04:45 PM	13	130	9	0	152	3	0	11	0	14	11	147	0	0	158	0	0	0	0	0	0	0	0	0	0	324
Total	52	536	31	0	619	22	0	52	0	74	25	561	2	0	588	3	0	0	0	0	1	4	0	0	0	1285
05:00 PM	11	141	14	0	166	12	0	16	0	28	3	149	0	0	152	3	2	0	0	0	0	0	0	0	5	351
05:15 PM	28	125	18	0	171	14	2	12	0	28	3	151	0	0	154	3	4	2	0	0	0	0	0	0	9	362
05:30 PM	11	129	7	0	147	10	0	10	0	20	6	149	0	0	155	6	2	5	0	0	0	0	0	0	13	335
05:45 PM	13	140	5	0	158	10	0	16	0	26	12	127	0	0	139	8	0	2	0	0	0	0	0	0	10	333
Total	63	535	44	0	642	46	2	54	0	102	24	576	0	0	600	20	8	9	0	0	0	0	0	0	37	1381
Grand Total	115	1071	75	0	1261	68	2	106	0	176	49	1137	2	0	1188	23	8	9	1	41	2666					
Approach %	9.1	84.9	5.9	0	91.9	38.6	1.1	60.2	0	66.6	4.1	95.7	0.2	0	96.9	56.1	19.5	22	2.4	41	2666					
Total %	4.3	40.2	2.8	0	47.3	2.6	0.1	4	0	6.6	1.8	42.6	0.1	0	44.6	0.9	0.3	0.3	0	1.5	1381					
Lights	111	1049	75	0	1235	68	2	105	0	175	49	1103	2	0	1154	22	8	9	1	40	2604					
% Lights	96.5	97.9	100	0	97.9	100	100	99.1	0	99.4	100	97	100	0	97.1	95.7	100	100	100	97.6	97.7					
Buses	1	4	0	0	5	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	18					
% Buses	0.9	0.4	0	0	0.4	0	0	0	0	0	0	1.1	0	0	1.1	0	0	0	0	0	0.7					
Trucks	3	18	0	0	21	0	0	1	0	1	0	21	0	0	21	1	0	0	0	1	44					
% Trucks	2.6	1.7	0	0	1.7	0	0	0.9	0	0.6	0	1.8	0	0	1.8	4.3	0	0	0	2.4	1.7					

Start Time	Southbound St. From North						Westbound St. From East						Northbound St. From South						Eastbound St. From West							
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
	05:00 PM	11	141	14	0	166	12	0	16	0	28	3	149	0	0	152	3	2	0	0	0	5	0	0	0	5
05:15 PM	28	125	18	0	171	14	2	12	0	28	3	151	0	0	154	3	4	2	0	0	9	0	0	0	9	362
05:30 PM	11	129	7	0	147	10	0	10	0	20	6	149	0	0	155	6	2	5	0	0	13	0	0	0	13	335
05:45 PM	13	140	5	0	158	10	0	16	0	26	12	127	0	0	139	8	0	2	0	0	10	0	0	0	10	333
Total Volume	63	535	44	0	642	46	2	54	0	102	24	576	0	0	600	20	8	9	0	37	1381					
% App. Total	9.8	83.3	6.9	0	93.9	45.1	2	52.9	0	60.6	4	96	0	0	60.6	54.1	21.6	24.3	0	2.4	1.7					
PHF	.563	.949	.611	.000	.939	.821	.250	.844	.000	.911	.500	.954	.000	.000	.968	.625	.500	.450	.000	.712	.954					
Lights	61	528	44	0	633	46	2	54	0	102	24	562	0	0	586	20	8	9	0	37	1358					
% Lights	96.8	98.7	100	0	98.6	100	100	100	0	100	100	97.6	0	0	97.7	100	100	100	0	100	98.3					
Buses	1	1	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	8					
% Buses	1.6	0.2	0	0	0.3	0	0	0	0	0	0	1.0	0	0	1.0	0	0	0	0	0	0.6					
Trucks	1	6	0	0	7	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	15					
% Trucks	1.6	1.1	0	0	1.1	0	0	0	0	0	0	1.4	0	0	1.3	0	0	0	0	2.4	1.1					

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 05:00 PM

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : N_BEDFORD_RD_AT_FOXWOOD_CIRCLE-SAT_221633_03-28-2015

Site Code :

Start Date : 3/28/2015

Page No : 1

Groups Printed- Lights - Buses - Trucks

Start Time	Southbound St. From North						Westbound St. From East						Northbound St. From South						Eastbound St. From West							
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
	11:00 AM	15	138	4	0	157	9	0	16	0	25	7	127	0	0	134	0	0	0	0	0	0	0	0	0	0
11:15 AM	16	149	12	0	177	10	0	11	0	21	4	157	2	0	163	6	0	0	0	0	6	0	0	0	6	367
11:30 AM	9	158	5	0	172	18	0	18	0	36	7	170	0	0	177	4	0	0	0	4	4	0	0	4	389	
11:45 AM	11	138	13	0	162	13	0	15	0	28	3	163	0	0	166	2	1	0	0	3	3	0	0	3	359	
Total	51	583	34	0	668	50	0	60	0	110	21	617	2	0	640	12	1	0	0	13	13	0	0	13	1431	
12:00 PM	23	159	11	0	193	11	0	9	0	20	9	181	1	0	191	6	0	0	0	6	0	0	0	6	410	
12:15 PM	19	177	9	0	205	21	0	12	0	33	5	177	0	0	182	10	0	1	0	11	0	0	0	11	431	
12:30 PM	13	168	6	1	188	7	0	19	0	26	6	175	0	0	181	1	0	0	0	2	0	0	0	2	397	
12:45 PM	10	108	11	1	130	10	0	17	0	27	2	126	0	0	128	0	0	1	0	1	0	0	0	1	286	
Total	65	612	37	2	716	49	0	57	0	106	22	659	1	0	682	17	0	3	0	20	0	0	0	20	1524	
01:00 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	
Grand Total	117	1195	71	2	1385	99	0	117	0	216	43	1277	3	0	1323	29	1	3	0	33	0	0	0	33	2957	
Approach %	8.4	86.3	5.1	0.1	46.8	45.8	0	54.2	0	7.3	3.3	96.5	0.2	0	44.7	1	0	0.1	0	1.1	0	0	0	1.1	2903	
Total %	4	40.4	2.4	0.1	46.8	3.3	0	4	0	214	1.5	43.2	0.1	0	98.2	100	100	100	100	100	0	0	0	100	98.2	
Lights	115	1169	71	2	1357	98	0	116	0	214	43	1253	3	0	1299	29	1	3	0	33	0	0	0	33	2903	
% Lights	98.3	97.8	100	100	98	99	0	99.1	0	99.1	100	98.1	100	0	98.2	100	100	100	100	100	0	0	0	100	98.2	
Buses	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	7	
% Buses	0	0.3	0	0	0.3	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0.2	
Trucks	2	22	0	0	24	1	0	1	0	2	0	21	0	0	21	0	0	0	0	0	0	0	0	0	47	
% Trucks	1.7	1.8	0	0	1.7	1	0	0.9	0	0.9	0	1.6	0	0	1.6	0	0	0	0	0	0	0	0	0	1.6	

Start Time	Southbound St. From North						Westbound St. From East						Northbound St. From South						Eastbound St. From West						
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total
	11:45 AM	11	138	13	0	162	13	0	15	0	28	3	163	0	0	166	2	1	0	0	3	0	0	0	3
12:00 PM	23	159	11	0	193	11	0	9	0	20	9	181	1	0	191	6	0	0	0	6	0	0	0	6	410
12:15 PM	19	177	9	0	205	21	0	12	0	33	5	177	0	0	182	10	0	1	0	11	0	0	0	11	431
12:30 PM	13	168	6	1	188	7	0	19	0	26	6	175	0	0	181	1	0	0	0	2	0	0	0	2	397
Total Volume	66	642	39	1	748	52	0	55	0	107	23	696	1	0	720	19	1	2	0	22	0	0	0	22	1597
% App. Total	8.8	85.8	5.2	0.1	46.8	48.6	0	51.4	0	7.3	3.2	96.7	0.1	0	98.2	86.4	4.5	9.1	0	1.1	0	0	0	1.1	2903
PHF	.717	.907	.750	.250	.912	.619	.000	.724	.000	.811	.639	.961	.250	.000	.942	.475	.250	.500	.000	.500	0	0	0	0	.926
Lights	64	629	39	1	733	51	0	54	0	105	23	683	1	0	707	19	1	2	0	22	0	0	0	22	1567
% Lights	97.0	98.0	100	100	98.0	98.1	0	98.2	0	98.1	100	98.1	100	0	98.2	100	100	100	100	100	0	0	0	100	98.1
Buses	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	4
% Buses	0	0.5	0	0	0.4	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0.3
Trucks	2	10	0	0	12	1	0	1	0	2	0	12	0	0	12	0	0	0	0	0	0	0	0	0	26
% Trucks	3.0	1.6	0	0	1.6	1.9	0	1.8	0	1.9	0	1.7	0	0	1.7	0	0	0	0	0	0	0	0	0	1.6

Peak Hour Analysis From 11:00 AM to 01:00 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 11:45 AM

ATR COUNT DATA - 3/26/15 - 3/31/15

TIME PERIOD	THURSDAY 3/26/15			FRIDAY 3/27/15			SATURDAY 3/28/15			SUNDAY 3/29/15			MONDAY 3/30/15			TUESDAY 3/31/15		
	ENTRY	EXIT	TOTAL	ENTRY	EXIT	TOTAL	ENTRY	EXIT	TOTAL	ENTRY	EXIT	TOTAL	ENTRY	EXIT	TOTAL	ENTRY	EXIT	TOTAL
12:00 AM 1:00 AM	4	0	4	3	5	8	4	22	26	6	28	34	2	2	4	5	6	11
1:00 AM 2:00 AM	2	6	8	3	2	5	2	0	2	0	1	1	2	5	7	2	2	4
2:00 AM 3:00 AM	4	2	6	0	2	2	1	2	3	1	2	3	1	1	2	1	0	1
3:00 AM 4:00 AM	2	1	3	2	2	4	2	0	2	1	1	2	3	2	5	1	1	2
4:00 AM 5:00 AM	22	4	26	19	2	21	0	0	0	1	0	1	14	0	14	24	5	29
5:00 AM 6:00 AM	73	6	79	53	5	58	5	4	9	4	2	6	47	10	57	64	9	73
6:00 AM 7:00 AM	73	68	141	88	44	132	72	4	76	32	3	35	77	40	117	95	66	161
7:00 AM 8:00 AM	117	74	191	150	101	251	102	25	127	78	24	102	130	78	208	146	77	223
8:00 AM 9:00 AM	242	102	344	225	101	326	181	84	265	103	42	145	228	102	330	225	121	346
9:00 AM 10:00 AM	310	140	450	318	136	454	266	148	414	175	88	263	274	119	393	278	124	402
10:00 AM 11:00 AM	153	161	314	162	167	329	290	192	482	201	146	347	200	164	364	186	125	311
11:00 AM 12:00 PM	119	156	275	124	165	289	241	216	457	142	167	309	144	164	308	171	193	364
12:00 PM 1:00 PM	157	138	295	168	165	333	210	224	434	141	124	265	172	159	331	202	187	389
1:00 PM 2:00 PM	131	138	269	166	133	299	259	168	427	175	117	292	171	157	328	212	160	372
2:00 PM 3:00 PM	151	141	292	165	157	322	203	210	413	181	172	353	145	140	285	183	174	357
3:00 PM 4:00 PM	164	126	290	196	162	358	199	192	391	145	153	298	160	153	313	201	164	365
4:00 PM 5:00 PM	168	176	344	220	210	430	188	174	362	134	141	275	183	206	389	210	186	396
5:00 PM 6:00 PM	248	246	494	217	238	455	113	163	276	60	141	201	180	206	386	204	232	436
6:00 PM 7:00 PM	167	208	375	168	210	378	89	132	221	31	87	118	193	198	391	226	213	439
7:00 PM 8:00 PM	165	151	316	105	152	257	74	96	170	23	43	66	90	156	246	98	161	259
8:00 PM 9:00 PM	59	93	152	116	142	258	56	56	112	19	35	54	53	103	156	43	116	159
9:00 PM 10:00 PM	24	93	117	78	108	186	34	58	92	4	28	32	21	81	102	35	86	121
10:00 PM 11:00 PM	12	98	110	56	67	123	19	46	65	7	4	11	11	43	54	10	40	50
11:00 PM 12:00 AM	4	19	23	28	84	112	32	68	100	0	0	0	3	5	8	1	3	4
	2571	2347	4918	2830	2560	5390	2642	2284	4926	1664	1549	3213	2504	2294	4798	2823	2451	5274

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 10532

Customer Loyalty through Client Satisfaction

Project: MERCEDES-BENZ
Location: MT. KISCO, NY
MC Job No. 14002035

Site Code: 14002035
Station ID:
ICE HOUSE ROAD ACCESS

Latitude: 0' 0.0000 Undefined

Start Time	23-Mar-15		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT
12:00 AM	*	*	*	*	*	*	4	0	2	5	3	2	4	4	22	4
01:00	*	*	*	*	*	*	0	6	3	2	2	4	2	0	0	0
02:00	*	*	*	*	*	*	0	2	0	2	2	2	1	2	1	1
03:00	*	*	*	*	*	*	2	1	2	2	2	2	2	2	1	2
04:00	*	*	*	*	*	*	20	4	18	2	19	3	0	0	1	1
05:00	*	*	*	*	*	*	60	6	34	5	47	6	4	4	1	0
06:00	*	*	*	*	*	*	57	68	66	44	62	56	4	4	2	2
07:00	*	*	*	*	*	*	67	74	96	96	82	85	70	23	54	3
08:00	*	*	*	*	*	*	143	98	129	98	136	98	119	82	64	24
09:00	*	*	*	*	*	*	166	134	184	128	176	131	177	142	84	42
10:00	*	*	*	*	*	*	105	149	109	159	107	154	202	188	134	84
11:00	*	*	*	*	*	*	90	146	88	150	89	155	176	200	134	144
12:00 PM	*	*	*	*	*	*	110	138	110	143	111	136	142	191	102	164
01:00	*	*	*	*	*	*	88	122	114	119	97	124	160	128	94	120
02:00	*	*	*	*	*	*	109	127	124	138	104	121	154	162	128	115
03:00	*	*	*	*	*	*	112	116	130	148	115	126	138	178	138	161
04:00	*	*	*	*	*	*	124	170	162	199	133	174	123	179	103	148
05:00	*	*	*	*	*	*	161	208	193	200	160	197	82	162	92	138
06:00	*	*	*	*	*	*	170	185	126	180	139	190	58	148	42	134
07:00	*	*	*	*	*	*	68	145	72	145	90	144	20	125	20	82
08:00	*	*	*	*	*	*	76	92	74	137	63	120	46	94	16	40
09:00	*	*	*	*	*	*	36	92	56	104	39	105	42	56	14	30
10:00	*	*	*	*	*	*	20	94	49	67	27	71	28	54	4	23
11:00	*	*	*	*	*	*	2	18	18	80	7	36	15	39	7	4
Total	0	0	1139	1640	2185	1929	2353	1820	2242	1849	2120	1169	2659	1490		
Day	0	0	2779	3939	4282	4062										
AM Peak	-	-	11:00	11:00	10:00	09:00	10:00	09:00	11:00	10:00	11:00	10:00	10:00	11:00	11:00	11:00
Vol.	-	-	90	168	149	184	159	176	155	202	200	134	164	164	164	164
PM Peak	-	-	18:00	18:00	17:00	17:00	17:00	17:00	17:00	13:00	12:00	14:00	14:00	14:00	14:00	14:00
Vol.	-	-	170	204	208	163	200	168	197	180	191	138	161	161	161	161

Maser Consulting
 11 Bradhurst Avenue
 Hawthorne, NY 10532
Customer Loyalty through Client Satisfaction

Project: MERCEDES-BENZ
 Location: MT. KISCO, NY
 MC Job No. 14002035

Site Code: 14002035
 Station ID:
 ICE HOUSE ROAD ACCESS
 Latitude: 0' 0.0000 Undefined

Start Time	30-Mar-15		Tue		Wed		Thu		Fri		Sat		Sun	
	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT
12:00 AM	1	2	5	5	1	0	*	*	*	*	*	*	*	*
01:00	2	4	2	2	1	3	*	*	*	*	*	*	*	*
02:00	1	1	1	0	2	2	*	*	*	*	*	*	*	*
03:00	3	2	1	1	2	2	*	*	*	*	*	*	*	*
04:00	12	0	22	5	12	2	*	*	*	*	*	*	*	*
05:00	40	10	55	9	40	2	*	*	*	*	*	*	*	*
06:00	58	40	75	66	58	31	*	*	*	*	*	*	*	*
07:00	78	76	96	75	82	99	*	*	*	*	*	*	*	*
08:00	128	96	119	118	144	92	*	*	*	*	*	*	*	*
09:00	150	114	172	120	208	150	*	*	*	*	*	*	*	*
10:00	122	154	126	120	140	178	*	*	*	*	*	*	*	*
11:00	101	160	126	162	135	177	*	*	*	*	*	*	*	*
12:00 PM	112	146	128	171	135	168	*	*	*	*	*	*	*	*
01:00	124	143	151	143	70	71	*	*	*	*	*	*	*	*
02:00	101	125	127	158	*	*	*	*	*	*	*	*	*	*
03:00	110	140	132	152	*	*	*	*	*	*	*	*	*	*
04:00	124	188	152	174	*	*	*	*	*	*	*	*	*	*
05:00	130	182	146	192	*	*	*	*	*	*	*	*	*	*
06:00	147	184	162	194	*	*	*	*	*	*	*	*	*	*
07:00	62	143	69	156	*	*	*	*	*	*	*	*	*	*
08:00	46	101	38	111	*	*	*	*	*	*	*	*	*	*
09:00	18	81	24	84	*	*	*	*	*	*	*	*	*	*
10:00	9	42	10	38	*	*	*	*	*	*	*	*	*	*
11:00	2	4	1	3	*	*	*	*	*	*	*	*	*	*
Total	1681	2138	1940	2279	1021	977	0	0	0	0	0	0	0	0
Day	3819		4219		1998		0	0	0	0	0	0	0	0
AM Peak	09:00	11:00	09:00	11:00	09:00	10:00	-	-	-	-	-	-	-	-
Vol.	150	160	172	182	208	178	-	-	-	-	-	-	-	-
PM Peak	18:00	16:00	18:00	18:00	12:00	12:00	-	-	-	-	-	-	-	-
Vol.	147	188	162	194	126	168	-	-	-	-	-	-	-	-
Comb. Total	3819		4219		4777		3939	4282	8086	3969	2659			
ADT	ADT 3,839		AAAT 3,839											

| Weekday Average |
|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| ENTRY | EXIT | ENTRY |
| 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| 2 | 3 | 1 | 1 | 15 | 45 | 64 | 83 | 102 | 128 | 129 | 151 | 173 | 162 | 119 |
| 115 | 142 | 121 | 146 | 138 | 181 | 187 | 154 | 189 | 150 | 42 | 21 | 82 | 106 | 10 |
| 2 | 4 | 1816 | 2208 | 4024 | 11:00 | 177 | 173 | 18:00 | 180 | 154 | 189 | 2 | 4 | 0 |

Maser Consulting
 11 Bradhurst Avenue
 Hawthorne, NY 10532
Customer Loyalty through Client Satisfaction

Project: MERCEDES-BENZ
 Location: MT. KISCO, NY
 MC Job No. 14002035A

Site Code: 140020350555
 Station ID:

333 NORTH BEDFORD ROAD NORTH ENTRANCE

Latitude: 0' 0.0000 Undefined

Start Time	23-Mar-15		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT
12:00 AM	*	*	*	*	*	*	0	0	1	0	0	0	0	0	0	0
01:00	*	*	*	*	*	*	2	0	0	0	0	1	0	0	0	0
02:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
03:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
04:00	*	*	*	*	*	*	2	0	1	0	0	0	0	0	0	0
05:00	*	*	*	*	*	*	13	0	19	0	16	0	1	0	0	0
06:00	*	*	*	*	*	*	16	0	22	0	19	0	15	0	0	0
07:00	*	*	*	*	*	*	50	0	54	5	52	2	32	2	24	0
08:00	*	*	*	*	*	*	99	4	96	3	98	4	62	2	39	0
09:00	*	*	*	*	*	*	142	6	134	8	138	7	89	6	55	4
10:00	*	*	*	*	*	*	48	12	53	8	50	10	88	4	67	2
11:00	*	*	*	*	*	*	29	10	36	15	34	10	65	15	40	3
12:00 PM	*	*	*	*	*	*	45	10	58	22	48	13	68	33	47	4
01:00	*	*	*	*	*	*	43	16	52	14	50	14	79	6	47	2
02:00	*	*	*	*	*	*	42	14	41	19	44	16	49	32	43	2
03:00	*	*	*	*	*	*	60	10	65	14	66	12	61	13	42	5
04:00	*	*	*	*	*	*	54	6	58	11	59	10	65	12	42	3
05:00	*	*	*	*	*	*	66	38	54	38	63	39	31	15	18	7
06:00	*	*	*	*	*	*	46	23	42	30	53	30	31	7	11	5
07:00	*	*	*	*	*	*	35	6	33	7	31	6	28	2	7	3
08:00	*	*	*	*	*	*	20	1	42	5	29	4	14	0	5	5
09:00	*	*	*	*	*	*	7	1	22	4	10	3	6	4	0	5
10:00	*	*	*	*	*	*	1	4	7	0	3	2	4	7	0	0
11:00	*	*	*	*	*	*	2	1	10	4	4	2	5	3	0	0
Total	0	0	517	161	817	162	901	207	870	184	793	164	495	59	554	59
Day	0	0	678	979	1108	1054	957	1100	1054	1054	957	1100	1054	957	1100	1054
AM Peak Vol.	-	-	11:00 38	11:00 6	09:00 142	10:00 12	09:00 134	11:00 15	09:00 138	10:00 10	09:00 89	11:00 16	10:00 67	09:00 4	10:00 67	09:00 4
PM Peak Vol.	-	-	18:00 72	17:00 40	17:00 68	17:00 38	15:00 66	17:00 38	15:00 66	17:00 39	13:00 79	12:00 33	12:00 47	14:00 11	12:00 47	14:00 11

Start Time	30-Mar-15		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT
12:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00	7	0	9	0	11	0	0	0	0	0	2	0	0	0	0	0
06:00	19	0	20	0	18	0	0	0	0	0	9	0	0	0	0	0
07:00	52	2	50	2	61	2	2	2	2	19	19	0	0	0	0	0
08:00	100	6	100	3	111	3	1	1	1	54	54	2	2	2	2	2
09:00	124	5	106	4	116	4	5	5	5	106	106	3	3	3	3	3
10:00	78	10	60	5	59	7	7	7	7	115	115	5	5	5	5	5
11:00	43	4	45	11	56	14	14	14	14	66	66	7	7	7	7	7
12:00 PM	60	13	74	16	54	13	13	13	13	48	48	10	10	10	10	10
01:00	47	14	61	17	18	10	10	10	10	63	63	14	14	14	14	14
02:00	44	15	56	16	*	*	*	*	*	42	42	14	14	14	14	14
03:00	50	13	69	12	*	*	*	*	*	50	50	16	16	16	16	16
04:00	59	18	58	12	*	*	*	*	*	60	60	12	12	12	12	12
05:00	50	24	58	40	*	*	*	*	*	58	58	15	15	15	15	15
06:00	46	14	64	19	*	*	*	*	*	54	54	32	32	32	32	32
07:00	28	13	29	5	*	*	*	*	*	55	55	16	16	16	16	16
08:00	7	2	5	5	*	*	*	*	*	28	28	6	6	6	6	6
09:00	3	0	11	2	*	*	*	*	*	7	7	4	4	4	4	4
10:00	2	1	0	2	*	*	*	*	*	1	1	1	1	1	1	1
11:00	1	1	0	0	*	*	*	*	*	0	0	2	2	2	2	2
Total	823	156	883	172	506	52	0	0	0	843	162	0	0	0	0	0
Day	979		1055		558		0	0	0	1005		0	0	0	0	0
AM Peak	09:00	10:00	08:00	11:00	09:00	11:00	-	-	-	09:00	11:00	-	-	-	-	-
Vol.	124	10	106	11	116	14	-	-	-	115	10	-	-	-	-	-
PM Peak	12:00	17:00	12:00	17:00	12:00	12:00	-	-	-	12:00	17:00	-	-	-	-	-
Vol.	60	24	74	40	54	13	-	-	-	63	32	-	-	-	-	-

Comb. Total	979	1055	1236	979	1108	2059	957	554
ADT	ADT 955	AADT 955						

ATR COUNT DATA - 6/4/15 - 6/10/15

TIME PERIOD	THURSDAY 6/4/15			FRIDAY 6/5/15			SATURDAY 6/6/15			SUNDAY 6/7/15			MONDAY 6/8/15			TUESDAY 6/9/15/16			WEDNESDAY 6/10/15		
	ENTRY	EXIT	TOTAL	ENTRY	EXIT	TOTAL	ENTRY	EXIT	TOTAL	ENTRY	EXIT	TOTAL	ENTRY	EXIT	TOTAL	ENTRY	EXIT	TOTAL	ENTRY	EXIT	TOTAL
12:00 AM - 1:00 AM	3	2	5	2	4	27	5	25	30	0	3	3	3	3	3	3	1	4	2	1	3
1:00 AM - 2:00 AM	3	2	5	3	8	4	1	2	3	1	0	1	0	1	2	2	1	3	1	3	4
2:00 AM - 3:00 AM	5	4	9	3	6	5	2	1	3	1	2	3	1	2	0	0	1	1	2	1	4
3:00 AM - 4:00 AM	2	1	3	2	3	4	2	2	4	1	0	1	0	1	5	3	8	2	2	1	3
4:00 AM - 5:00 AM	6	4	10	1	2	2	1	1	2	9	4	13	4	7	7	2	9	19	5	24	
5:00 AM - 6:00 AM	78	10	88	2	70	5	4	3	7	53	3	56	85	8	85	8	93	74	10	84	
6:00 AM - 7:00 AM	82	57	139	89	44	133	54	9	63	70	46	116	84	63	84	63	147	95	49	144	
7:00 AM - 8:00 AM	107	82	189	135	86	221	104	23	127	47	14	61	128	78	132	94	226	141	118	259	
8:00 AM - 9:00 AM	188	104	292	188	114	302	92	33	125	218	100	318	128	78	132	94	226	141	118	259	
9:00 AM - 10:00 AM	296	113	409	313	136	449	207	129	336	162	92	254	311	143	330	138	468	208	104	312	
10:00 AM - 11:00 AM	166	136	302	169	157	326	222	179	401	198	131	329	175	154	169	153	322	180	143	323	
11:00 AM - 12:00 PM	120	159	279	128	147	275	220	201	421	172	162	334	125	166	107	160	267	113	174	287	
12:00 PM - 1:00 PM	142	154	296	172	190	362	178	206	384	126	155	281	131	159	121	145	266	136	162	298	
1:00 PM - 2:00 PM	147	131	278	143	144	287	160	167	327	137	148	285	156	140	138	137	275	139	137	276	
2:00 PM - 3:00 PM	142	145	287	147	143	290	141	134	275	103	83	186	147	150	140	111	251	143	122	265	
3:00 PM - 4:00 PM	165	155	320	148	149	297	139	144	283	109	111	220	168	131	164	126	290	150	134	284	
4:00 PM - 5:00 PM	223	152	375	190	164	354	129	125	254	120	124	244	167	173	215	178	393	178	163	341	
5:00 PM - 6:00 PM	194	257	451	219	236	455	167	147	314	101	112	213	109	109	220	262	482	207	236	443	
6:00 PM - 7:00 PM	252	257	509	146	202	348	98	144	242	55	109	164	196	224	226	260	486	154	228	382	
7:00 PM - 8:00 PM	90	159	249	95	178	273	54	96	150	39	57	96	109	185	88	175	263	90	150	240	
8:00 PM - 9:00 PM	88	153	241	67	81	148	42	78	120	23	61	84	56	109	65	89	154	59	107	166	
9:00 PM - 10:00 PM	42	82	124	56	72	128	45	57	102	3	18	21	40	93	42	95	137	40	60	100	
10:00 PM - 11:00 PM	17	67	84	22	37	59	15	37	52	3	1	4	13	42	9	63	72	10	55	65	
11:00 PM - 12:00 AM	4	7	11	25	61	86	8	32	40	1	0	1	0	2	3	13	16	2	7	9	
	2582	2393	4975	2528	2366	4894	2152	2025	4177	1533	1449	2982	2474	2331	2554	2382	4936	2488	2396	4824	

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 10532

Customer Loyalty through Client Satisfaction

Project: MERCEDES-BENZ
Location: MT. KISCO
MC Job No. 14002035A

Site Code: 140020350555

Station ID:
ICE HOUSE ROAD ACCESS

Latitude: 0' 0.0000 Undefined

Start Time	01-Jun-15		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT
12:00 AM	*	*	*	*	*	*	3	2	2	2	2	2	6	19	5	22
01:00	*	*	*	*	*	*	1	2	3	4	2	2	1	3	1	2
02:00	*	*	*	*	*	*	4	4	4	4	2	2	3	1	1	2
03:00	*	*	*	*	*	*	2	1	1	2	2	2	3	2	2	1
04:00	*	*	*	*	*	*	6	4	8	2	7	2	2	1	2	2
05:00	*	*	*	*	*	*	65	10	51	9	58	0	0	1	1	1
06:00	*	*	*	*	*	*	62	57	71	43	10	1	1	3	4	3
07:00	*	*	*	*	*	*	69	80	88	85	50	41	41	9	23	4
08:00	*	*	*	*	*	*	106	102	117	104	82	72	72	22	30	14
09:00	*	*	*	*	*	*	106	110	117	104	112	103	102	84	62	33
10:00	*	*	*	*	*	*	106	110	117	104	112	103	102	84	62	33
11:00	*	*	*	*	*	*	116	130	114	128	115	119	146	128	91	87
12:00 PM	*	*	*	*	*	*	82	130	86	142	115	138	143	176	144	126
01:00	*	*	*	*	*	*	98	132	128	173	84	145	143	176	144	126
02:00	*	*	*	*	*	*	113	118	95	126	113	152	145	176	144	126
03:00	*	*	*	*	*	*	92	130	104	128	104	122	107	154	92	168
04:00	*	*	*	*	*	*	103	145	102	136	102	129	107	154	92	168
05:00	*	*	*	*	*	*	133	144	102	136	102	140	85	128	75	80
06:00	*	*	*	*	*	*	144	144	102	150	102	142	89	119	84	104
07:00	*	*	*	*	*	*	164	208	131	202	132	119	119	135	72	111
08:00	*	*	*	*	*	*	71	152	64	168	66	72	72	140	41	108
09:00	*	*	*	*	*	*	58	142	52	80	52	42	42	96	34	52
10:00	*	*	*	*	*	*	31	78	42	70	32	27	27	77	18	58
11:00	*	*	*	*	*	*	11	65	15	34	12	32	32	52	3	18
Total	0	0	0	0	520	882	1704	2182	1690	2180	1673	2152	1468	1923	1079	1401
Day	0	0	0	0	1402	1402	3896	3870	3670	3825	3391	3391	3391	2480	2480	1401
AM Peak	-	-	-	-	-	-	09:00	11:00	09:00	10:00	09:00	11:00	11:00	11:00	10:00	11:00
Vol.	-	-	-	-	186	150	166	147	165	146	148	146	148	144	144	160
PM Peak	-	-	-	-	18:00	17:00	18:00	17:00	17:00	17:00	17:00	17:00	12:00	12:00	13:00	12:00
Vol.	-	-	-	-	130	208	164	219	202	210	120	184	120	184	95	151

Start Time	08-Jun-15		Tue		Wed		Thu		Fri		Sat		Sun	
	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT	ENTRY	EXIT
12:00 AM	0	3	2	1	2	1	4	4	3	8	*	*	*	*
01:00	1	0	2	0	1	3	4	4	2	4	*	*	*	*
02:00	0	2	0	1	2	2	1	2	2	0	*	*	*	*
03:00	1	0	2	3	2	1	1	2	3	6	*	*	*	*
04:00	8	4	6	2	14	2	4	1	6	0	*	*	*	*
05:00	47	3	73	8	58	8	64	1	54	0	*	*	*	*
06:00	49	46	66	63	68	49	50	12	63	6	*	*	*	*
07:00	86	78	86	92	87	114	74	51	86	50	*	*	*	*
08:00	132	92	113	101	124	102	119	94	86	86	*	*	*	*
09:00	171	140	164	136	202	142	119	80	124	98	*	*	*	*
10:00	107	148	109	142	108	150	164	116	106	150	*	*	*	*
11:00	82	156	72	154	83	156	102	148	115	144	*	*	*	*
12:00 PM	98	142	81	128	102	150	76	140	80	126	*	*	*	*
01:00	96	122	92	118	102	150	100	134	94	79	*	*	*	*
02:00	106	134	92	118	90	118	110	124	86	124	*	*	*	*
03:00	105	120	102	99	99	112	106	112	*	*	*	*	*	*
04:00	109	160	136	114	103	124	104	132	*	*	*	*	*	*
05:00	132	200	144	156	124	156	122	156	*	*	*	*	*	*
06:00	144	196	146	232	137	200	140	210	*	*	*	*	*	*
07:00	76	181	59	170	124	203	151	218	*	*	*	*	*	*
08:00	42	107	44	86	68	144	68	153	*	*	*	*	*	*
09:00	31	87	33	92	42	100	48	92	*	*	*	*	*	*
10:00	12	41	8	61	28	60	29	73	*	*	*	*	*	*
11:00	0	2	2	12	9	55	13	64	*	*	*	*	*	*
Total	1635	2164	1654	2194	1679	2158	1655	2124	818	802	1659	2153	0	0
Day	3799		3848		3837		3779		1620		3812		0	0
AM Peak	09:00	11:00	09:00	11:00	09:00	11:00	09:00	10:00	09:00	09:00	09:00	10:00	-	-
Vol.	171	156	184	154	202	156	164	146	186	150	181	146	-	-
PM Peak	18:00	17:00	18:00	17:00	17:00	18:00	18:00	18:00	12:00	12:00	18:00	17:00	-	-
Vol.	144	200	146	232	137	203	151	218	94	124	141	210	-	-

Comb. Total	3799	3848	5239	7675	5490	7637	3391	2480
ADT	ADT 3,598	AA DT 3,598						

New York State Department of Transportation

Roadway Traffic Count Hourly Report

STATION: 870407

ROUTE/ROAD: NY117
FROM: RT 133 MT KISCO
FED DIR CODE: 1, 5
REF. MARKER: 11787011121
ST DIR CODE: 1, 2
END MILEPOST: 13.62
DOT ID: 100040
LANES BY DIR: 1 North 1 South
BEGIN DATE: 4/17/2013
WEEK OF YEAR: 16
NOTES 1: 000000870407
NOTES 2:
TAKEN BY: TST-BEK
PROCESSED BY: DOT-jjn
BATCH ID: DOT-R08CWW16B
REGION-COUNTY: 8-WESTCHESTER
MUNI: Bedford-Town-0057
BIN: 1037200
RR CROSSING:
HPMS SAMPLE:
1 WAY CODE:
COUNT TYPE: Axle
SPEED LIMIT: 30

TO: RT 987D UNDER SAW MILL RIVER PKWY
FUNC. CLASS: 14 - U Principal Arterial - Other
FACTOR GROUP: 30
CC STN:
ADDL DATA:
JURISDICTION: 01-NYSDOT

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY HIGH	HIGH COUNT	HIGH HOUR
4/17, Wed																											
4/18, Thu	58	29	13	16	47	144	398	883	927	1024	1048	1151	1282	1246	1225	1167	1289	1333	1169	935	645	471	292	134	16926	1333	17-18
4/19, Fri	62	30	18	24	51	157	387	847	977	1061	1096	1195	1276	1361	1247	1227	1247	1328	1185	1074	788	562	377	265	17842	1361	13-14
4/20, Sat	134	76	26	34	39	79	199	567	817	1046	1230	1403	1429	1390	1346	1311	1275	1135	1094	963	670	550	358	254	17425	1429	12-13
4/21, Sun	145	66	31	43	37	47	136	329	520	707	932	1103	1194	1178	1230	1209	1062	926	816	633	503	359	230	84	13520	1230	14-15
4/22, Mon	57	29	17	21	49	132	376	837	960	1037	1087	1185	1246	1264	1236	1177	1251	1338	1198	902	625	425	231	121	16801	1338	17-18
4/23, Tue	50	28	13	18	44	151	372	870	910	997	854																
	56	28	14	19	46	148	376	842	925	980	1009	1146	1244	1224	1193	1162	1235	1311	1179	926	655	450	264	128	16558		

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)

AWDT
16558

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours			AVERAGE WEEKDAY			ESTIMATED AADT		
			Counted	Hours	High Hour	High Hour % of day	North High Hour % of day	South High Hour % of day	Roadway North	Roadway South	
6	146	3	1311	80	7.9	674	8.3	658	7.8	16359	8376

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
4	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98

Created on: 06/24/2013 15:53
ROUTE/ROAD: NY117
STATION: 870407

FROM: RT 133 MT KISCO
PLACEMENT: 500 Ft N of Park Dr

TO: RT 987D UNDER SAW MILL RIV
REGION-COUNTY: 8-WESTCHESTER
DV20 Page 1 of 3

New York State Department of Transportation

NB Traffic Count Hourly Report

STATION: 870407

ROUTE/ROAD: NY117
 FED DIR CODE: 1
 ST DIR CODE: 1,2
 DOT ID: 100040
 BEGIN DATE: 4/17/2013
 NOTES 1: 000000870407
 NOTES 2:
 TAKEN BY: TST-BEK

FROM: RT 133 MT KISCO
 REF. MARKER: 1178701121
 END MILEPOST: 13.62
 LANES BY DIR: 1 North
 WEEK OF YEAR: 16
 PLACEMENT: 500 Ft N of Park Dr
 PROCESSED BY: DOT-jh

TO: RT 987D UNDER SAW MILL RIVER PKWY
 FUNC. CLASS: 14 - U Principal Arterial - Other
 FACTOR GROUP: 30
 CC STN:
 ADDL DATA:
 JURISDICTION: 01-NYSDOT
 BATCH ID: DOT-R08CWW16B

REGION-COUNTY: 8-WESTCHESTER
 MUNI: Bedford-Town-0057
 BIN: 1037200

RR CROSSING:
 HPMS SAMPLE:
 1 WAY CODE:

COUNT TYPE: Axle
 SPEED LIMIT: 30

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY HIGH	HIGH	TOTAL		
4/17, Wed	30	19	9	6	17	67	170	387	395	454	513	555	608	577	579	615	646	699	603	507	381	279	164	74	7211	72	8200	669	
4/18, Thu	33	17	9	14	20	68	167	377	439	482	541	581	601	639	627	611	668	683	566	476	360	257	158	72	8200	72	8739	683	
4/19, Fri	73	31	14	21	17	39	86	287	362	513	613	649	686	636	626	586	621	527	552	484	339	280	181	132	8355	138	8739	686	
4/20, Sat	78	45	18	24	16	22	61	167	251	353	449	551	573	547	603	518	549	433	394	303	261	179	113	43	8355	132	8739	686	
4/21, Sun	32	15	9	11	19	62	167	359	427	457	525	585	600	577	579	584	615	694	657	493	321	233	125	71	8217	43	6551	603	
4/22, Mon	25	14	6	8	15	59	159	390	407	441	408														8217	71	694	17-18	
4/23, Tue																									1932				
	29	16	8	9	17	63	162	371	409	440	486	563	592	565	582	578	614	674	605	482	347	251	146	71	8081	146	8081	AWDT	

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)

AWDT
8081

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY			ESTIMATED AADT					
				Roadway High Hour % of day	North High Hour % of day	South High Hour % of day						
6	146	3	80	1311	7.9	674	8.3	658	7.8	16359	7983	8376

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
4	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98

Created on: 06/24/2013 15:53 STATION: 870407

ROUTE/ROAD: NY117 FROM: RT 133 MT KISCO
 PLACEMENT: 500 Ft N of Park Dr

TO: RT 987D UNDER SAW MILL RIVER
 REGION-COUNTY 8-WESTCHESTER

STATION: 870407

New York State Department of Transportation
SB Traffic Count Hourly Report

ROUTE/ROAD: NY117 FROM: RT 133 MT KISCO TO: RT 987D UNDER SAW MILL RIVER PKWY REGION-COUNTY: 8-WESTCHESTER
 FED DIR CODE: 5 REF. MARKER: 1178701121 FUNC. CLASS: 14 - U Principal Arterial - Other MUNI: Bedford-Town-0057
 ST DIR CODE: 1, 2 END MILEPOST: 13.62 LANES BY DIR: 1 South FACTOR GROUP: 30 BIN: 1037200
 DOT ID: 100040 WEEK OF YEAR: 16 JURISDICTION: 01-NYS DOT CC STN: RR CROSSING: HPMS SAMPLE: 1 WAY CODE: COUNT TYPE: Axle
 NOTES 1: 000000870407 PLACEMENT: 500 Ft N of Park Dr ADDL DATA: BATCH ID: DOT-R08CWW16B SPEED LIMIT: 30
 NOTES 2: TAKEN BY: TST-BEK PROCESSED BY: DOT-jh

DATE	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	DAILY HIGH	HIGH COUNT	HIGH HOUR		
4/17, Wed										471	549	591	671	659	611	597	596	643	638	490	353	204	122	62	7257				
4/18, Thu	28	10	4	10	30	77	228	496	532	570	555	576	679	669	601	596	670	664	577	459	285	214	134	62	8726	679	12-13		
4/19, Fri	29	13	9	10	31	89	220	470	538	579	555	614	675	722	620	616	579	645	619	538	366	260	179	127	9103	722	13-14		
4/20, Sat	61	45	12	13	22	40	113	280	455	533	617	754	743	754	720	725	654	608	542	479	331	270	177	122	9070	754	13-14		
4/21, Sun	67	21	13	19	21	25	75	162	269	354	483	552	621	631	627	691	513	493	422	330	242	180	117	41	6969	691	15-16		
4/22, Mon	25	14	8	10	30	70	209	478	533	580	562	600	646	687	657	593	636	644	541	409	304	192	106	50	8584	687	13-14		
4/23, Tue	25	14	7	10	29	92	213	480	503	556	446														2375				
	27	12	7	10	29	84	213	471	516	540	523	583	652	658	611	583	621	637	574	444	308	199	118	57	8478				

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6 AM to Fri Noon)

WEEKDAY	Hours	High Hour % of day	North High Hour % of day	South High Hour % of day	ESTIMATED AADT							
WEEKDAYS Counted	3	1311	7.9	674	8.3	658	7.8	Roadway North	16359	7983	South	8376
WEEKDAYS Hours	80											
AWDT												

DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	WEEKDAY High Hour % of day	WEEKDAY North High Hour % of day	WEEKDAY South High Hour % of day	ESTIMATED AADT							
6	146	3	80	1311	7.9	674	8.3	658	7.8	Roadway North	16359	7983	South	8376

FACTOR

Month	Seasonal	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Axl
4	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98



MERCEDES BENZ OF MT. KISCO

APPENDIX D

TRIP GENERATION DATA

TABLE NO. D-1

ESTATE MOTORS
(321 ROUTE 22, GOLDENS BRIDGE NY)

TRAFFIC COUNT - THURSDAY, APRIL 16, 2015

TIME PERIOD	ENTRY VOLUME	EXIT VOLUME	TOTAL VOLUME
7:00 AM - 7:15 AM	5	0	5
7:15 AM - 7:30 AM	3	0	3
7:30 AM - 7:45 AM	6	1	7
7:45 AM - 8:00 AM	10	2	12
8:00 AM - 8:15 AM	8	5	13
8:15 AM - 8:30 AM	3	1	4
8:30 AM - 8:45 AM	6	4	10
8:45 AM - 9:00 AM	5	2	7
9:00 AM - 9:15 AM	12	6	18
9:15 AM - 9:30 AM	3	7	10
9:30 AM - 9:45 AM	9	1	10
9:45 AM - 10:00 AM	3	5	8

7:00 AM - 8:00 AM	24	3	27
8:00 AM - 9:00 AM	22	12	34
9:00 AM - 10:00 AM	27	19	46

TRIP RATE BASED ON 16 LIFT BAYS

7:00 AM - 8:00 AM	1.50	0.19	1.69
8:00 AM - 9:00 AM	1.38	0.75	2.13
9:00 AM - 10:00 AM	1.69	1.19	2.88

IT SHOULD BE NOTED THAT THE TRAFFIC COUNTS
INCLUDE TRIPS FOR EMPLOYEES, CUSTOMERS AND DELIVERIES
FOR BOTH SERVICE AND SALES

TABLE NO. D-2

ESTATE MOTORS
(321 ROUTE 22, GOLDENS BRIDGE NY)

TRAFFIC COUNT - THURSDAY, APRIL 16, 2015

TIME PERIOD	ENTRY VOLUME	EXIT VOLUME	TOTAL VOLUME
4:00 PM - 4:15 PM	1	8	9
4:15 PM - 4:30 PM	5	6	11
4:30 PM - 4:45 PM	1	2	3
4:45 PM - 5:00 PM	3	6	9
5:00 PM - 5:15 PM	0	8	8
5:15 PM - 5:30 PM	2	3	5
5:30 PM - 5:45 PM	4	3	7
5:45 PM - 6:00 PM	3	5	8

4:00 PM - 5:00 PM	10	22	32
5:00 PM - 6:00 PM	9	19	28

TRIP RATE BASED ON 16 LIFT BAYS

4:00 PM - 5:00 PM	0.62	1.38	2.00
5:00 PM - 6:00 PM	0.56	1.19	1.75

IT SHOULD BE NOTED THAT THE TRAFFIC COUNTS
INCLUDE TRIPS FOR EMPLOYEES, CUSTOMERS AND DELIVERIES
FOR BOTH SERVICE AND SALES

TABLE NO. D-3

ESTATE MOTORS
(321 ROUTE 22, GOLDENS BRIDGE NY)

TRAFFIC COUNT - SATURDAY, JUNE 6, 2015

TIME PERIOD	ENTRY VOLUME	EXIT VOLUME	TOTAL VOLUME
10:00 AM - 10:15 AM	4	3	7
10:15 AM - 10:30 AM	3	1	4
10:30 AM - 10:45 AM	3	2	5
10:45 AM - 11:00 AM	2	3	5
11:00 AM - 11:15 AM	2	2	4
11:15 AM - 11:30 AM	4	1	5
11:30 AM - 11:45 AM	2	5	7
11:45 AM - 12:00 PM	4	2	6
12:00 PM - 12:15 PM	0	0	0
12:15 PM - 12:30 PM	3	4	7
12:30 PM - 12:45 PM	5	4	9
12:45 PM - 1:00 PM	2	6	8
1:00 PM - 1:15 PM	1	5	6
1:15 PM - 1:30 PM	4	4	8
1:30 PM - 1:45 PM	3	2	5
1:45 PM - 2:00 PM	4	3	7
2:00 PM - 2:15 PM	1	5	6
2:15 PM - 2:30 PM	1	2	3
2:30 PM - 2:45 PM	2	1	3
2:45 PM - 3:00 PM	1	4	5

10:00 AM - 11:00 AM	12	9	21
11:00 AM - 12:00 PM	12	10	22
12:00 PM - 1:00 PM	10	14	24
1:00 PM - 2:00 PM	12	14	26
2:00 PM - 3:00 PM	5	12	17

TRIP RATE BASED ON 13,000 S.F.

10:00 AM - 11:00 AM	0.92	0.69	1.62
11:00 AM - 12:00 PM	0.92	0.77	1.69
12:00 PM - 1:00 PM	0.77	1.08	1.85
1:00 PM - 2:00 PM	0.92	1.08	2.00
2:00 PM - 3:00 PM	0.38	0.92	1.31

TRIP RATE BASED ON 16 LIFT BAYS

10:00 AM - 11:00 AM	0.75	0.56	1.31
11:00 AM - 12:00 PM	0.75	0.63	1.38
12:00 PM - 1:00 PM	0.63	0.88	1.50
1:00 PM - 2:00 PM	0.75	0.88	1.63
2:00 PM - 3:00 PM	0.31	0.75	1.06

IT SHOULD BE NOTED THAT THE TRAFFIC COUNTS
INCLUDE TRIPS FOR EMPLOYEES, CUSTOMERS AND DELIVERIES
FOR BOTH SERVICE AND SALES

TABLE NO. D-4

WINE ENTHUSIAST
 (333 BEDFORD ROAD, BEDFORD, NY)

TRAFFIC COUNT - MAY 21, 2015

TIME PERIOD	ENTRY VOLUME	EXIT VOLUME	TOTAL VOLUME
8:00 AM - 8:15 AM	6	1	7
8:15 AM - 8:30 AM	8	1	9
8:30 AM - 8:45 AM	13	0	13
8:45 AM - 9:00 AM	12	0	12
9:00 AM - 9:15 AM	12	1	13
9:15 AM - 9:30 AM	19	3	22
9:30 AM - 9:45 AM	9	0	9
9:45 AM - 10:00 AM	6	0	6
8:00 AM - 9:00 AM	39	2	41
9:00 AM - 10:00 AM	46	4	50

TRAFFIC COUNT - MAY 18 - 19, 2015

TIME PERIOD	ENTRY VOLUME	EXIT VOLUME	TOTAL VOLUME
4:00 PM - 4:15 PM	4	5	9
4:15 PM - 4:30 PM	2	4	6
4:30 PM - 4:45 PM	4	7	11
4:45 PM - 5:00 PM	2	2	4
5:00 PM - 5:15 PM	0	19	19
5:15 PM - 5:30 PM	1	12	13
5:30 PM - 5:45 PM	3	26	29
5:45 PM - 6:00 PM	1	13	14
4:00 PM - 5:00 PM	12	18	30
5:00 PM - 6:00 PM	5	70	75



MERCEDES BENZ OF MT. KISCO

APPENDIX E

LEVEL OF SERVICE STANDARDS

LEVEL OF SERVICE STANDARDS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay and volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a measure of driver discomfort and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

LOS A describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

LOS C describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate.

LOS D describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long.

LOS E describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long.

LOS F describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long.

A lane group can incur a delay less than 80 s/veh when the volume-to-capacity ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and volume-to-capacity ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).

The Level of Service Criteria for signalized intersections are given in Exhibit 18-4 from the *2010 Highway Capacity Manual* published by the Transportation Research Board.

Exhibit 18-4

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	v/c ≤1.0	v/c >1.0
≤10	A	F
>10-20	B	F
>20-35	C	F
>35-55	D	F
>55-80	E	F
>80	F	F

For approach-based and intersection wide assessments, LOS is defined solely by control delay.



LEVEL OF SERVICE CRITERIA
FOR TWO-WAY STOP-CONTROLLED (TWSC) UNSIGNALIZED INTERSECTIONS

Level of Service (LOS) for a two-way stop-controlled (TWSC) intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. LOS is not defined for the intersection as a whole or for major-street approaches.

The Level of Service Criteria for TWSC unsignalized intersections are given in Exhibit 19-1 from the *2010 Highway Capacity Manual* published by the Transportation Research Board.

Exhibit 19-1

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	v/c ≤ 1.0	v/c > 1.0
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

As Exhibit 19-1 notes, LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

The Level of Service Criteria for unsignalized intersections are somewhat different from the criteria for signalized intersections.



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APPENDIX F
CAPACITY ANALYSIS

YEAR 2015 EXISTING CONDITIONS

WEEKDAY PEAK AM HOUR

YEAR 2015 EXISTING TRAFFIC VOLUMES

WEEKDAY PEAK AM HIGHWAY HOUR

1: NYS ROUTE 117 & ICE HOUSE ROAD/PARK DRIVE

11/19/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBP2	NBL2	NBL	NBT	NBR	SB	SB2
Lane Configurations		+			+			↑	↑		↑	↑
Volume (vph)	44	0	84	23	2	14	141	2	424	11	7	524
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0				450		0	100	
Storage Lanes	0		0	0				1		0	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr		0.912			0.952				0.996			0.993
Flt Protected		0.983			0.971			0.950			0.950	
Satd. Flow (prot)	0	1592	0	0	1641	0	0	1687	1769	0	1687	1763
Flt Permitted		0.983			0.971			0.223			0.455	
Satd. Flow (perm)	0	1592	0	0	1641	0	0	396	1769	0	808	1763
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)					222							
Link Speed (mph)		30			30				30			30
Link Distance (ft)		213			385				469			978
Travel Time (s)		4.8			8.8				10.7			22.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%
Adj. Flow (vph)	48	0	91	25	2	15	153	2	461	12	8	570
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	139	0	0	42	0	0	155	473	0	8	599
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Left	Right	Left	Left
Median Width(ft)		0			0				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	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	15		9	15	
Number of Detectors	1	2		1	2		1	1	0		2	0
Detector Template	Left			Left			Left					
Leading Detector (ft)	20	83		20	83		20	30	0		83	0
Trailing Detector (ft)	0	-5		0	-5		0	-10	0		-10	0
Detector 1 Position(ft)	0	-5		0	-5		0	-10	0		-10	0
Detector 1 Size(ft)	20	40		20	40		20	40	6		40	6
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		43			43						43	
Detector 2 Size(ft)		40			40						40	
Detector 2 Type		CI+Ex			CI+Ex						CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Split	NA		Split	NA		pm+pt	pm+pt	NA		pm+pt	NA
Protected Phases	4	4		3	3		5	5	2		1	6
Permitted Phases							2	2			6	

YEAR 2015 EXISTING TRAFFIC VOLUMES

WEEKDAY PEAK AM HIGHWAY HOUR

1: NYS ROUTE 117 & ICE HOUSE ROAD/PARK DRIVE

11/19/2015



Lane Group	SEB	SEB2	SEL2	SEL	SEB
Lane Configurations					
Volume (vph)	25	2	2	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0
Storage Lanes	0			1	0
Taper Length (ft)				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00
Fit				0.932	
Fit Protected				0.976	
Satd. Flow (prot)	0	0	0	1615	0
Fit Permitted				0.976	
Satd. Flow (perm)	0	0	0	1615	0
Right Turn on Red		No			
Satd. Flow (RTOR)					
Link Speed (mph)				30	
Link Distance (ft)				164	
Travel Time (s)				3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	7%	7%	7%	7%	7%
Adj. Flow (vph)	27	2	2	0	2
Shared Lane Traffic (%)					
Lane Group Flow (vph)	0	0	0	4	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Right	Right	Left	Left	Right
Median Width(ft)				12	
Link Offset(ft)				0	
Crosswalk Width(ft)				16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	9	15	15	9
Number of Detectors			1	1	
Detector Template			Left		
Leading Detector (ft)			20	5	
Trailing Detector (ft)			0	-5	
Detector 1 Position(ft)			0	-5	
Detector 1 Size(ft)			20	10	
Detector 1 Type			Cl+Ex	Cl+Ex	
Detector 1 Channel					
Detector 1 Extend (s)			0.0	0.0	
Detector 1 Queue (s)			0.0	0.0	
Detector 1 Delay (s)			0.0	0.0	
Detector 2 Position(ft)					
Detector 2 Size(ft)					
Detector 2 Type					
Detector 2 Channel					
Detector 2 Extend (s)					
Turn Type			Prot	Prot	
Protected Phases			8	8	
Permitted Phases					

YEAR 2015 EXISTING TRAFFIC VOLUMES

WEEKDAY PEAK AM HIGHWAY HOUR

1: NYS ROUTE 117 & ICE HOUSE ROAD/PARK DRIVE

11/19/2015



Area Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	S
Detector Phase	4	4	3	3	5	5	2	1	6	
Switch Phase										
Minimum Initial (s)	3.0	3.0	3.0	3.0	5.0	5.0	20.0	5.0	20.0	
Minimum Split (s)	10.0	10.0	10.0	10.0	10.0	10.0	40.0	10.0	40.0	
Total Split (s)	15.0	15.0	15.0	15.0	15.0	15.0	45.0	15.0	45.0	
Total Split (%)	14.6%	14.6%	14.6%	14.6%	14.6%	14.6%	43.7%	14.6%	43.7%	
Maximum Green (s)	10.0	10.0	8.0	8.0	10.0	10.0	38.0	10.0	38.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	3.0	3.0	1.0	1.0	3.0	1.0	3.0	
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0		7.0		5.0	7.0	5.0	7.0	
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes									
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None	None	None	None	None	C-Max	None	Max	
Act Effct Green (s)		12.8		4.6		70.6	66.6	62.9	55.8	
Actuated g/C Ratio		0.12		0.04		0.69	0.65	0.61	0.54	
v/c Ratio		0.70		0.15		0.42	0.41	0.01	0.63	
Control Delay		62.7		1.1		11.2	13.6	9.3	23.8	
Queue Delay		0.0		0.0		0.0	0.0	0.0	0.0	
Total Delay		62.7		1.1		11.2	13.6	9.3	23.8	
LOS		E		A		B	B	A	C	
Approach Delay		62.7		1.1			13.0		23.6	
Approach LOS		E		A			B		C	
Queue Length 50th (ft)		88		0		34	139	2	278	
Queue Length 95th (ft)		#173		0		84	357	9	#589	
Internal Link Dist (ft)		133		305			389		898	
Turn Bay Length (ft)						450		100		
Base Capacity (vph)		198		332		397	1143	616	954	
Starvation Cap Reductn		0		0		0	0	0	0	
Spillback Cap Reductn		0		0		0	0	0	0	
Storage Cap Reductn		0		0		0	0	0	0	
Reduced v/c Ratio		0.70		0.13		0.39	0.41	0.01	0.63	

Area Type: Other
 Cycle Length: 103
 Actuated Cycle Length: 103
 Offset: 13 (13%), Referenced to phase 2:NBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 22.2
 Intersection Capacity Utilization 68.5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity queue may be longer.
 Queue shown is maximum after two cycles.

Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 1: NYS ROUTE 117 & ICE HOUSE ROAD/PARK DRIVE

 ø1	 ø2 (R)	 ø3	 ø4	 ø8
15 s	15 s	15 s	15 s	13 s
 ø5	 ø6			
15 s	15 s			

YEAR 2015 EXISTING TRAFFIC VOLUMES

WEEKDAY PEAK AM HIGHWAY HOUR

1: NYS ROUTE 117 & ICE HOUSE ROAD/PARK DRIVE

11/19/2015



Phase Group	SBR	SBR2	SER2	SER	SFR
Detector Phase			8	8	
Switch Phase					
Minimum Initial (s)			3.0	3.0	
Minimum Split (s)			10.0	10.0	
Total Split (s)			13.0	13.0	
Total Split (%)			12.6%	12.6%	
Maximum Green (s)			6.0	6.0	
Yellow Time (s)			4.0	4.0	
All-Red Time (s)			3.0	3.0	
Lost Time Adjust (s)				0.0	
Total Lost Time (s)				7.0	
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)			2.0	2.0	
Recall Mode			None	None	
Act Effect Green (s)				5.0	
Actuated g/C Ratio				0.05	
v/c Ratio				0.05	
Control Delay				47.8	
Queue Delay				0.0	
Total Delay				47.8	
LOS				D	
Approach Delay				47.8	
Approach LOS				D	
Queue Length 50th (ft)				3	
Queue Length 95th (ft)				14	
Internal Link Dist (ft)				84	
Turn Bay Length (ft)					
Base Capacity (vph)				94	
Starvation Cap Reductn				0	
Spillback Cap Reductn				0	
Storage Cap Reductn				0	
Reduced v/c Ratio				0.04	

Two Way Analysis cannot be performed on Signalized Intersection.

YEAR 2015 EXISTING TRAFFIC VOLUMES
2: NYS ROUTE 117 & FOXWOOD CIRCLE

WEEKDAY PEAK AM HIGHWAY HOUR

11/19/2015



Lane Group	WBL	WBR	NBT	NBR	SBL	SBR
Lane Configurations	↖	↗	↑	↘	↙	↕
Volume (vph)	38	22	424	13	31	533
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Flt		0.850	0.996			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1703	1524	1785	0	1703	1792
Flt Permitted	0.950				0.482	
Satd. Flow (perm)	1703	1524	1785	0	864	1792
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		23	2			
Link Speed (mph)	30		30			30
Link Distance (ft)	386		978			101
Travel Time (s)	8.8		22.2			2.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	40	23	451	14	33	567
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	23	465	0	33	567
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	
Number of Detectors	2	2	0		2	0
Detector Template						
Leading Detector (ft)	83	83	0		83	0
Trailing Detector (ft)	-5	-5	0		-5	0
Detector 1 Position(ft)	-5	-5	0		-5	0
Detector 1 Size(ft)	40	40	6		40	6
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)	43	43			43	
Detector 2 Size(ft)	40	40			40	
Detector 2 Type	CI+Ex	CI+Ex			CI+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0			0.0	
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	3		1		2	5
Permitted Phases		3			5	

YEAR 2015 EXISTING TRAFFIC VOLUMES
2: NYS ROUTE 117 & FOXWOOD CIRCLE

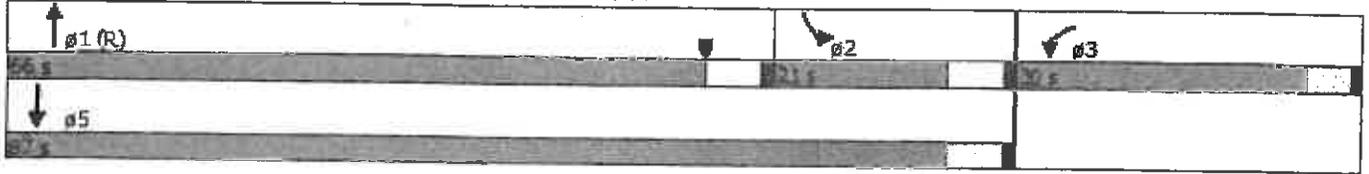
WEEKDAY PEAK AM HIGHWAY HOUR
11/19/2015



	WPL	WBR	NBT	NBR	SBT	SBR
Detector Phase	3	3	1		2	5
Switch Phase						
Minimum Initial (s)	2.0	2.0	2.0		2.0	2.0
Minimum Split (s)	22.0	22.0	51.0		16.0	51.0
Total Split (s)	30.0	30.0	66.0		21.0	87.0
Total Split (%)	25.6%	25.6%	56.4%		17.9%	74.4%
Maximum Green (s)	25.0	25.0	60.0		15.0	81.0
Yellow Time (s)	4.0	4.0	5.0		5.0	5.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	6.0		6.0	6.0
Lead/Lag			Lead		Lag	
Lead/Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	1.0	1.0	6.0		1.0	6.0
Minimum Gap (s)	1.0	1.0	6.0		1.0	6.0
Time Before Reduce (s)	0.0	0.0	20.0		0.0	20.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	None	C-Min		None	Min
Act Effect Green (s)	6.4	6.4	96.8		102.2	102.5
Actuated g/C Ratio	0.05	0.05	0.83		0.87	0.88
w/c Ratio	0.43	0.22	0.32		0.04	0.36
Control Delay	66.9	24.2	4.3		1.7	2.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	66.9	24.2	4.3		1.7	2.6
LOS	E	C	A		A	A
Approach Delay	51.3		4.3			2.5
Approach LOS	D		A			A
Queue Length 50th (ft)	30	0	91		3	65
Queue Length 95th (ft)	66	27	148		8	117
Internal Link Dist (ft)	306		898			21
Turn Bay Length (ft)					200	
Base Capacity (vph)	363	343	1476		926	1570
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced w/c Ratio	0.11	0.07	0.32		0.04	0.36

Area Type: Other
 Cycle Length: 117
 Actuated Cycle Length: 117
 Offset: 0 (0%), Referenced to phase 1:NBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.43
 Intersection Signal Delay: 6.0
 Intersection Capacity Utilization 40.6%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 2: NYS ROUTE 117 & FOXWOOD CIRCLE



Two Way Analysis cannot be performed on Signalized Intersection.

11/19/2015

YEAR 2015 EXISTING TRAFFIC VOLUMES
3: NYS ROUTE 117 & 333 N. BEDFORD ROAD

WEEKDAY PEAK AM HIGHWAY HOUR
11/19/2015



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑		↑	↑	
Volume (vph)	0	1	0	446	563	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr't		0.865			0.972	
Fit Protected						
Satd. Flow (prot)	0	1550	0	1792	1742	0
Fit Permitted						
Satd. Flow (perm)	0	1550	0	1792	1742	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	331			101	636	
Travel Time (s)	7.5			2.3	14.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	0	1	0	474	599	160
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	0	474	759	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	15			9
Sign Control	Stop			Free	Free	

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 48.7%
 Analysis Period (min) 15
 ICU Level of Service A

YEAR 2015 EXISTING TRAFFIC VOLUMES
3: NYS ROUTE 117 & 333 N. BEDFORD ROAD

WEEKDAY PEAK AM HIGHWAY HOUR
11/19/2015

Int Delay, s/veh 0

	E8L	E8R	N8L	N8T	S8T	S8R
Vol, veh/h	0	1	0	446	563	150
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	0	1	0	474	599	160

	W82	W82	W82	W82	W82	W82
Conflicting Flow All	1163	679	759	0	-	0
Stage 1	679	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Critical Hdwy	6.46	6.26	4.16	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.254	-	-	-
Pot Cap-1 Maneuver	214	445	835	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	214	445	835	-	-	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	618	-	-	-	-	-

	E8	N8	S8
HCM Control Delay, s	13.1	0	0
HCM LOS	B		

	N8L	N8T	S8T	S8R
Capacity (veh/h)	835	-	445	-
HCM Lane V/C Ratio	-	-	0.002	-
HCM Control Delay (s)	0	-	13.1	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0	-	0	-

WEEKDAY PEAK PM HOUR

YEAR 2015 EXISTING TRAFFIC VOLUMES

WEEKDAY PEAK PM HIGHWAY HOUR

1: NYS ROUTE 117 & ICE HOUSE ROAD/PARK DRIVE

11/19/2015



Link Group	EBL	EBT	EBR	WBL	WBT	WBR	NS 2	NEL	NET	NBR	SBL	SE
Lane Configurations		↔			↔			↔	↔		↔	↔
Volume (vph)	94	1	160	10	2	15	135	2	531	33	20	578
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0				450		0	100	
Storage Lanes	0		0	0				1		0	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.915			0.925				0.991			0.993
Frt Protected		0.982			0.982			0.950			0.950	
Satd. Flow (prot)	0	1674	0	0	1692	0	0	1770	1846	0	1770	1850
Frt Permitted		0.982			0.982			0.165			0.312	
Satd. Flow (perm)	0	1674	0	0	1692	0	0	307	1846	0	581	1850
Right Turn on Red			No			Yes				No		
Satd. Flow (RTOR)					222							
Link Speed (mph)		30			30				30			30
Link Distance (ft)		213			385				469			978
Travel Time (s)		4.8			8.8				10.7			22.2
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	95	1	162	10	2	15	136	2	536	33	20	584
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	258	0	0	27	0	0	138	569	0	20	612
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Left	Right	Left	Left
Median Width (ft)		0			0				12			12
Link Offset (ft)		0			0				0			0
Crosswalk Width (ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	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	15		9	15	
Number of Detectors	1	2		1	2		1	1	0		2	0
Detector Template	Left			Left			Left					
Leading Detector (ft)	20	83		20	83		20	30	0		83	0
Trailing Detector (ft)	0	-5		0	-5		0	-10	0		-10	0
Detector 1 Position (ft)	0	-5		0	-5		0	-10	0		-10	0
Detector 1 Size (ft)	20	40		20	40		20	40	6		40	6
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position (ft)		43			43						43	
Detector 2 Size (ft)		40			40						40	
Detector 2 Type		CI+Ex			CI+Ex						CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type	Split	NA		Split	NA		pm+pt	pm+pt	NA		pm+pt	NA
Protected Phases	4	4		3	3		5	5	2		1	6
Permitted Phases							2	2			6	
Detector Phase	4	4		3	3		5	5	2		1	6

YEAR 2015 EXISTING TRAFFIC VOLUMES

WEEKDAY PEAK PM HIGHWAY HOUR

1: NYS ROUTE 117 & ICE HOUSE ROAD/PARK DRIVE

11/19/2015



Line Group	SBR	SBR2	SEL2	SEL	SER
Lane Configurations					
Volume (vph)	26	2	2	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0
Storage Lanes	0			1	0
Taper Length (ft)				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00
Fit				0.932	
Fit Protected				0.976	
Satd. Flow (prot)	0	0	0	1694	0
Fit Permitted				0.976	
Satd. Flow (perm)	0	0	0	1694	0
Right Turn on Red		No			
Satd. Flow (RTOR)					
Link Speed (mph)				30	
Link Distance (ft)				184	
Travel Time (s)				3.7	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	26	2	2	0	2
Shared Lane Traffic (%)					
Lane Group Flow (vph)	0	0	0	4	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Right	Right	Left	Left	Right
Median Width (ft)				12	
Link Offset (ft)				0	
Crosswalk Width (ft)				16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	9	15	15	9
Number of Detectors			1	1	
Detector Template			Left		
Leading Detector (ft)			20	5	
Trailing Detector (ft)			0	-5	
Detector 1 Position (ft)			0	-5	
Detector 1 Size (ft)			20	10	
Detector 1 Type			Ch+Ex	C+Ex	
Detector 1 Channel					
Detector 1 Extend (s)			0.0	0.0	
Detector 1 Queue (s)			0.0	0.0	
Detector 1 Delay (s)			0.0	0.0	
Detector 2 Position (ft)					
Detector 2 Size (ft)					
Detector 2 Type					
Detector 2 Channel					
Detector 2 Extend (s)					
Turn Type			Prot	Prot	
Protected Phases			8	8	
Permitted Phases					
Detector Phase			8	8	

YEAR 2015 EXISTING TRAFFIC VOLUMES

WEEKDAY PEAK PM HIGHWAY HOUR

1: NYS ROUTE 117 & ICE HOUSE ROAD/PARK DRIVE

11/19/2015



	EAL	EBT	EBR	WBL	WBT	WBR2	NBL2	NBL	EBT	NBR	EBL	SBL
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		5.0	5.0	20.0		5.0	20.0
Minimum Split (s)	10.0	10.0		10.0	10.0		10.0	10.0	40.0		10.0	40.0
Total Split (s)	15.0	15.0		15.0	15.0		15.0	15.0	45.0		15.0	45.0
Total Split (%)	14.6%	14.6%		14.6%	14.6%		14.6%	14.6%	43.7%		14.6%	43.7%
Maximum Green (s)	10.0	10.0		8.0	8.0		10.0	10.0	38.0		10.0	38.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	1.0		3.0	3.0		1.0	1.0	3.0		1.0	3.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		5.0			7.0			5.0	7.0		5.0	7.0
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0		2.0	2.0
Recall Mode	None	None		None	None		None	None	C-Max		None	Max
Act Effort Green (s)		18.0			4.6			64.9	59.2		58.0	50.7
Actuated g/C Ratio		0.17			0.04			0.63	0.57		0.56	0.49
v/c Ratio		0.88			0.09			0.46	0.54		0.05	0.67
Control Delay		74.6			0.7			13.4	18.3		9.2	26.3
Queue Delay		0.0			0.0			0.0	0.0		0.0	0.0
Total Delay		74.6			0.7			13.4	18.3		9.2	26.3
LOS		E			A			B	B		A	C
Approach Delay		74.6			0.7				17.4			25.8
Approach LOS		E			A				B			C
Queue Length 50th (ft)		~205			0			30	177		4	277
Queue Length 95th (ft)		#363			0			75	451		17	#587
Internal Link Dist (ft)		133			305				389			898
Turn Bay Length (ft)								450			100	
Base Capacity (vph)		293			336			337	1060		469	910
Starvation Cap Reductn		0			0			0	0		0	0
Spillback Cap Reductn		0			0			0	0		0	0
Storage Cap Reductn		0			0			0	0		0	0
Reduced v/c Ratio		0.88			0.08			0.41	0.54		0.04	0.67

Summary

Area Type: Other
 Cycle Length: 103
 Actuated Cycle Length: 103
 Offset: 13 (13%) Referenced to phase 2: NBL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 29.5
 Intersection Capacity Utilization 82.7%
 Analysis Period (min): 15
 Intersection LOS: C
 ICU Level of Service E

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS ROUTE 117 & ICE HOUSE ROAD/PARK DRIVE

↙ ø1	↑ ø2 (R)	↖ ø3	↗ ø4	↕ ø5
↖ ø5	↓ ø6			

YEAR 2015 EXISTING TRAFFIC VOLUMES
 1: NYS ROUTE 117 & ICE HOUSE ROAD/PARK DRIVE

WEEKDAY PEAK PM HIGHWAY HOUR
 11/19/2015



Group	SBR	SBR2	SEL2	BEL	SER
Switch Phase					
Minimum Initial (s)			3.0	3.0	
Minimum Split (s)			10.0	10.0	
Total Split (s)			13.0	13.0	
Total Split (%)			12.6%	12.6%	
Maximum Green (s)			6.0	6.0	
Yellow Time (s)			4.0	4.0	
All-Red Time (s)			3.0	3.0	
Lost Time Adjust (s)				0.0	
Total Lost Time (s)				7.0	
Lead/Lag					
Lead-Lag Optimize?					
Vehicle Extension (s)			2.0	2.0	
Recall Mode			None	None	
Act Effct Green (s)				5.0	
Actuated g/C Ratio				0.05	
w/c Ratio				0.05	
Control Delay				47.8	
Queue Delay				0.0	
Total Delay				47.8	
LOS				D	
Approach Delay				47.8	
Approach LOS				D	
Queue Length 50th (ft)				3	
Queue Length 95th (ft)				14	
Internal Link Dist (ft)				84	
Turn Bay Length (ft)					
Base Capacity (vph)				98	
Starvation Cap Reductn				0	
Spillback Cap Reductn				0	
Storage Cap Reductn				0	
Reduced w/c Ratio				0.04	

Two Way Analysis cannot be performed on Signalized Intersection.

YEAR 2015 EXISTING TRAFFIC VOLUMES
2: NYS ROUTE 117 & FOXWOOD CIRCLE

WEEKDAY PEAK PM HIGHWAY HOUR
11/19/2015



	WBL	WBR	NBT	NBR	SBL	SBR
Lane Configurations	↖	↗	↕	↖	↗	↕
Volume (vph)	54	46	576	24	44	555
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr		0.850	0.995			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1853	0	1770	1863
Flt Permitted	0.950				0.389	
Satd. Flow (perm)	1770	1583	1853	0	725	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		48	3			
Link Speed (mph)	30		30			30
Link Distance (ft)	386		978			101
Travel Time (s)	8.8		22.2			2.3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	57	48	606	25	46	584
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	48	631	0	46	584
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	
Number of Detectors	2	2	0		2	0
Detector Template						
Leading Detector (ft)	83	83	0		83	0
Trailing Detector (ft)	-5	-5	0		-5	0
Detector 1 Position (ft)	-5	-5	0		-5	0
Detector 1 Size (ft)	40	40	6		40	6
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position (ft)	43	43			43	
Detector 2 Size (ft)	40	40			40	
Detector 2 Type	CI+Ex	CI+Ex			CI+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0	0.0			0.0	
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	3		1		2	5
Permitted Phases		3			5	
Detector Phase	3	3	1		2	5

YEAR 2015 EXISTING TRAFFIC VOLUMES
2: NYS ROUTE 117 & FOXWOOD CIRCLE

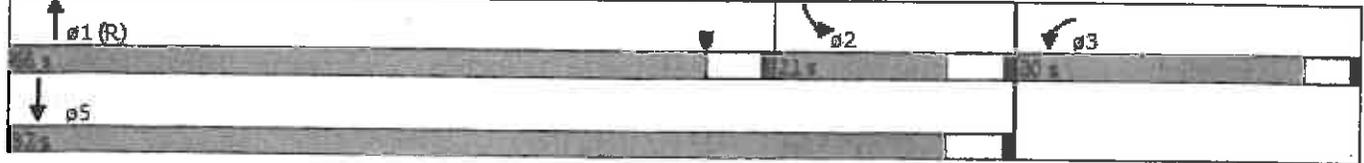
WEEKDAY PEAK PM HIGHWAY HOUR
11/19/2015



Phase	WBL	WBR	NBT	NBR	SEL	SBT
Switch Phase						
Minimum Initial (s)	2.0	2.0	2.0		2.0	2.0
Minimum Split (s)	22.0	22.0	51.0		16.0	51.0
Total Split (s)	30.0	30.0	66.0		21.0	87.0
Total Split (%)	25.6%	25.6%	56.4%		17.9%	74.4%
Maximum Green (s)	25.0	25.0	60.0		15.0	81.0
Yellow Time (s)	4.0	4.0	5.0		5.0	5.0
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	5.0	6.0		6.0	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	1.0	1.0	6.0		1.0	6.0
Minimum Gap (s)	1.0	1.0	6.0		1.0	6.0
Time Before Reduce (s)	0.0	0.0	20.0		0.0	20.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	None	C-Min		None	Min
Act Effct Green (s)	7.3	7.3	94.0		100.4	101.6
Actuated g/C Ratio	0.06	0.06	0.80		0.86	0.87
v/c Ratio	0.52	0.34	0.42		0.07	0.36
Control Delay	68.7	20.5	5.9		2.1	2.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	68.7	20.5	5.9		2.1	2.8
LOS	E	C	A		A	A
Approach Delay	46.7		5.9			2.8
Approach LOS	D		A			A
Queue Length 50th (ft)	42	0	145		4	73
Queue Length 95th (ft)	84	37	235		11	132
Internal Link Dist (ft)	306		898			21
Turn Bay Length (ft)					200	
Base Capacity (vph)	378	375	1488		812	1618
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.15	0.19	0.42		0.06	0.36

Area Type: Other
 Cycle Length: 117
 Actuated Cycle Length: 117
 Offset: 0 (0%), Referenced to phase 1:NBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 7.6
 Intersection Capacity Utilization: 49.1%
 Analysis Period (min): 15
 Intersection LOS: A
 ICU Level of Service: A

Splits and Phases: 2: NYS ROUTE 117 & FOXWOOD CIRCLE



Two Way Analysis cannot be performed on Signalized Intersection.

YEAR 2015 EXISTING TRAFFIC VOLUMES
3: NYS ROUTE 117 & 333 N. BEDFORD ROAD

WEEKDAY PEAK PM HIGHWAY HOUR

11/19/2015



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑		↑	↑	
Volume (vph)	0	20	0	622	579	63
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			0.987	
Flt Protected						
Satd. Flow (prot)	0	1611	0	1863	1839	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	1863	1839	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	331			101	636	
Travel Time (s)	7.5			2.3	14.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	21	0	655	609	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	21	0	655	675	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	15			9
Sign Control	Stop			Free	Free	

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 44.3%

ICU Level of Service A

Analysis Period (min) 15

YEAR 2015 EXISTING TRAFFIC VOLUMES
 3: NYS ROUTE 117 & 333 N. BEDFORD ROAD

WEEKDAY PEAK PM HIGHWAY HOUR

11/19/2015

Int Delay, s/veh	0.2
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	EBL	EBR	NBL	NET	SBT	SBR
Vol, veh/h	0	20	0	622	679	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	0	655	609	66

	M302	M303	M304	M305
Conflicting Flow All	1298	643	676	0
Stage 1	643	-	-	-
Stage 2	655	-	-	-
Critical Hdwy	6.42	6.22	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3,518	3,318	2,218	-
Pot Cap-1 Maneuver	178	473	915	-
Stage 1	523	-	-	-
Stage 2	517	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	178	473	915	-
Mov Cap-2 Maneuver	178	-	-	-
Stage 1	523	-	-	-
Stage 2	517	-	-	-

	EB	NS	SB
HCM Control Delay, s	13	0	0
HCM LOS	B		

	NBL	NET	EBL	SBT	SBR
Capacity (veh/h)	915	-	473	-	-
HCM Lane V/C Ratio	-	0.045	-	-	-
HCM Control Delay (s)	0	-	13	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-