FINAL ENVIRONMENTAL IMPACT STATEMENT

The Shops at Riverhead

Hamlet of Riverhead
Town of Riverhead
Suffolk County, New York

Prepared for: Heritage Riverhead Retail Developers, LLC

Prepared by: *VHB Engineering, Surveying and Landscape Architecture, P.C.*

Hauppauge, New York

February 2012

FINAL ENVIRONMENTAL IMPACT STATEMENT
SITE PLAN APPLICATION FOR THE SHOPS AT RIVERHEAD
OLD COUNTRY ROAD, EAST OF KROEMER AVENUE
HAMLET OF RIVERHEAD, TOWN OF RIVERHEAD
SUFFOLK COUNTY, NEW YORK

PROJECT LOCATION:

41.55±-acre parcel located on Old Country Road (County Road 58), east of Kroemer Avenue, Hamlet of Riverhead, Town of Riverhead, County of Suffolk

SUFFOLK COUNTY TAX MAP NUMBERS:

District 600 - Section 101 – Block 01 – p/o Lot 03
District 600 - Section 119 – Block 01 – Lot 06
District 600 - Section 119 – Block 01 – p/o Lot 5.1

APPLICANT:

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DATE OF PREPARATION: February 2012

AVAILABILITY OF DOCUMENT: This document represents a Final Environmental Impact Statement (FEIS) prepared by the above-referenced applicant. Copies are available for public review and comment at the offices of the Town of Riverhead Planning Board as the Lead Agency, and online at www.riverheadli.com/environmental-statements.html.

DATE OF FILING:

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This document is a Final Environmental Impact Statement (FEIS) for
The Shops at Riverhead.
This FEIS incorporates, by reference, the Draft Environmental Impact Statement (DEIS) for this proposed action, dated January 2008. The above-referenced DEIS was the subject of a Town of Riverhead Public Hearing on May 1, 2008.

The Public Hearing Transcript and Written Correspondence are provided in Appendices A and B of this FEIS, respectively.

1.0
Introduction

This document is a Final Environmental Impact Statement (FEIS) prepared in response to comments received by the Town of Riverhead Planning Board (hereinafter "Planning Board") on the Draft Environmental Impact Statement (DEIS) for the proposed development of "The Shops at Riverhead." The proposed development is a 270,787-square-foot campus-style retail center located on the north side of County Road 58 (CR 58), east of Kroemer Avenue in the hamlet of Riverhead, Town of Riverhead. The comments include those that were made at the public hearing held on May 1, 2008 (designated with an "H" before the comment number) and other written correspondence (designated with a "C" before the comment number) received during the comment period that ended on May 11, 2008. The Public Hearing Transcript is included in Appendix A. All written correspondence is included in Appendix B.

This FEIS includes three sections -- Section 1.0, of which this is a part, is the introduction to the document, which describes the purpose of the FEIS as well as what is included in the document.

In response to comments made during the public comment period, the applicant has revised the proposed site plan. The Revised Site Plan, for which the applicant is seeking site plan approval, is significantly less dense than the prior proposal (i.e., 270,787 square feet [with a gross leasable area of 249,191 square feet] proposed for the Revised Site Plan and 524,590 square feet [with a gross leasable area of 499,609 square feet] proposed for the Prior Site Plan [which was the proposed action in the DEIS]). A discussion of the Revised Site Plan and a comparison to the Prior Site Plan are presented in Section 2.0 of this DEIS.

Section 3.0 includes specific responses to all comments made at the public hearing of May 1, 2008 and the written correspondence received during the comment period. The comments are numbered in the order in which they were stated (public hearing) or received (written correspondence). Comments and responses are arranged numerically. The responses included in Sections 3.0 and 4.0 are based upon the proposed Revised Site Plan that is being evaluated in this FEIS.

2.0

Proposed Revised Site Plan

2.1 Brief Project History

The process of environmental review of the proposed action began in 2007. A brief history of the State Environmental Quality Review Act (SEQRA) process is presented below. This subsection is followed by a brief discussion of the Prior Site Plan, which was the proposed action in the DEIS, and the changes that have been made to the Prior Site Plan in order to minimize potential adverse environmental impacts.

- A voluntary Draft Environmental Impact Statement (DEIS) was submitted to the Town by the applicant in lieu of an Environmental Assessment Form (EAF) in May 2007.
- On August 2, 2007, the Town of Riverhead Planning Board adopted a resolution classifying the action as Type I and designating the Planning Board as lead agency.
- A positive declaration, indicating the issues that may have a potential for significant environmental impact and requiring the preparation of a DEIS was also adopted in the resolution of August 2, 2007. A positive declaration notice was published in the Environmental Notice Bulletin (ENB) on August 15, 2007.
- A draft scope was prepared by the applicant and submitted to the Planning Board on August 24, 2007, and a public scoping hearing was conducted on September 6, 2007.
- A final scope was issued by the Planning Board on September 26, 2007.
- The DEIS was submitted by the applicant to the Planning Board on January 15, 2008.
- The DEIS was accepted by the Planning Board on March 6, 2008 and a notice of completion was issued by the Town on March 28, 2008 and was published in the ENB on April 9, 2008.
- The DEIS was and still is posted on the Town of Riverhead website.
- The DEIS public comment period commenced on March 6, 2008 and extended to May 11, 2008.
- During that DEIS public comment period, a public hearing was conducted on May 1, 2008 regarding the DEIS.

The Prior Site Plan, as evaluated in the DEIS, consisted of a gross floor area of approximately 524,590 square feet (SF) and a gross leasable area of 499,609 SF of which 487,435 SF was retail space and 12,174 SF was free-standing restaurant space (to seat 318 people) (see Appendix C of this DEIS). The Prior Site Plan involved a request for site plan approval and use of transfer of development rights (TDRs) to permit the construction of the proposed retail center within the Destination Retail Center (DRC) zoning district. The buildings were generally situated along the perimeter of the site. Initial site clearing was proposed to comprise approximately 25 acres to facilitate construction of the retail center. Impervious parking was to be provided for 2,165 vehicles. In addition, 259 vehicle parking stalls were to be reserved in various "land-banked green" areas along the perimeter of the site. Landscaping and tree planting areas, specially-designated buffers, building setbacks, etc. were designed per DRC zoning requirements, with relaxation of standards as allowed in receiving zones for TDRs to (a) allow for additional density on the subject site, and (b) provide for the preservation of more open space through the purchase of additional TDRs. Some natural vegetation was proposed to remain around the site, and additional plantings were to supplement existing vegetation.

The Prior Site Plan analyzed in the DEIS included two free-standing restaurants within the retail center. These free-standing restaurants required a use variance, as they were not a permitted use in the DRC zoning district. On April 10, 2008, subsequent to the acceptance of the DEIS by the Town of Riverhead Planning Board, the Riverhead Town Zoning Board of Appeals denied the applicant's request for a use variance to permit free-standing restaurants on the premises (see Appendix D). As free-standing restaurants are not permitted, the Revised Site Plan has eliminated these uses.

On July 7, 2010, the Town of Riverhead Town Board, subsequent to a public hearing, adopted Local Law # 14-2010 that amended Chapter 108, Article XLVI *Destination Retail Center (DRC) Zoning Use District* to add the following language to §108-259.B (2) regarding permitted accessory uses (see Appendix E):

> *"Fueling facilities accessory to warehouse club or a wholesale club, located a minimum of 500 feet from a residentially used or occupied property boundary."*

Based upon these two factors, and in response to the comments received during the DEIS comment period, a Revised Site Plan has been developed for the subject property (see Appendix F). The Revised Site Plan consists of the following:

- 150,337-square-foot wholesale club, with associated 16-pump fueling facility
- 120,450 square feet of retail space

The potential impacts associated with the proposed action and Revised Site Plan are examined in this FEIS. In addition, significant quantitative differences in potential impacts between the site plan analyzed in the DEIS and those associated with the Revised Site Plan are discussed in Section 2.2.

2.2 Description of Revised Site Plan

As indicated above, a Revised Site Plan, last dated December 5, 2011 (see Appendix F) has been prepared in order to address the comments made during the public comment period and to mitigate potential adverse environmental impacts.

The Revised Site Plan comprises a total gross floor area of 270,787 SF of retail space, a bank and a wholesale club. The total gross leasable area (floor area counted for FAR calculation) is 249,191 SF. This is less square footage than the 499,609 SF feet of gross leasable area that was previously analyzed in the DEIS. Unlike the Prior Site Plan, the Revised Site Plan does not require the use of transfer of development rights (TDR). A comparison of the bulk, dimensional and setback requirements associated with the Prior Site Plan that was included in the DEIS and those of the proposed Revised Site Plan is included in the following tables (see Table 1 and Table 2).

Table 1 – DRC Zoning Use District: Bulk and Dimensional Regulations Prior Site Plan v. Proposed Revised Site Plan

PARAMETER	REQUIRED/PERMITTED	PRIOR SITE PLAN	REVISED SITE PLAN
Minimum Lot Area	40,000 SF (0.92 acre)	1,809,900.46 SF (41.55 acres)	1,809,900.46 SF (41.55 acres)
Minimum Lot Width at Front Street	200 feet	463 feet	463 feet
Maximum Building Lot Coverage (with Sewer and no TDRs*)	15% (271,485 SF)	26.58±% (480,990 SF)**	14.96±% (270,787 SF)
Maximum Building Lot Coverage (with TDRs)	30% (542,970 SF)	26.58±% (480,990 SF)	No TDRs proposed
Maximum Height of Buildings	35 feet	≤50 feet	35 feet
Maximum Height of Building (with TDRs)	50 feet	≤50 feet	No TDRs proposed
Maximum Floor Area Ratio (FAR) (with Sewer and no TDRs)	0.20 (361,980 SF)	0.2760± (499,609 SF)**	0.1377± (249,191 SF)
Maximum FAR (with TDRs)	0.60	0.2760± (499,609 SF)	No TDRs proposed
Maximum Impervious Surface	75% (1,357,425 SF)	87.8±% *** (1,589,604 SF)	47.7±% (863,425 SF)
Minimum Contiguous Landscaping (landscaping and natural species)	20% (361,980 SF)	12.2±% *** (220,295 SF)	34.3±% (620,863 SF)
Minimum Interior Parking Landscaping (based upon amount of paved parking area)	10% (63,500 SF) prior plan (135,743 SF) rev. plan	6.5±% *** (41,534 SF)	6.4±% **** (54,825 SF)
Parking	2,265 spaces (prior plan) 1,235 spaces (rev. plan)	2,424 spaces (259 landbanked)	1,418 spaces[1] (0 landbanked)

Notes:

*TDRs = Transfer of Development Rights

**92 TDRs required.

***Relaxation of dimensional standards required.

****Does not meet the 10 percent figure. However, according to Section 108-260 of the Town Code:

> *"The design, buffer and parking standards listed in the provisions below (§ 108-260A, B and C) are intended as a guide or measure for improvements in parcels in this zoning district and the word "shall" recited in the provisions below, with the exception of § 108-260C(1) which requires adherence to the parking schedule, is intended to obtain compliance with the provisions to the extent practicable as determined by the board responsible for review."*

Therefore, the applicant is seeking a relaxation of this provision of the Town Code.

[1] Includes 48 handicap stalls. All standard parking spaces are double-striped and have a dimension of 10 feet by 20 feet from centerline-to-centerline of the double striping. The handicap parking stalls shown on the Revised Site Plan are also 10 feet by 20 feet with a 10-foot-by-20-foot no-parking space between handicap stalls.

Table 2 – DRC Zoning Setback Requirements
Prior Site Plan v. Proposed Revised Site Plan

PARAMETER	REQUIRED	PRIOR SITE PLAN	REVISED SITE PLAN
Front Yard (Building)	50 feet	99 feet	128.6 feet
Rear Yard (Building)	50 feet	99 feet	724 feet
Side Yard – E (Building)	25 feet	40.7 feet	30 feet
Side Yard – W (Building)	25 feet	40 feet	62.7 feet
Front Yard (Driveway)	50 feet	50 feet	50 feet
Rear Yard (Driveway)	30 feet	50.5 feet	372 feet
Side Yard – E(Driveway)	5 feet	10 feet	5 feet
Side Yard – W (Driveway)	5 feet	10 feet	24 feet
Front Yard (Parking)	50 feet	55 feet	55 feet
Rear Yard (Parking)	30 feet	31.2 feet	402 feet
Side Yard – E (Parking)	10 feet	10 feet	10 feet
Side Yard – W (Parking)	10 feet	10 feet	27 feet
Fueling Facility to Residential Property	500 feet	N/A	513 feet (E)* 1,145 (N)

Notes:
E – East, W – West, N – North
N/A = Not applicable
*The 50-foot-wide, undeveloped right-of-way adjacent to the eastern side of the subject property is zoned DRC as is the existing residential community to the east. Thus, it is 513 feet from the fueling facility to the property line of the residential community to the east.

As noted in the DEIS, and as shown on the Prior Site Plan, in order to allow more efficient functioning of the proposed retail development, the applicant has pursued a land swap (conveyance) with the neighboring property (TRW Realty, LLC). The land swap involves 43,826.8 SF to the rear of the existing automobile dealership along Old Country Road/County Road 58 (CR 58) and adjacent to the Long Island Power Authority (LIPA) right-of-way (see Appendix G). As shown on the map in Appendix G, the land swap does not change the overall size of the subject property, which remains at 1,809,900.46 SF (or 41.55 acres). The application for the alteration of boundary line was submitted to the Planning Board in January 2012. Approval is expected within two months after application submission. Once the land swap has been approved, the applicant will execute a new deed clearly describing the entire parcel, merging all areas, so that the property will have one Suffolk County Tax Map number.

It is the applicant's opinion that the proposed Revised Site Plan conforms to the DRC zoning district. No variances are required for the proposed development, although a relaxation of the interior parking landscaping requirement is being sought.

In addition to the changes in bulk, dimensions and setbacks, the Revised Site Plan illustrates that the proposed wholesale club (Costco) has been relocated from the northwestern portion of the property to the central portion of the property, along its

western boundary. The Costco is now located approximately 765 feet from the northern property line. A fueling facility associated with Costco has been added to the site, in accordance with the legislation adopted by the Town in July 2010 that allows such use in the DRC zoning district. The facility is located toward the front of the site, near CR 58, and, as required, is located over 500 feet (in this instance, 513 feet) from the nearest residentially-used or occupied property (see Table 2). Only Costco members can use this fueling facility. Loading facilities associated with Costco are situated on the southeast corner of the proposed building, with the building blocking them from the northern property line. The fueling facility and other buildings block the Costco loading facilities from the eastern property line.

The fueling facility will comply with Suffolk County Department of Health Services (SCDHS) Sanitary Code Article 12, Toxic/Hazardous Materials Transfer Facility Design Guidelines, and Article 7, Water Pollution Control. Prior to construction, the SCDHS Application for "Permit to Construct Toxic/Hazardous Materials Storage Facility (HMM001)" must be completed and approved by the SCDHS Environmental Engineering Bureau.

As previously explained, the formerly proposed free-standing restaurants have been removed from the site plan. These buildings have been replaced at the front of the site by a bank and additional retail facility. Whereas 12 buildings (consisting of 524,590 SF of gross floor area/499,609 SF of gross leasable area) were proposed as part of the Prior Site Plan, a total of eight buildings (consisting of 270,787 SF of gross floor area/249,191 SF of gross leasable area) are proposed in the Revised Site Plan (see Table 3). The gross floor area of the buildings, followed by the area that is counted toward the floor area ratio calculation, are listed below. See the Revised Site Plan in Appendix F of this FEIS, which depicts the location of each building:

Table 3 – Proposed Uses for the Revised Site Plan

BUILDING	BUILDING USE	GROSS FLOOR AREA (IN SF)	GROSS LEASABLE AREA (FLOOR AREA FOR FAR CALCULATION) (IN SF)*
Building A	Wholesale Club	150,337 (including 32± SF kiosk)	135,559
Building B	Retail Store	47,000	44,650
Building C	Retail Store	20,150	19,140
Building D	Retail Store	14,000	13,300
Building E	Retail Store	10,600	10,070
Building F	Retail Store	12,000	11,400
Building G	Retail Store	12,800	12,160
Building H	Bank	3,900	2,912
TOTAL		270,787	249,191

Notes:
*Excludes mechanical equipment and maintenance space, stairways, elevators, public restrooms, corridors, etc.

As previously noted, the proposed Costco building has been relocated south, to the central portion of the property adjacent to the western property line. It is proposed that the Town approve a Condominium Map (also known as a Unit Designation Map) to separately identify the Costco area. Requests for approval of the condominium will be submitted to the New York State Attorney General's Office, as well as the Town, and ultimately the Condominium Map and related documents shall be filed with the County Clerk. Such map does not result in the division of land. Rather, a condominium unit will be created with obligations agreed to between the ownership interests. The condominium unit will be provided with access to the public highway.

The site plan has been redesigned through this SEQRA process to meet the "as-of-right" requirements of the DRC zoning district. Therefore, based upon the revisions to the Prior Site Plan, as described in detail above, a review of the differences between the Prior Site Plan and the Revised Site Plan was undertaken. A summary of the quantitative differences between the Prior Site Plan and the Revised Site Plan is shown in Table 4.

Table 4 – Comparison of Quantitative Impacts

PARAMETER	PRIOR SITE PLAN	REVISED SITE PLAN
Type of Development	Wholesale Club/ Retail/Restaurant	Wholesale Club/ Retail/Bank
Number of Buildings	12	8
Gross Floor Area	524,590± SF	270,787 SF
Gross Leasable Area*	499,609 SF	249,191 SF
Building Coverage	480,609 SF	270,787 SF
Floor Area Ratio	0.2760±	0.1377±
Impervious Surface	87.8±% (1,589,604 SF)	47.7±% (863,425 SF)
Contiguous Landscaping	12.2±% (220,295 SF)	34.3±% (620,863 SF)
Parking Spaces	2,424	1,383
Potable Water Use/Sewage Generation (gpd)	24,163±	9,084±
TDR Credits	92	0
Construction Jobs	303±	164±
Permanent Jobs	1,432±	711±
Total Annual Property Taxes	$1,217,090±	$863,407±
School Property Taxes	$720,517±	$492,013±
Solid Waste	121.6± tons per month	26.6± tons per month
Trip Generation		
AM Peak Hour	477**	190
PM Peak Hour	2,063**	995
Sat. Peak Hour	2,915**	1,310

Notes:

*Gross leasable area is the area used for calculating the floor area ratio

** It should be noted that the original *Traffic Impact Study* evaluated a 530,420-square-foot retail center.

As demonstrated in Table 4, the Revised Site Plan contains significantly less development. Consequently, the environmental impacts (e.g., impervious surface, traffic, sewage generation/water use) are significantly less than those associated with the Prior Site Plan. Specifically, removal of the free-standing restaurants from the site has significantly reduced the amount of solid waste, water use and sewage expected to be generated by the development.

Community Services

With respect to property taxes, since there is less development, the commensurate cost to service the development (with police, fire and ambulance services, for example) is also lower. Based upon the review of the Revised Site Plan and the

analysis presented above, the environmental impacts of the updated proposed action are less than those associated with the Prior Site Plan.

Grading

With respect to site grading, in order to effectively utilize the property for retail purposes, although only a portion of the site is proposed to be developed with retail establishments, the entire site must be graded to permit a balanced cut and fill in order to eliminate major grade changes due to existing topography. There are major depressions on the western portion of the property and an area of higher elevation in the northwesterly portion of the site. Filling these depressions requires approximately 187,000 cubic yards of cut be undertaken. The grading along the northern property line is proposed to vary from minus four feet to plus 14 feet, based upon the elevation of proposed parking field which is approximately 40 feet above mean sea level. The minus four feet occurs near the center of northern property line as the subject property slopes down to meet existing grade. The northeastern corner of the subject property is graded up to existing grade (approximately 14 feet), while the northwestern corner of the subject property is also graded up to existing grade (approximately five-to-six feet).

Site preparation and the alteration of grades during construction will be designed so that there is no surplus soil material and no requirement to import soil material. The anticipated cut and fill for this site is balanced at approximately 187,000 cubic yards. Therefore, truck traffic normally associated with the import or export of natural materials from the site (approximately 4,675 one-way truck trips, based upon a 40-yard truck, assuming that all soil material would be removed) would not occur. However, it should be noted that there would be truck traffic associated with the removal of some of the construction and demolition debris, although some of this may be crushed and used on-site for base material.

As with the Prior Site Plan, due to the campus-style nature of the project and the extensive network of on-site roadways to all of the buildings, the site will be designed to be relatively flat, with only slight undulations in grade to allow for disposal of stormwater runoff to leaching pool structures. The flatter nature of the improved site would allow shoppers greater visibility of the retail stores and would provide a safer viewing and traveling environment, as shoppers traverse the property.

In general, this type of grading approach would be similar to other destination retail centers and manufacturers' factory outlets within the Town. In general, as with the Prior Site Plan, the site will be easily accessed by shoppers, and a pleasant and safe internal roadway system will be established. Although building development will generally occur in the central and southern portions of the site, achievement of such an internal roadway system, and to balance cut and fill, removal of existing vegetation will be required. Similar to the Prior Site Plan, replacement of vegetation with evergreen and deciduous trees and shrubs, grasses, groundcover and flowers

will be undertaken to enhance the character of the site and minimize large asphalt parking areas. This will occur through the use of perimeter screening vegetation, decorative interior landscape islands and large contiguous landscaped areas, especially at the northern extent of the site. The Landscape Plan and Details are included in Appendix F of this FEIS, and discussed below.

Landscaping

In order to minimize water use, the proposed landscape concept is based on a xeriscape design model, which, by definition, refers to a landscape that reduces or eliminates the need for supplemental water for irrigation. While the prior landscape plan incorporated drought-tolerant species, it was not based upon the xeriscape concept. The revised Landscape Plan is also significantly different from the prior plan with respect to plant material selection. Specifically, in response to comments on the DEIS, the revised landscape design incorporates more plants native to Long Island, which will provide a beneficial habitat value for wildlife of the area. Plants that have wildlife value, which are now shown on the Landscape Plan, include dogwood hybrids, red maple, viburnum species, amelanchier and ilex.

The landscape design has also been planned with maintenance in mind. Maintenance-free ground covers and native grasses, such as daylilies, liriope, sedge, sedum, fountain grass and purple maiden grasses are proposed to be incorporated into the landscaping.

Unlike the prior Landscape Plan, which contained grassy vegetation and landbanked parking along the northern property line, the revised Landscape Plan proposes dense landscaping with a hierarchy of eight-to-ten-foot-high evergreens, eight-to-ten-foot-high flowering trees and three-to-four-foot- high shrub massings along this residential property line. This planting regime, in conjunction with a solid six-foot-high board-on-board wood fence, provides an extensive buffer/screen between the two properties. For a more detailed discussion of this buffer, see Response No. H1 in Section 3.0.

The various parking areas proposed on the site contain a variety of hardy "street tree" types which provide definition and a sense of order to the building layout. The "street trees" provide shade, color and seasonal leaf character to the project. The amount of landscaping material within the parking area islands has been increased in the revised Landscape Plan.

Moreover, unlike the Prior Site Plan, the revised Landscape Plan includes a very small amount of lawn area, which is located in a "manicured" pedestrian area of the site. The bulk of the undeveloped open space (which is located in the northern portion of the site) is proposed to be planted with a wildflower meadow seed mix that is largely maintenance-free and very much in keeping with the ecology of the Riverhead area.

Traffic

With the proposed action's significant reduction in density, there are commensurate reductions in trip generation and overall traffic impacts. Table 4 indicates that the trip generation for the development proposed in the Prior Site Plan and analyzed in the DEIS is much higher than that associated with the FEIS.

The conclusions of the traffic analysis contained in the DEIS indicated that the proposed construction of a second eastbound lane on CR 58 from Kroemer Avenue to Mill Road, construction of a second eastbound left turn lane at Mill Road, and coordination of the traffic signals along CR 58, intersection delays at the study intersections along CR 58 other than at Mill Road could be expected to improve when comparing the Build to the No Build scenario. In addition, the Suffolk County Department of Public Works' (SCDPW) long-term project to relocate the termination of Pulaski Road to the Riverhead Centre traffic signal and the improvements being considered in the CR 58 Corridor Study by Suffolk County would combine to noticeably improve future traffic conditions at the CR 58/Mill Road intersection. These recommended improvements to CR 58 (as described in the DEIS and above) were designed by this applicant and have since been implemented by the SCDPW, thereby improving area traffic conditions. The applicant had previously agreed to contribute to the cost of the CR 58 roadway improvements.

The DEIS also concluded that the proposed site access driveway intersection with CR 58 can be expected to operate at a reasonable LOS during the peak traffic periods. The overall conclusion was that the proposed project would not have significant adverse traffic impacts that cannot be mitigated. As the location of the site access has not changed from the Prior Site Plan to the Revised Site Plan and the overall number of trips generated by the proposed development has significantly decreased, these conclusions remain valid.

However, considering the implementation of the CR 58 roadway improvements by SCDPW, the increase in the amount of development along CR 58, and the significant reduction of density on the subject property, the traffic impact analysis has been updated to reflect the current conditions (see Appendix H of this FEIS for the complete revised *Traffic Impact Study [TIS]*).

The revised TIS updates the 2007 TIS that evaluated the potential traffic impacts associated with the previously-proposed retail development. The revised TIS was undertaken to determine whether any significant traffic impacts would result from the Revised Site Plan, and to propose and evaluate mitigation measures, if required. The revised TIS presents the findings of the updated study and summarizes the data collection process, traffic analysis procedures, and study conclusions (see Appendix H of this FEIS for the TIS in its entirety).

The revised TIS concluded that under the future Build Conditions during AM and PM peak hour all of the intersections will operate at service levels consistent with the

future No-Build condition. Under the future Build Conditions during the Saturday peak hour most of the intersections will operate at service levels consistent with the future No-Build condition, with the exception of CR 58 and Mill Road and CR 58 and Commerce Drive/Gatewood, wherein the levels of service would change. The change from the No Build to the Build condition is found to be larger during the Saturday peak hour due to the greater overall traffic volumes during that period.

In order to minimize these potential traffic impacts, proposed changes in signal operations are expected to improve the performance of CR 58, in some cases to conditions better than the No Build Condition.

The parking requirements, as specified by the Town of Riverhead, for the proposed retail land use is one stall for every 200 SF. For the proposed size of the development, a total of 1,235 stalls are required to comply with the Town specifications. As depicted on the latest version of the Revised Site Plan (see Appendix F), a total of 1,418 parking stalls have been provided, which includes 48 handicap stalls. The total number of parking spaces provided exceeds the Town requirement. All standard parking spaces are double-striped and have a dimension of 10 feet by 20 feet from centerline-to-centerline of the double striping (see the detail on the Revised Site Plan in Appendix F). The handicap parking stalls shown on the Revised Site Plan are also 10 feet by 20 feet with a 10-foot-by-20-foot no-parking space between handicap stalls. The parking layout conforms to the Town's 24-foot-wide aisle width requirement for 90-degree parking spaces[2] (see detail on the Revised Site Plan in Appendix F).

Based upon §108-61.A of the Town Code, the total number of loading berths required for the proposed buildings is eight, including four associated with Costco. The Revised Site Plan includes a total of 11 off-street loading berths, thus conforming to the requirement. Each loading berth has a minimum size of 14 feet by 40 feet (see Off-Street Loading Berth Calculations on the Revised Site Plan in Appendix F of this FEIS).

Finally, the location and configuration of the site driveway would provide satisfactory ingress and egress to the site.

Based on the results of the traffic analyses, the following conclusions can be made:

- The proposed development would generate less traffic during AM peak, PM peak and Saturday peak hours than that originally proposed and analyzed in the DEIS.
- The traffic generated by the project can be accommodated by the proposed site access and the newly reconstructed CR 58.

[2] §108-60.E(1) of the Town of Riverhead Town Code.

- Minor changes in signal operations, such as phase-splits and signal progression are recommended to improve the performance of the traffic network.
- The proposed number of parking spaces and loading berths, as shown on the Revised Site Plan, meets Town Code.
- The development of The Shops at Riverhead would have no significant adverse impact on the traffic operations of the local roadway network.

Alternate As-of-Right Plans

At the request of the Planning Department, the applicant has prepared an alternate plan that does not include the disturbance and grading of the rear (northern) portion of the subject property. The plan package consists of an Alternate As-of-Right Site Plan, Alternate As-of-Right Grading and Drainage Plan, Alternate As-of-Right Sewer Utilities Plan, Alternate As-of-Right Water Utilities Plan and Alternate As-of-Right Landscape Plan and Details, collectively known as the "Alternate Plans" (see Appendix L of this FEIS).

It is the applicant's understanding that while the Planning Department acknowledges the positive impacts the reduction in project size and scope have produced, there remains concern over the proposal to clear the northern portion of the site as opposed to leaving the natural vegetation in place. The applicant has evaluated the potential to leave the northern area uncleared, and has shown in the Alternate Plans (see Appendix L) that it is possible to engineer the site accordingly. However, it is the applicant's opinion that the proposed As-of-Right Plans, including clearing of the entire site, result in significantly fewer potential adverse impacts (particularly associated with grading) and more positive impacts for the development, the community, and the Town of Riverhead than those resulting from the Alternate Plans.

The Alternate Plans depict the same layout as shown on the As-of-Right Site Plan (see Appendix F) , but show alternate grading that results in a balanced cut and fill for the disturbed portion of the site, with greater slopes in the area where the improved portion of the site meets the unimproved portion of the site. The Alternate Plans also eliminate the water and sewer infrastructure, as well as the fencing, landscaping and irrigation along the northern property line and other proposed infrastructure within the northern portion of the site.

The following list identifies the specific advantages of the As-of-Right Plan:

- As explained above, the As-of-Right Plan allows for balanced cut and fill of the overall property and reduces the slope where the proposed developed portion of the site meets the undeveloped portion of the site. This balanced cut and fill reduces the impacts associated with material transport, specifically truck trips on the road that would be required to transport material.

- The balanced cut and fill of the As-of-Right Plan results in minimization of retaining walls when compared to the Alternate Plans. Under the Alternate Plans, while there would be a slight increase in height of the retaining wall along the eastern property line, there would be a significant increase in length, due to the need to match the grade. This longer and slightly higher wall would have a greater aesthetic impact and would also significantly increase development costs.

- A key component of the As-of-Right Plan, including full clearing and grading of the site, is the installation of a fence and establishment of a properly-designed, fully maintainable, irrigated landscape buffer along the property line shared with the Foxwoods community, as well as the establishment of a wildflower meadow in the remainder of the cleared area. The fence, the landscaped buffer directly adjacent to the northern property line, and the meadow cannot be installed unless the site clearing is accomplished. In the As-of-Right Plan, with the fence and buffer in place and the meadow established, the applicant will implement an on-going maintenance program that will keep these areas attractive and clean. Also, from a security standpoint, it will be easier to monitor activity at the northern portion of the property (this is described further below). In addition, the proposed landscape buffer will consist of a variety and quantity of plantings that will, in time, create a contiguous buffer between the properties. Further, implementation of the Alternate Plans would not allow the applicant to regularly remove debris and trash from that area that may blow from the parking lot. If the area remains wooded, the cleaning of such trash and debris would not be as effective.

- The As-of-Right Plan will allow for added security that cannot be guaranteed if the northern portion of the site is left uncleared. With the fence and buffer in place and the area in between consisting of low growth, the applicant's intended security measures will have greater effect. With the Alternate Plans, it will be more difficult for the applicant to observe individuals that may cross through or loiter within the wooded area, creating a potential security risk for the Foxwoods community and a potential liability for the shopping center's tenants and customers.

- Finally, the *Town of Riverhead Comprehensive Plan* recommends additional farmland preservation through the use of TDRs. If, at some time in the future, it becomes feasible to expand the shopping center through the purchase of TDRs, there would be less disturbance to nearby properties, particularly the Foxwoods community to the north with implementation of the As-of-Right Plan. One of the main reasons for this is the fact that the grading with the As-of-Right Plan would lessen the slope between the portion of the property proposed for development and the northern portion of the property. If this grading is not done as part of this development, there would be a significant difference in slope. If future development were to occur in the northern area, it is estimated to require the clearing of approximately 11.3 acres of vegetation and an export of 63,000± cubic yards of material, which translates to approximately 1,575 truck trips (based

upon the use of 40-yard trucks) for material transport alone. This type of clearing and grading operation would have a duration of approximately two months, and although any developer would have to comply with all Town construction requirements, there are unavoidable impacts that would result from this type of operation (noise, dust, vibration). These construction-related impacts would be virtually eliminated (should future development ever by proposed) by implementation of the proposed As-of-Right Plan, as the overall property would be graded and cut and fill would be balanced. Thus, overall construction impacts would be less with implementation of the As-of-Right Plan than with implementation of the Alternate Plans.

It is also important to note that as explained in Sections 3.3 and 4.3 of the DEIS, the clearing of the northern portion of the site would not result in a significant impact on the regional ecology. The ecological communities found on the site include Pitch Pine-Oak Forest and Successional Old Field. The Pitch Pine – Oak Forest community (which comprises most of the site) is ranked by the New York State Natural Heritage Program (NHP) as "apparently secure" on a state-wide level. The Successional Old Field ecological community is also ranked by NHP as "apparently secure" within the New York State. In addition, there are large similar communities in the immediate area of the site.

Permits and Approvals

In order for the proposed project to be implemented, specific permits and approvals are required. The permits and approvals have been updated to reflect the changes depicted on the Revised Site Plan.

Table 5 – Required Permits and Approvals

Permit or Approval	Agency
Site Plan Approval	
Alteration of Boundary Line for Land Swap	Town of Riverhead Planning Board
Condominium Map Approval for Separation of Costco Area	
Water Connection	Riverhead Water District
Sewer Connection	Riverhead Sewer District
Water and Sanitary Review	
Article 12 Permit for Fueling Facility	Suffolk County Department of Health Services
Highway Work Permit/Traffic Signal	Suffolk County Department of Public Works
Referral	Suffolk County Planning Commission
SWPPP/SPDES General Permit for Stormwater Discharges for Construction Activities: GP-0-10-001 and Notice of Intent	Town of Riverhead and the New York State Department of Environmental Conservation

3.0
Public Hearing – May 1, 2008

Robert J. Hall
Past Vice President -- Foxwood Village Homeowners Association

Comment No. H1:

Will any sort of agreement that is struck between the homeowners and the developers, however informal that may be, to create the sound, sight, and safety barriers that we would like to have. Will that become part of this DEIS and/or help the Board form a conclusion on approving this project?

Response No. H1:

The Revised Site Plan addresses the issue of sound, sight and safety with respect to the residential properties to the north in several ways. While the required building setback from the rear property line (northern property line in this case) is 50 feet, the closest proposed retail building to the northern property boundary has been relocated 724 feet to the south. In addition, the proposed Costco building, which previously had been located a minimum of 98± feet from the northern property line, has been relocated to a position approximately 765 feet south of the northern property line. The loading docks associated with the proposed Costco are located on the southeast corner of the building, and, therefore, the building would shield these loading docks from the residential community to the north. In addition, the minimum distance between the residential property line to the north and the nearest internal driveway is 372 feet and to the nearest parking space is 402 feet.

The applicant also proposes to install a six-foot-high, board-on-board privacy fence along the northern property line in order to minimize potential security impacts by preventing trespassing in both directions (see the Revised Site Plan and the Board-on Board Privacy Fence Detail on the Landscape Plan Details Sheet in Appendix F). Construction of the fence will be one of the first actions to occur during the construction phase of the project. Combining the proposed fence with the minimum 372-foot-wide landscape buffer will also assist in minimizing potential visual and noise impacts associated with the proposed development.

Specifically, the buffer along the northern property line, shown in Section B — B′ on the Landscape Plan Details Sheet (Sheet 2 of 2) begins with the six-foot-high fence along the northern property line, followed by a 30-foot wide vegetated area that slopes downward from the northern property line into the subject property. Eight-to-ten-foot evergreen trees (primarily consisting of White Spruce and Western Arborvitae) are proposed to be planted at the top of the sloped area that will be created along the interior of the fence line. This would be followed by shrubs (including Purpleleaf Sandy Cherry and Vanhoutte Spirea) and ornamental trees (e.g., Autumn Brilliance Serviceberry, Stellar Pink Dogwood, Zumi Calocarpa Crabapple and Syringa "Ivory Silk"), perennials and groundcovers (e.g., Purple Maiden Grass), and then a wildflower mix at grade level beyond the 30-foot-wide densely vegetated buffer. The wildflower mix would be a blend of 19 sturdy wild perennials (e.g., Daisies, Black-Eyed Susans, Sunflowers, Purple Coneflower). The mix provides a permanent planting that should increase in color year after year.

Within the 30-foot-wide buffer, the trees and shrubs would be planted within a mulched bed. All of the trees would be either eight-to-ten feet or 10-to-12 feet in height at planting and the shrubs would be approximately three-to-four feet at planting. At maturity (30 years), the evergreen trees will reach a height of approximately 60 feet, and the deciduous trees would reach a height of approximately 30-to-35 feet within 20 years. The shrubs would grow to approximately five-to-six feet in height within 10 years. Thus, the vegetated buffer will continue to grow and fill in such that the screening will be enhanced over time.

With respect to the residential neighborhood that is located beyond the 50-foot, vegetated right-of-way to the east (both of which are located in the DRC zoning district), a portion of this area will contain a retaining wall, the height of which would be approximately six-to-seven feet in this area (see the Retaining Wall Detail on the Drainage and Grading Plan in Appendix F of this FEIS). In addition, in this area, a four-foot high, black vinyl-clad chain-link fence will be placed in back of the retaining wall along the property line (see the Chain-Link Fence Detail on the Landscape Plan Details Sheet in Appendix F). In addition to the chain-link fencing (which is proposed to be installed along the eastern property line from the northern property line to CR 58, adjacent to the 50-foot right-of-way),[3] the Landscape Plan proposes installation of a combination of White Spruce and Western Arborvitae to the north of the retaining wall and Western Arborvitae to the south of the retaining wall. Similar to the proposed fencing, installation of the retaining walls and chain-link fencing will be one of the first actions to occur during the construction process.

The retail buildings and loading zones are located a minimum of 30 feet from the eastern property line, which meets the zoning setback requirement. The distance between the proposed buildings and loading zones in this area is actually over 80 feet from the existing residences, due to the existence of the vegetated right-of-way. Thus, the retaining wall and/or fence, in addition to the vegetated right-of-way and the proposed installation of evergreen trees (as described above), would screen the proposed development and associated activities from the existing residences to the east.

With respect to noise mitigation, the proposed dense vegetation (described above), the board-on-board privacy fencing along the northern property line and the distance of the internal driveways, loading areas and buildings to the northern property line, and the retaining wall and evergreen vegetation along the eastern property line will help to attenuate noise emanating from the subject property, and minimize its potential impacts to neighboring properties.

[3] The existing residences are situated within a DRC Zoning District, east of the 50-foot right-of-way, which is also zoned DRC.

Furthermore, the proposed development is subject to Chapter 81 of the Town Code, which addresses noise control. The applicant will comply with the applicable requirements of the Town Code. Specifically, Section 81-5.K of the Town Code discusses the permitted times and levels associated with construction noise, as follows:

> *(1) No person shall operate or permit to be operated any construction device, including but not limited to construction and demolition work, excavating or earthmoving equipment:*
>
> > *(a) Between the hours of 8:00 p.m. and 7:00 a.m. the following day on weekdays or at any time on Sundays or legal holidays, such that the sound therefrom creates unreasonable noise across a residential real property boundary.*
> >
> > *(b) At any other time such that the continuous sound-in-air level at or across a real property boundary exceeds an L{10} of eighty (80) dBA.*
> >
> > *(c) At any other time such that the impulsive sound-in-air has a peak sound pressure level at or across a real property boundary in excess of one hundred thirty (130) dBA.*
>
> *(2) The provisions of this subsection shall not apply to emergency work.*

The applicant will ensure that during the construction period, use of equipment will not create unreasonable noise across a residential real property line between the hours of 8:00 PM and 7:00 AM, and will not produce a continuous sound-in-air-level of more than 80 dBA. Furthermore, impulsive sound levels will not exceed 130 dBA. As indicated above, in order to minimize noise leaving the property, especially to the residential property to the north, proposed fencing and walls will be constructed at the outset of the construction process. Their presence, along with the installation of the vegetated buffer will assist in minimizing construction noise.

With respect to loading and unloading, according to §81-5.F of the Town Code:

> *(1) No person shall engage in, cause or permit the loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials or similar objects between the hours of 8:00 p.m. and 7:00 a.m. the following day in such a manner as to cause unreasonable noise across a residential real property boundary; and*
>
> *(2) This provision shall not apply to the operation of any business as to which specific Town Code regulations set forth different times or covenants were recorded prior to the enactment of this chapter by direction of any agency of the Town of Riverhead settling forth a limitation for conducting of the activities set forth in Subsection F(1) above during the hours other than those set forth in said subsection. In such case, the hours set forth in the covenant or Town Code regulations shall control.*

The only residential property line located adjacent to the site is along the northern property line. In order to minimize potential noise impacts associated with loading and loading, the applicant proposes to comply with the requirements of §81-5.F, as described above. In addition, noise mitigation also includes the installation of a six-foot-high board-on-board fence and an adjacent 30-foot-wide densely vegetated buffer. Furthermore, the site plan has been modified to significantly reduce the density of the proposed development (by

approximately half) and to reconfigure the location of the buildings. One of the key factors in reducing potential noise impacts associated with loading and unloading is the relocation of the proposed Costco building from approximately 98 feet from the residential property line to the north, to approximately 765 feet from this property line. Trucks delivering goods to the Costco facility will back into depressed loading bays, which are designed to minimize audible activities associated with loading/unloading.

Finally, Section 81-5.L discusses the specific sound levels permitted in association with the operation of commercial enterprises. Specifically, according to §81-5.L(2), sound-in-air levels which enter property zoned for residential us may not exceed 65 dBA during the hours of 7:00 AM and 8:00 PM and 50 between the hours of 8:00 PM and 7:00 AM. Furthermore, according to §81-5.L(3), continuous sound-in-air levels may not exceed 65 dBA adjacent to property zoned for business or where the public in general congregates, except properties zoned for industrial use.

An excerpt of the Chapter 81 -- *Noise Control* – of the Town Code is included in Appendix I of this FEIS.

Overall, with respect to both construction and operational noise, the proposed development would comply with the Town's Noise Control regulations (Chapter 81 of the Town Code), as indicated herein and discussed in the *Air Quality and Noise* sections of the DEIS.

With regard to security, as noted in the Section 5.8 of DEIS, a private security patrol will traverse the proposed retail center both during and after operating hours. Moreover, each individual retail tenant is expected to provide additional security measures, such as in-store security guards. In addition, in accordance with §108-250, the lighting within the proposed development will be designed to prevent over-lighting; energy waste; glare; light trespass; and skyglow. The applicant respectfully submits that the proposed Lighting Plan will provide a safe environment, while avoiding the potential for light spill over or intrusion onto adjoining properties.

The Town will incorporate the design details and mitigation measures into the SEQRA Findings Statement and ultimately into the site plan approval for the proposed project, to ensure that they are implemented by the applicant.

Comment No. H2:

The September 26th letter that the Planning Department addressed to Mr. Danowski stated that among the potentially significant impacts the border with Foxwood Village is likely to see a significant change in noise level as a result of this project. The Planning Department suggested that the loading dock activity be limited to between 8:00 a.m. and 5:00 p.m. weekdays only. That was a suggestion in the letter from the Planning Department. And then, on the Executive Summary in this current DEIS, page 22 and page 33, the DEIS, which was prepared by the developers, states -- which is obviously an error -- that the Town code limits loading and unloading to the hours between 8:00 p.m. and 7:00 a.m. That would mean you could only work at night. That's obviously an error in that DEIS. What it does say, that Section 81-5F says, no loading and unloading between 8:00 p.m. and 7:00 a.m. if such activity should cause unreasonable noise across a residential real property boundary. I believe it's going to cause noise. Unless, is there a -- I guess Rick Hanley would know that -- is there a special noise section in the DRC? I saw nothing in it in the Town Code. Nothing. Some of the other ones -- Some of the other zones specifically say you cannot do this within certain times. There's nothing in that, in the DRC?

Response No. H2:

At the public hearing of May 1, 2008, Mr. Richard Hanley, Planning Director, indicated that there is no specific noise code for the DRC zoning district. With respect to loading and unloading, as indicated by Mr. Hanley, §81-5 of the Town Code (Noise Control) would apply to the proposed development, and the applicant will comply with the provisions thereof.

Overall, as described in Response No. H1, the proposed development will comply with Chapter 81 of the Town Code. Furthermore, proposed noise mitigation measures associated with the proposed development, as described in Response No. H1, would be incorporated into the Findings Statement that would be issued by the Planning Board, as lead agency, subsequent to the filing of the FEIS.

Comment No. H3:

The noise issue, on page 24 of that summary, they say that the maximum heavy truck noise level at the northeast corner of the project site, that's where it hits against Foxwood's southwest corner, it says that that maximum heavy truck noise level can be expected to exceed the Town's daytime and nighttime maximum noise levels. So will they be allowed? However, the number of occurrences in any one hour is expected to be less than four times, each lasting no more than 30 seconds. So let's see. Four times an hour a tractor trailer comes in there four times an hour 24 hours a day. That's 96 doses of heavy truck noise. That's a lot of noise. So if it can be restricted to just 7:00 a.m. to 8:00 p.m. then that would be very desirable.

Response No. H3:

The Revised Site Plan has been designed to relocate the buildings, as well as the internal driveways and parking areas away from the northern portion of the property to the central and southern portions of the property, thus minimizing the potential for noise in the northern portion of the site. Specifically, the Revised Site Plan shows that the closest building to the northern property line is 724 feet and the closest building to the eastern property line is 30 feet. The closest loading area to the northern property line is approximately 783 feet, and to the eastern property line it is 30 feet, due to the configuration of the site. However, there is an additional 50-foot-wide vegetated utility right-of-way that separates the subject property from the residential property to the east.

Similarly, the proposed Costco building has been relocated from the northwestern portion of the subject property (approximately 98 feet from the northern property line) to an area approximately 765 feet south of the northern property line. Also, with respect to the proposed Costco, as part of the proposed project, trucks delivering goods will back into depressed loading bays, which are designed to minimize audible activities associated with loading/unloading.

As indicated above, and in Section 4.6 of the DEIS, the proposed development adhere to the requirements of Chapter 81 – *Noise Control* – of the Town Code. Also, see Response Nos. H1 and H2, with respect to noise and noise mitigation.

Comment No. H4:

In Section 4.6, page 102 that the noise levels -- they tested the noise levels at the northeast corner of that site. Again, they had a testing machine. They claim that with the 45 acres of trees that are still standing there that noise level was seven to eleven, whatever this measurement DBA is, higher than predicted when all the trees are knocked down. I can't believe that. I really find that hard to believe.

Response No. H4:

The seven to 11 dBA indicated in the comment refers to the difference between the predicted traffic noise contributions from CR 58 and Mill Road and the actual measured noise levels at location N3 (see Figure 17 of the DEIS), and does not relate to noise prior to or after tree removal. This difference demonstrates that traffic noise is only one component of the total noise at this location. The cited difference has nothing to do with the presence or absence of trees.

The proposed retail center has been redesigned since the above comment was made, and the amount of development has been significantly reduced. As a consequence of these changes, noise levels are expected to decrease at the property boundaries. Specially, development has been relocated away from the northern residential property line toward the central and southern portion of the property. Moreover, as explained in Response No. H1, the proposed dense vegetation, the board-on-board privacy fencing along the northern property line and the increased distance of the internal driveways, loading areas and buildings to the property lines, will attenuate noise emanating from the subject property and minimize potential noise impacts to neighboring properties.

Comment No. H5:

This transformation of the 45 acres of woods and the 40 acres of impervious surface complete with 12 buildings will greatly affect our way of life. If it can be reduced in density that would really be a fabulous thing.

Response No. H5:

In response to this comment, and as depicted on the Revised Site Plan (see Appendix F of this FEIS), the applicant has redesigned the proposed plan to reduce the overall density on the site from 524,590 SF to 270,787 SF and the gross leasable area from 499,609 SF to 249,191 SF, a reduction of approximately 50 percent. Consequently, the percentage of impervious surface has also been reduced from 87.8 percent to 47.7 percent. The number of buildings has been reduced from 12 to eight, and they have been relocated toward CR 58, with a minimum building setback of approximately 724 feet from the northern property line.

See Section 2.2 of this FEIS for a detailed discussion of the updated proposed action and a comparison between the dimensions of the Prior Site Plan and the Revised Site Plan.

Comment No. H6:

The gentleman on the far right back in September asked me if we had explored with our members of our association would anybody want to have access into that center. It was a resounding no.

Response No. H6:

No vehicular or pedestrian access is proposed through the Foxwood Village community. A six-foot-high board-on-board fence is proposed to be installed along the northern property line to ensure that there would be no access between the two properties. See the Board-on-Board Privacy Fence Detail on the Landscape Plan Details Sheet in Appendix F of this FEIS.

Barbara Ross

Comment No. H7:

I would like to second the stipulation about security. Our house is directly behind this shopping center.

Response No. H7:

As stated in Response No. H1, a private security patrol will traverse the proposed retail center both during and after operating hours. In addition, each individual retail tenant is expected to provide additional security measures, such as in-store security guards. Furthermore, the safety of patrons, employees and other visitors to The Shops at Riverhead is of principal concern to the applicant. Therefore, the applicant respectfully submits that the proposed Lighting Plan will provide a safe environment, while avoiding the potential for light spill over or intrusion onto adjoining properties. Finally, as indicated in Response No. H6, no vehicular or pedestrian access is proposed through the Foxwood Village community. A six-foot-high board-on-board fence is proposed to be installed along the northern property line to ensure that there would be no access between the two properties.

Lynn Tyler
Past President – Foxwood Village Homeowners Association

Comment No. H8:

I would like you to be aware that my home is not going to be backed up by these shops. We're about two houses away so we probably will not be that much affected; however, our home is in back of AdChem or where the building is there. That's still being used manufacturing whatever plant it is. That is four times further than the shops are going to be to my neighbors. So we're four times further away and when I say we hear an enormous amount of noise when they are loading and unloading the trucks. I mean, you could think there was an explosion. You could think it was loud thunder. It's quite loud. So I would like you to take that into consideration for my neighbors.

Response No. H8:

As discussed in detail in Response Nos. H1 through H3, the amount of the proposed development within the retail center has been significantly reduced (i.e., approximately 50 percent reduction) from that originally proposed and presented in the DEIS. Moreover, the buildings that were previously located in the northern portion of the site have been relocated to the central and southern portions of the site. As noted in Response No. H1, while the required building setback from the rear property line (northern property line in this case) is 50 feet, the closest retail building to the northern property boundary has been relocated 724 feet to the south. In addition, the proposed Costco building, which previously had been located 98 feet from the northern property line, has been relocated to a position approximately 765 feet south of the northern property line. The loading docks associated with the proposed Costco are located on the southeast corner of the building, and, therefore, the building would shield these loading docks from the residential community to the north. In addition, the minimum distance between the residential property line to the north and the nearest internal driveway is 372 feet and to the nearest parking space is 402 feet.

In addition, a six-foot-high board-on-board privacy fence and 30-foot-wide densely vegetated buffer will be installed along the northern property line. These measures will assist in minimizing the potential noise emanating from the subject property, and mitigate its potential impacts to neighboring properties.

Larry Oxman

Comment No. H9:

The EIS talks about restaurant use which is not permitted. If they could just modify the EIS so that use is not spoken about, then I think that the document would be complete.

Response No. H9:

The Revised Site Plan does not include free-standing restaurants. See Section 2.2 and Table 3 of this FEIS for a discussion of the proposed uses.

Robert J. Hall
Past Vice President -- Foxwood Village Homeowners Association

Comment No. H10:

There was one thing that I don't think was addressed in there. It hasn't been discussed. The very probable decline in the value of our homes with this major shopping center right behind us. That's something that should be addressed by that DEIS.

Response No. H10:

Page 112 of *The SEQR Handbook*, published by the NYSDEC, addresses the appropriateness of including economic and social factors in an environmental impact statement and states the following:

> *"Purely economic arguments have been disallowed by the courts as a basis for agency conclusions when concluding a SEQR review by developing Findings. Therefore, potential effects that a proposed project may have in drawing customers and profits away from established enterprises, possible reduction of property values in a community, or potential economic disadvantage caused by competition or speculative economic loss, are not environmental factors."*

As such, property values are not an appropriate consideration for SEQRA review. Notwithstanding this, as indicated in Table 4, the development is projected to generate approximately $863,407 in property tax revenues, which represents a $465,585 increase in what is currently being generated.

Moreover, the property is classified within the DRC zoning district and such zoning district was comprehensively analyzed in the Riverhead Comprehensive Plan, as noted in Sections 3.4 and 4.4 of the DEIS for this development. The applicant is seeking to develop retail uses in accordance with the prevailing zoning of the subject property.

4.0

Written Correspondence

S. J. Gillam
1407 Middle Road #105
Foxwood Village
Calverton, New York 11933

May 6, 2008

Comment No. C1:

Even if delivery hours for tractor trailers will be between 7:00 am and 8:00 pm, most tractor trailers reach their destinations late in the evenings. This results in truck engines running all through the night. Drivers run their heaters during winter, the A/C during summer, also radios and other electrical equipment. These running engines will be audible throughout our village.

Response No. C1:

The applicant is proposing to post "No Idling" signs near the loading/unloading areas and throughout the parking areas. Moreover, the proposed development will adhere to Chapter 81 – *Noise Control* – of the Town Code.

Furthermore, as previously discussed, the Revised Site Plan has been redesigned to relocate the proposed retail buildings away from the northern portion line. The closest building to the northern property line is 724 feet and the closest loading area to the northern property line is approximately 783 feet (see Appendix F of this FEIS). In addition, the proposed Costco building has been relocated to a position approximately 765 feet south of the northern property line. Loading docks associated with Costco are located on the southeast corner of the building. Therefore, the building would shield these loading docks from the residential community to the north. Furthermore, with respect to the proposed Costco, trucks delivering goods will back into depressed loading bays, which are designed to minimize audible activities associated with loading/unloading.

With respect to use of internal driveways and parking areas by delivery trucks, the minimum distance between the residential property line to the north and the nearest driveway is 372 feet and to the nearest parking space is 402 feet (see Appendix F of this FEIS). This is considerably farther from the northern property line than in the Prior Site Plan, wherein the nearest internal driveway was just over 50 feet from the

residential property line to the north, and the nearest parking space (not including the landbanked spaces) was approximately 80 feet from the northern property line.

The large distances of the internal driveways, parking areas and buildings from the northern property line and the six-foot board-on-board fence and adjoining 30-foot-wide densely vegetated buffer, as well as the fact that the loading areas would be shielded by buildings will assist in minimizing potential noise impacts associated with the proposed development.

Comment No. C2:

As mentioned at our Foxwood Village Homeowners meeting on 4-29-08, with the corporation that wants to build the shopping center, they had no answer for the following question. What types of alarm systems will these various stores incorporate? Naturally our village feels that audible alarms that go directly to their security companies and/or the Riverhead Police Department are the preferred type.

Response No. C2:

With the exception of Costco, no tenant leases have been signed. However, it is expected that audible alarms that are connected to a security dispatching service would be used for security purposes.

With respect to emergency services, correspondence has been transmitted to the Riverhead Police and Fire Departments and Ambulance Corps, updating each on the status of the application and providing a Revised Site Plan for their review (see Appendix J).

The Riverhead Volunteer Ambulance Corps, Inc., in a letter dated October 5, 2001 (see Appendix J), indicated that the estimated response time to the site is approximately four minutes. The Corps responded to 2,898 calls in 2010. Of these, six percent were attributable to the area's retail facilities. Finally, the primary receiving hospital is the Peconic Medical Center, which is located approximately two miles east of the subject property.

Mr. Dick Green
President, Foxwood Village Homeowners Association
1407 Middle Road #238
Foxwood Village
Calverton, New York 11933

May 21, 2008

Comment No. C3:

The most obvious concern centers on the threat to our security that the proposed development represents. This reality is amplified when measured against the demographics of our homeowners and the awareness of the level of criminal activity that is reported weekly from the nearby Tanger Outlet Mall. With respect to the specific development in question, parcels were similarly developed in other Long Island neighborhoods, and there is empirical Town and County data available that will portray actual crime statistics in those communities. Such an effort may be pursued by our Association or by a third party. We understand that these data must then be processed in the legislative or litigious arena, and it is our obligation to you that you understand the depth of concern our homeowners share on the notion of community security.

Response No. C3:

As discussed in Response No. H1, a private security patrol will traverse the proposed retail center both during and after operating hours. In addition, each individual retail tenant will likely provide additional security measures, such as in-store security guards. Further, the safety of patrons, employees and other visitors to The Shops at Riverhead is of principal concern to the applicant. Therefore, the applicant respectfully submits that the proposed Lighting Plan will provide a safe environment, while avoiding the potential for light spill over or intrusion onto adjoining properties. Finally, as indicated in Response No. H6, no vehicular or pedestrian access is proposed through the Foxwood Village community. A six-foot-high board-on-board fence is proposed to be installed along the northern property line to ensure that there would be no access between the two properties.

Comment No. C4:

Obviously there is significant worry over the attendant loss of property value that your development represents to our community and, to a certain degree we understand that reality.

Response No. C4:

See Response No. H10.

Comment No. C5:

There is also consensus among our homeowners that the increase in ambient noise level - during land clearing activities, construction and retail operations at your parcel - clearly represents a serious negative impact on our collective quality of life.

Response No. C5:

The comment is noted. Construction noise will be temporary and will be limited to the hours set forth in the Town Code (see §81-5.K of the Town Code), as cited in Response No. H1 and Appendix I of this FEIS.

Construction noise will be mitigated as the perimeter fences and walls will be constructed at the outset of the construction process (see Response No. H1). Thus, the installation of perimeter fences and walls will assist in mitigating noise from interior construction activities.

As discussed in Response No. H1, with respect to operational noise, the proposed development is also subject to provisions governing noise duration the operation phase of the project. Specifically, Section 81-5. F, discusses the permitted activities and times associated with loading and unloading, and Section 81-5.L discusses the specific sound levels permitted in association with the operation of commercial enterprises. Overall, with respect to both construction and operational noise, the proposed development would comply with the Chapter 81 – *Noise Control* – of the Town Code, as discussed in both the DEIS and this FEIS. Also with respect to noise mitigation, the proposed dense vegetation, the board-on-board privacy fencing along the northern property line and the increased distance of the internal driveways, loading areas and buildings from the northern residential property, as well as the retaining wall and evergreen landscaping along the eastern property line, will attenuate noise emanating from the subject property, and minimize its potential impacts to neighboring properties during the operational phase of the proposed development.

Comment No. C6:

Once land clearing or defoliation efforts commence, there must be a concurrent effort to erect a security barrier, in the form of a concrete wall along a predetermined path. The height of this security barrier must be a minimum of ten feet and constructed as depicted in the enclosed (see Appendix B of this FEIS). The location of this security barrier must be positioned thirty feet from the existing property line.

Response No. C6:

Pursuant to Section 108-64.1.C(1) of the Town Code, "unless specifically waived or otherwise amended by the Town Board, wherever this chapter requires a buffer zone to protect residential properties, a six-foot-high chain link fence with stockade attached shall be required and the buffer area seeded and/or planted with appropriate ground cover." The applicant is proposing a six-foot-high board-on-board fence and a 30-foot-wide vegetated buffer along the northern property line, which complies with the requirement for fencing and planting. A 10-foot-high concrete wall, as suggested by the commentator, is not permitted by Town Code.

According to the Town Code (Section 108-260. B.2), within the DRC zoning district, buffer plantings or fencing should, to the extent practicable, be provided between commercial uses and adjoining residential uses or zones, as well as along frontages with arterial roads. The applicant is proposing to provide both plantings

and fencing. The applicant proposes to construct a six-foot-high board-on-board fence, along the northern property line, supplemented with a 30-foot-wide densely vegetated buffer installed from this fence line south into the subject property (see Response No. H1 and the Landscape Plan Details Sheet in Appendix F). In addition, four-foot-high black vinyl-clad chain-link fencing will be installed along the entirety of the eastern property line from the northern property line to CR 58 (see Chain-Link Fence Detail on the Landscape Plan Details Sheet in Appendix F). A portion of this area is proposed to contain a six-to-seven-foot retaining wall, as well. As explained in Response No. H1, where there is no retaining wall along the eastern property line, eight-to-ten-foot evergreen trees will be planted in front of the proposed chain-link fence, so as to screen the subject property to the east (see Appendix F).

In addition to the installation of solid fencing and retaining walls, security measures such as on-site patrols, as discussed in Response No. H7, will be undertaken as part of the proposed development.

Comment No. C7:

Existing plantings and vegetation within the thirty-foot setback shall remain.

Response No. C7:

In order to grade the property as proposed (and as described in Section 2.2 of this FEIS), the existing vegetation in the northern portion of the site is proposed to be removed. However, the proposed Landscape Plan includes replanting within a 30-foot-wide buffer area with species of various types to create aesthetically pleasing screening. The proposed area along the northern property line will be comprised of the board-on-board privacy fence (described in Response No. H1 and shown on the Landscape Plan Details Sheet in Appendix F of this FEIS), followed by the 30-foot-wide densely vegetated buffer. The plantings have been designed to create a layered buffer starting with evergreen screening at the fence line, then deciduous trees and shrubs in the mid-zone, followed by smaller shrubs. The shrubs will be met by the wildflower mix to create an overall landscape buffer of approximately 372 feet from the northern property line to the nearest internal driveway. This planting is designed to entirely replace the existing vegetation which is sporadic in its existing state and is weak in respect to the definition of the Town's vegetation buffering requirements. The newly designed planting contains many more species and is thicker in density of plantings in order to provide a vegetative buffer that not only acts as a visual screen, but is aesthetically pleasing and provides habitat value for many local bird species.

Comment No. C8:

Affirmative "good neighbor" measures must be taken by the developer during all phases of defoliation, land clearing and construction to minimize security and noise impacts to our residents.

Response No. C8:

As indicated in Response No. H1, the fences and retaining walls will be built at the start of the construction period. This will shield neighboring properties from the construction activities occurring on the site, and will minimize trespass onto and from the subject property. In addition, security patrols will be instituted during the construction phases to minimize potential security issues. See Response No. H7 for details regarding proposed security measures.

Hours of construction activity would comply with Chapter 81, *Noise Control*, of the Town Code. According to the Town Code, major construction work (including construction and demolition, excavating and earthmoving) may only take place between 7:00 AM and 8:00 PM, weekdays. This schedule does not apply to interior alteration and repair work within an entirely-enclosed building. According to Chapter 81, when constructing during permitted times, the sound level cannot exceed 80 dBA at the property line. Furthermore, impulsive peak sound pressure level at or across a real property line cannot exceed 130 dBA. The proposed project will comply with the requirements of Chapter 81. Also, see Response No. C5.

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September 12, 2007

Comment No. C9 :

With one exception: in the Transportation section, on page xv, it is stated that the operation of the Route 58 and Mill Road intersection "should improve significantly once improvements proposed by the Town of Riverhead and Suffolk County are implemented." The last I read was Mr. Cardinale saying the town did not have the funds to buy the land needed opposite the existing traffic signal at the Riverhead Centre intersection. The redesign of the CR58/Mille Road/Pulaski Street intersection seems to have become bogged down in the decision over the fate of the traffic circle at the hospital. I do not believe that it is realistic to believe that this nightmare of an intersection is going to be corrected in the near future, and consequently the additional traffic caused by this development will only make it worse.

Response No. C9:

The reconstruction of CR 58, including the redesign of the intersection with Mill Road and Pulaski Street, has been completed. CR 58 now has two through lanes in each direction and a center turn lane. These improvements are consistent with the mitigation proposed in the DEIS (see the Traffic Impact Study in Appendix H of the DEIS), and the applicant had previously agreed to contribute to the cost of the CR 58 roadway improvements.

Comment No. C10:

Page xxiii of DEIS states: "the proposed project is not expected to have a significant adverse visual impact" because the narrow buffer of existing vegetation and proposed supplemental screening vegetation will assist in blocking views into the site from neighboring properties. I question this statement. The draft site plan does appear to show, along the border with Foxwood Village, 48 feet of woods, including 18 feet of land-banked parking. This could drop to only 30 feet of narrow wooded buffer if the developer is caused to cut down the woods to provide the additional parking. I did not see any indication of proposed supplemental screening vegetation along the property's northern border on the draft site plan. These are big buildings we're talking about: the one on the northwest corner of the property is 156,000 square feet. The building on the northeast corner of the property is two stories tall and has 61,000 square feet. I feel that they will be very visible.

Response No. C10:

As previously explained, the site plan has been significantly modified and the density has been reduced since the DEIS was prepared. As part of the Revised Site Plan, the applicant has proposed to install a six-foot-high, solid fence along the property line in order to minimize potential visual impacts. Combining the proposed fence with the minimum 372-foot-wide landscape buffer will also assist in minimizing potential impacts associated with potential visual resources.

Specially, the buffer along the northern property line is shown in Section B — B′ on the Landscape Plan Details Sheet (Sheet 2 of 2) (see Appendix F of this FEIS). The buffer begins with the six-foot-high fence along the northern property line (as noted above), followed by a 30-foot wide vegetated area that slopes downward from the northern property line into the subject property. Eight-to-ten-foot evergreen trees (primarily consisting of White Spruce and Western Arborvitae) are proposed to be planted at the high point along the interior of the fence line. This would be followed by shrubs (including Purpleleaf Sandy Cherry and Vanhoutte Spirea) and ornamental trees (e.g., Autumn Brilliance Serviceberry, Stellar Pink Dogwood, Zumi Calocarpa Crabapple and Syringa "Ivory Silk") and then a wildflower mix at grade level of the subject property. The wildflower seed mix would be a blend of 19 sturdy wild perennials. The proposed mix provides a permanent planting that should increase in color year after year. The installation of the fence and especially the evergreen and ornamental trees will assist in screening the subject property from the residential property to the northern. This is clearly demonstrated in Section B — B′ on the Landscape Plan Details Sheet (see Appendix F).

Moreover, as indicated in Response No. H1, while the required building setback from the rear property line (northern property line in this case) is 50 feet, the closest building to the northern property boundary (on the northeastern portion of the site) has been relocated 724 feet south and is now 20,150 square feet and one story in height. Furthermore, the proposed Costco (which is identified in the comment as the 156,000-square-foot building in the northwest corner) has been relocated to a position approximately 765 feet south of the northern property line. Loading docks associated with Costco are located on the southeast corner of the building. Therefore, the building would shield these loading docks from the Foxwood Village community to the north. In addition, the minimum distance between the residential property line to the north and the nearest driveway is 372 feet and to the nearest parking space is 402 feet.

Finally, with respect to building height, while the Prior Site Plan contained two-story buildings, the Revised Site Plan shows only one-story buildings of 35 feet or less, in accordance with the prevailing zoning.

Comment No. C11:

Could the developer, in consideration for the relaxation of various zoning requirements by the town (impervious surface area, contiguous landscaping parking stall size), be required to provide additional buffering on the northern border. 10 feet of additional woods along the 1,156 feet or property line would cost him 11,560 square feet; 20 feet would cost him 23,120 square feet; 30 feet would cost him 34,680 square feet, etc. The developer stands to gain an additional 113,670 square feet of rentable space if the zoning requirements are relaxed. Some of that could be used to create additional buffering.

Response No. C11:

As previously explained, the site plan has been significantly modified and the density has been reduced since the DEIS was prepared. The closest building to the northern residential property line has been relocated from approximately 98 feet to 724 feet, thus increasing the size of the buffer and building setback. Furthermore, the proposed landscape plan provides substantial buffering with a variety of evergreen and deciduous plantings. See Response Nos. H1, C6 and C10 for more detailed discussions of the proposed buffering, fencing and revised Landscape Plan, which has been designed to reflect the Revised Site Plan.

Comment No. C12:

I do not understand the conclusion on page xix of the DEIS that "the Shops at Riverhead project will have no perceptible noise impact on the project environs." The introduction of hundreds (thousands?) of vehicles into this site just has to create noise: car doors slamming, engines starting, etc.

Response No. C12:

See Response Nos. H1 through H3. The noise analysis presented in Section 4.6 of the DEIS determined that the previously proposed project (shown on the Prior Site Plan in Appendix E of this FEIS) would not have a significant adverse noise impact. Since the Revised Site Plan proposes development that is significantly smaller in size, this conclusion remains valid. Furthermore, specific measures will be employed to mitigate noise. A six-foot-high board-on-board fence is proposed to be constructed along the northern property line. This fence, along with the 30-foot-wide densely vegetated buffer, would assist in minimizing the amount of noise emanating from the subject site to the residences to the north. In addition, the relocation of the buildings to the south and the configuration of proposed loading docks would reduce the noise level of truck back-up alarms. Finally, as discussed in Response No. H1, loading and unloading are subject to the requirements of §81-5.F of the Town Code, with which the applicant would comply.

Comment No. C13:

An additional noise source will be the loading docks. Could the delivery hours be restricted to perhaps 8:00 AM to 5:00 PM weekdays?

Response No. C13:

The proposed development will comply with the Town's *Noise Control* regulations (Chapter 81 of the Town Code). See Response No. H1 for further details regarding compliance with this Chapter of the Town Code.

Comment No. C14:

Safety is a major concern on the part of the residents. The 45 acres of woods provide a feeling of safety because it is felt that intruders would not traverse those woods. But with the proposed plan allowing vehicles to within about 100 feet of our village, the level of concern is very high. I do note, on page xxvi of the DEIS, that a private security patrol would be provided, both during and after operating hours. This does give some small degree of relief, but more is needed.

Response No. C14:

The six-foot fence and landscaped buffer installed along the northern property line will assist in reducing potential security impacts. Furthermore, the minimum distance between the residential property line to the north and the nearest driveway as been increased from approximately 50 feet to 372 feet. Also, see Response Nos. H1, H6 and H7, with respect security measures, including security patrols and lighting, proposed to be implemented as part of the proposed action.

Comment No. C15:

To summarize, I feel that all three issues, Safety, Sound and Sight, will be addressed by (1) increasing the depth of the buffer, (2) building a berm and planting mature evergreen growth on top, (3) building a fence, high enough and sturdy enough to deter prowlers, and (4) limiting delivery and loading activities to 8:00 AM to 5:00 PM Weekdays.

Response No. C15:

In response to the comment, the applicant has redesigned the site plan and reduced the overall density of the development. With respect to the specifics of the comment, the applicant modified the site plan, as follows:

1) The buffer between the northern property line and nearest building has been increased to 724 feet. The minimum distance between the northern property line and the nearest driveway is 372 feet and between the northern property line and the nearest parking space is 402 feet.
2) The subject property will be graded to slope away from the adjacent residential property to the north within the 30-foot-wide vegetated buffer. The height of the slope varies from approximately five feet in the northwestern portion of the property to approximately 14 feet in the northeastern portion of the property. Evergreen trees of approximately 8-to-10 feet in height, as well as shrubs and ornamental trees of up to 12 feet are proposed to be planted within this 30-foot buffer area.
3) A six-foot-high board-on-board fence is proposed to be installed along the northern property line. This fence, along with the proposed vegetation, increased buffer and on-site security patrols will deter trespassing.
4) Deliveries and loading activities will comply with Chapter 81 of the Town Code, as described in Response No. H1.

Comment No. C16:

This transformation of the 45 acres of woods of the old Hazeltine property into the 40 acres of impervious surface of The Shops at Riverhead will greatly affect our quality of life in Foxwood Village. I thank you for listening to our concerns.

Response No. C16:

See Response No. H5.

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September 23, 2008

Comment No. C17:

To summarize our concerns, I feel that all three issues of Safety, Sound and Sight, can be addressed by (1) increasing the depth of the buffer, (2) building a wall, high enough and sturdy enough to deter prowlers, and (3) limiting delivery and loading activities to between 8:00 AM and 5:00 PM Weekdays.

Response No. C17:

See Response Nos. H1 and C15.

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September 20, 2007

Comment No. C18:

The project site is located within Groundwater Management Zone III. According to the Suffolk County Sanitary Code (SCSC), the parcel would be allowed a maximum of 13,574 gallons per day without the proposed Sewage Treatment Plan (STP) or Transfer of Development Rights (TDR). The DEIS should explore an alternative which complies with the SCSC for on site sanitary systems. The DEIS should also explore the impacts of the additional flow on the Riverhead STP.

Response No. C18:

The site is served by the Riverhead Sewer District. The project engineer will be submitting a final sewer design to Michael Reichel, Superintendent of the Riverhead Water District, upon conclusion of the SEQRA process and processing of a site plan application. It is anticipated that the proposed design will meet the District's requirements such that an updated "Letter of Intent to Serve the Site" can be delivered to the SCDHS along with final design plans for issuance of permit to construct by the SCDHS. See Appendix P of the DEIS for the original letter of sewer availability, which was issued October 18, 2007.

Comment No. C19:

Based on the information presented in the Voluntary DEIS, a Freon spill occurred on site. The Voluntary DEIS states that no further groundwater and air remediation is required. However, Freon may still exist within the soils. The DEIS should investigate the potential for any remaining Freon to vaporize during the construction phase of the project. The DEIS should include a construction methodology which would prevent vaporization of the Freon, if present.

Response No. C19:

In 2004, both the NYSDEC and SCDHS reviewed the groundwater monitoring results and determined that the Freon plume was successfully remediated. Based on this, in addition to the physical characteristics, including the fact that Freon does not bind well to soil and will leach out thereby decreasing concentration levels, the remaining Freon concentrations should be minimal, if present at all. The potential for soil vapor intrusion is low since the identified on-site sources, the soil and groundwater, have been remediated, as noted in Sections 3.11 and 4.11 of the DEIS. In 1999, the SCDHS, in consultation with the NYSDEC, determined that site remediation was complete and no further remediation was required. Based on this, all monitoring wells were abandoned along with the on-site remediation system, as approved by the SCDHS. The fact that the

oversight agency, SCDHS, in consultation with the NYSDEC, has deemed site remediation complete, the potential for soil vapor intrusion is minimal and indoor air quality should not be negatively affected.

Freon 113 (a.k.a., 1,2-dichlorotrifluoroethane) is the documented volatile organic compound (VOC) remediated from soil and groundwater at the site to satisfaction of the SCDHS and NYSDEC. Freon 113 readily evaporates when exposed to air, and as indicated above, the SCDHS and NYSDEC previously determined that no further remediation of Freon was required.

Comment No. C20:

The applicant is proposing to remove all but 0.5 acres of existing native vegetation. The impact on interior woodland dwelling species should be addressed by the DEIS.

Response No. C20:

As part of the DEIS, a comprehensive ecological survey was performed. Section 3.3 of the DEIS discusses the existing ecological resources on the subject property and Section 4.3 comprehensively discusses the potential ecological impacts associated with the development of the property, including the removal of vegetation. The conclusions drawn from the analysis indicate that the proposed development would result in the clearing of a large portion of the existing natural vegetation areas on the subject site. However, the isolated nature of the site provides limited ecological benefits, and natural vegetation on adjacent and nearby properties would provide similar communities and habitats to those present on the subject site. This would, to some degree, minimize potential impacts to wildlife species currently occupying the subject site.

In addition, as discussed in Response No. H1, the Revised Site Plan includes the implementation of the comprehensive landscaping plan. As described, the landscaping materials proposed to be used include species native to this area of Long Island. While existing vegetation would be removed, these newly landscaped areas would provide some habitat for species tolerant of human activity.

Comment No. C21:

The project proposed to take access from County Road 58. CR 58 is a highly trafficked road which many curb cuts within 500′ of the proposed access. The DEIS should discuss if there is adequate line of sight or if a traffic signal will be required.

Response No. C21:

The proposed development includes a new traffic signal on CR 58 at the site driveway. The new traffic signal will control access and egress to the site, eliminating the issue of sight distance (or line-of-sight).

Comment No. C22:

As previously stated, a Freon spill occurred on site. If Freon still exists within the soils, the DEIS should discuss the potential for Freon to be released into the air during construction activities. The impacts and any proposed mitigation should also be addressed by the DEIS. Furthermore, the DEIS should discuss potential soil vapor intrusion through the foundation and its potential impacts on indoor air quality.

Response No. C22:

See Response No. C19.

Comment No. C23:

Construction of the proposed project has the potential to impact the visual character of the area. The Planning Board should consider requiring a photo-simulation, from CR 58, of the site. The photographic simulation should include proposed landscaping and lighting, in addition to the proposed structures.

Response No. C23:

Photographic simulations, using aerial photography, were included in Appendix O and discussed in Section 4.9.1 of the DEIS. The simulations that were conducted depict the site looking northwest across CR 58, looking northeast across CR 58, and looking south at the site from the residential subdivision to the north. As noted in Section 4.9.1 of the DEIS, the proposed development has limited frontage on CR 58, the only public roadway on which the subject property is located. Therefore, only a portion of the development would be visible from the roadway. The views to the subject site from CR 58 would be of the two small buildings at the front of the site and of the buildings located on the eastern portion of the site. Similar to the Prior Site Plan, these buildings would be visible through the entry drive. Vegetation would be preserved and supplemented along the perimeter of the property. Although the proposed development (as depicted on the Revised Site Plan), is significantly less dense than the previously-proposed development, and some of the buildings have been relocated (especially along the rear of the property), the visual impacts along CR 58 remain the same. However, whereas the two buildings at the property frontage were originally proposed to be free-standing restaurants, the Revised Site Plan includes a bank and a retail facility in this area. Similar to the previously-proposed development, several buildings along the eastern portion of the site would also be visible from the CR 58.

As depicted on the Landscape Plan and Section C – C′ on the Landscape Plan Detail Sheet (see Appendix F), the access roadway to the proposed development along CR 58 would be flanked by shade trees (e.g., October Glory Maple) on either side of the roadway, with mulched beds and shrubs (e.g., boxwood) and the center median would contain ornamental trees (e.g., Crimson Cloud Hawthorn) interspersed with shrubs (e.g., dwarf fountain grass)

With respect to buffering along CR 58, as noted earlier in Response No. C6, the Town Code requires either buffer plantings or fencing be provided along frontages with arterial roads. The applicant proposed to plant the frontage along CR 58 with a variety of materials. As shown in Section A – A′ on the Landscape Plan Details Sheet (see Appendix F), the area adjacent to CR 58 would be lawn, planted with a row of Sterling Linden shade trees. The area to the north of this would be bermed (to a height of three feet) and a mulch bed would contain a mix of Viburnum and Spirea. This planted and bermed area would block headlights from cars on CR 58, while allowing for visibility of the proposed retail stores.

In addition, in accordance with §108-250, the lighting within the proposed development will be designed to prevent over-lighting; energy waste; glare; light trespass; and skyglow. The applicant respectfully submits that the proposed Lighting Plan will provide a safe environment, while avoiding the potential for light spill over or intrusion onto adjoining properties.

As the proposed Shops at Riverhead is in character with the other retail development along CR 58, there would be no significant adverse visual impact due to the implementation of the proposed action.

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April 3, 2008

Comment No. C24:

Our agency has not received an application for the above referenced project as required by Article VI of the Suffolk County Sanitary Code. The project sponsor should submit an application to our agency's Office of Wastewater at the earliest possible date so that a complete technical assessment of this proposal can be undertaken.

Response No. C24:

An application will be submitted to the Office of Wastewater upon at the time of site plan application. Preliminary meetings already have been held by the project engineer with both the Waste Management Division and the Water Resources Division.

Comment No. C25:

The Draft Environmental Impact Statement (DEIS) does not address whether the applicant is proposing basements for the structures. Depending on the proposed use of the basements, they *may be* calculated as an additional sanitary flow at 0.4 gallons per day (gpd) per sq. ft. The applicant should submit an application to the Office of Wastewater which includes building plans and a narrative on the proposed us of the basements (if applicable), in order to determine whether the sanitary flow is properly calculated. If basements are proposed and require additional flow, the pumping station may need to be redesigned and the Riverhead Sewage District should be consulted to determine whether there is adequate capacity for the additional flow.

Response No. C25:

The proposed development does not include basements. Also, see Response No. C24.

Comment No. C26:

In addition to application to the Office of Wastewater, application should be made to the Office of Pollution Control for abandonment of the existing sanitary system.

Response No. C26:

The comment is noted. The applicant will submit an application for abandonment of the sanitary system prior to construction.

Comment No. C27:

Groundwater and soil remediation for Freon and 1,1,1-TCA was completed in 2003. In consideration of the former chemical spill, the DEIS included a Health and Safety Plan (HASP) to prevent illness to construction workers. The HASP includes dust suppression, using water spray, to reduce airborne particulates during field activity. The HASP did not provide the methodology for dust suppression (i.e., - with spray trucks until connected to public water, etc.) The HASP should be revised to include this information.

Response No. C27:

A site-specific Health and Safety Plan (HASP) has been developed along with a site-specific Material Handling Plan (MHP) (see Section 4.1.1 and Appendix B of the DEIS). Both of these documents address not only the previously-identified contaminants at the subject property, but also provide the proper protocol for encountering previously-unidentified contaminants and/or underground tanks and structures. Implementation of the HASP and MHP will help to ensure that no significant environmental impacts, that have the potential result from residual contamination that may exist, would actually result. With respect to the HASP, a sentence has been added to page 3 of the HASP reflecting the use of on-site water trucks for dust suppression should connection to public water not be available (see Appendix K of this FEIS for the revised HASP). The MHP has not been modified since the DEIS was accepted as complete, as there has been no need to do so. Therefore, it has not been reproduced in this FEIS.

Comment No. C28:

As per the Department's letter dated January 29, 2004, very low levels of TCA were found and the Department deemed all work on the site completed. The Board and applicant may still wish to consider installation of a sub-slab depressurization system (SSDS) during construction of the proposed structures to avoid any potential impacts to indoor air quality. Installation of a SSDS during construction of the structures is more cost effective than having to install a SSDS after construction is completed, should poor indoor air quality become an issue.

Response No. C28:

The installation of a SSDS does not appear to be warranted for two reasons. The concentrations of TCA are not sufficiently elevated to impact soil vapor. In addition, the proposed use of the building is commercial, which allows for less stringent indoor air quality parameters than a residential use. The installation of a SSDS is for sites that have significant soil/groundwater impacts in addition to an ongoing source of contamination. Closure of the site by the SCDHS, in consultation with the NYSDEC, indicates that all identified sources of contamination have been removed from the site. An alternative to a SSDS is the installation of a vapor barrier beneath the building slab. This alternative is typically chosen when the concentrations of TCA are not significant and the source of the TCA has been removed.

As explained in Response No. C19, the applicant will coordinate with the SCDHS.

Comment No. C29:

The applicant is proposing to clear 98% of the parcel. The application states that the Landscape Plan has been designated to "...provide beneficial habitat value to wildlife in adjacent areas..." (Executive Summary page x). Additionally, Section 4.3.3 states a number of the plants chosen for the landscape plan are native to Long Island. Upon review of the Landscape Plan, prepared by Land Design Associates dated February 15, 2007, no native plants are depicted. Furthermore, Barberry (*Berberis sp.*) and Privet (*Ligustrum sp.*) have been known to be invasive. The Department recommends the following native alternatives:

Common Name	Scientific Name
Flowering Dogwood	*Cornus florida*
Black Tupelo	*Nyssa sylvatica*
American Hawthorne	*Cretaegus crusgalli*
American Holly	*Ilex opaca*
White Ash	*Fraxinus americana*
Bayberry	*Myrica pensylvanica*
Inkberry	*Ilex glabra*
Lowbush Blueberry	*Vaccinium corymbosum*
Carolina Rose	*Rosa carolina*
Big Bluestem	*Andropogan garardii*
Little Bluestem	*Schizachryum scoparium*
Purple Love Grass	*Eragrostis spectabilis*
Switch Grass	*Panicum virgatum*
Trumpet Honeysuckle	*Lonicera sempervirens*
Trumpet Creeper	*Campsis radicans*

Response No. C29:

The Landscape Plan has been modified to include a number of the recommended species. In addition, Barberry (*Berberis sp.*) and Privet (*Ligustrum sp.*) are not included in the revised planting design for The Shops at Riverhead (see the Landscape Plan in Appendix F).

Comment No. C30:

In addition to revisions to the landscape plan, the applicant should develop Best Management Practices (BMPs) for landscaping maintenance at the site.

Response No. C30:

As indicated in Section 2.2 of this FEIS, the proposed landscape concept is based on a xeriscape design model, which refers to a landscape that reduces the need for supplemental water for irrigation. Based upon this concept, the best management practices (BMPs) for landscaping maintenance on the project site are as follows:

- All plantings will be allowed to grow together in masses unless specified otherwise by a landscape architect. In late fall, pre-winter, all perennials with the exception of grasses and sedum will be deadheaded and the debris will be removed and properly disposed of. All plant bed areas will be topped with a two-inch layer of double hammered shredded cedar bark mulch (or equal).

- All mulch will be primarily composed of shredded hardwood Bark. A written certification of material composition will be submitted to town engineering division for approval prior to construction, which will certify that mulch supplied contains none of the following:

    - ground recycled pallets,
    - chemical treatments or residues
    - mulch will not exceed 2" in depth.

- All new plants will be installed in a prepared soil medium. Soil will consist of one part organic matter to two parts topsoil by volume. All soils will be amended with Plant Health Care Mycor Plant Saver® planting inoculant (or equal). Trees will be fertilized with Mycor Tree Saver (or equal).

- All trees will be established the first year using 45-gallon ooze tube engineered watering system or equal.

- All plant material will be fertilized using Plant Health Care, Inc., Healthy Start® 3-4-3 Biofertilizer at a rate of 50 pounds per 1000 square feet of planting area. Biofertilizer will be mixed into the first three inches of the soil. In addition terra-sorb will be mixed into the planting soil that is backfilled around all plantings. The terra-sorb will be mixed in at a rate of two ounces (by weight) per inch caliper for balled and burlapped trees and shrubs or one ounce (by weight) per five gallons for containerized trees and shrubs.

- All landscaping will be installed and maintained in conformance with the related town standards, regulations and site improvement specifications. All landscaping will be maintained in a healthy and vigorous growing condition. Any plants exhibiting decline in health are to be replaced with plants of comparable type and size at that time or at the beginning of the next growing season. Plant material that is not installed in the specified manner or that does not represent the species as outlined in the plant list may be rejected. Plant material will be healthy and free of defects, with plant ball or container size relationship as specified by the American Nursery Association.

- In order to minimize water use, the proposed landscape concept is based on a xeriscape design model, which, by definition, refers to a landscape that reduces the need for supplemental water for irrigation. Where irrigation is needed, the following is proposed:

    - The irrigation system will be located around the entire perimeter of the parcel, along both sides of the access drive and within the center median within the access drive. The water source for the irrigation system will consist of two underground wells, which are proposed to be located in the northwestern and southeastern corners of the subject property. In addition, the system will have a temporary layout for the proposed wildflower meadow in the northern and northwestern portions of the property.

- The permanent perimeter irrigation system will consist of one perimeter line with mist and small rotary heads.
- The temporary irrigation system, which piping would be located parallel to the western property line, will function for approximately 12 months until the plants are well-established.

- All landscape and exterior construction will be coordinated with the irrigation installation. The irrigation system will have rain-sensors and automated control boxes. All perimeter irrigation heads will be directed toward the site, so that there is no spill-over of irrigation onto adjacent properties or roadways.

Comment No. C31:

It should be noted that the DEIS incorrectly identifies Barberry (*Berberis sp.*) as Bayberry (*Myrica* pensylvanica) on page x, of the Executive Summary, and page 154, of Section 4. The DEIS should be revised to accurately reflect the common name of *Berberis* sp.

Response No. C31:

The comment is noted. The common name of *Berberis sp.* is Barberry.

Justin Hipperling
Traffic Engineer I
County of Suffolk
335 Yaphank Avenue
Yaphank, New York 11980

April 9, 2008

Comment No. C32

We request that our former comments be entered into the record as part of the May 1, 2008 Public Hearing.

Response No. C32

The comment is noted. See Response Nos. C33 through C45, below, which incorporate all prior comments from Mr. Hipperling. It should be noted that all of these comments were made prior to the reconstruction of CR 58 by the SCDPW. Thus, many of them have been addressed through the reconstruction and are no longer applicable.

Justin Hipperling
Traffic Engineer I
County of Suffolk
335 Yaphank Avenue
Yaphank, New York 11980

November 13, 2007

Comment No. C33:

We feel strongly that the developer must put every effort into obtaining cross access from the subject property to Kroemer Avenue to allow alternate access to CR 58 from the parking lot as well as a means of cross access from the adjacent developments.

Response No. C33:

The applicant has contacted and met with representatives of LIPA regarding the potential secondary access to Kroemer Avenue via the LIPA right-of-way. LIPA has indicated that any access road crossing through this right-of-way would have to be designed and built to meet a number of requirements including, but not limited to, the burial of the high power transmission lines running within the right-of-way. After consideration of the costs and feasibility associated with meeting LIPA's requirements, the applicant has determined that it will not be possible to include the secondary access in its development.

It should be noted, however, as explained in Section 2.2 of this FEIS, the scale of the project has been significantly reduced (i.e., by almost half), which has reduced the number of trips to be generated by the proposed development. As detailed in the revised Traffic Impact Study (see Appendix H of this FEIS), the proposed signalized site driveway onto CR 58 will operate at an acceptable level of service.

Comment No. C34:

We concur with the addition of a second eastbound lane along CR 58 from Kroemer Avenue to Mill Road, but in addition, we require a 5 foot concrete sidewalk on both north and south sides of CR 58.

Response No. C34:

The reconstruction of CR 58 has been completed. Sidewalks were included on both sides of CR 58 as part of the reconstruction.

Comment No. C35:

We will accept the signalized intersection at the proposed site access and the westbound right turn lane off CR 58 into the development provided the final study documentation supports same.

Response No. C35:

The westbound right turn lane from CR 58 into the subject site was included in the CR 58 reconstruction project. The revised Traffic Impact Study (see Appendix H of this FEIS) analyzed this improvement and supports the need for the intersection improvements.

Justin Hipperling
Traffic Engineer I
County of Suffolk
335 Yaphank Avenue
Yaphank, New York 11980

November 20, 2007

Comment No. C36:

We suggest that you work out an agreement with Riverhead Auto Mall to relocate the Shops at Riverhead main entrance and signal about 30 feet west of its proposed location so that access to CR 58 from the large parcel to the south will align with the Shops at Riverhead access and signal.

Response No. C36:

The site entrance and signal location for The Shops at Riverhead has been coordinated with and approved by the SCDPW, based upon the Prior Site Plan drawings and CR 58 roadway improvement drawings that were previously submitted to the SCDPW. The entrance is within the property owned and controlled by the applicant. No agreement with Riverhead Auto Mall was required.

Comment No. C37:

Provide a watershed analysis to ensure that the proposed drainage is adequate.

Response No. C37:

According to the project engineer, due to the relatively flat nature of the proposed grades for the site and in order to balance cuts and fills of earthwork, the retail center will be generally lower than its surrounding properties. As shown on the Grading and Drainage Plan (see Appendix F), extra capacity will be provided within the proposed development's drainage system to accommodate runoff from adjacent wooded or developed lands located within the watershed onto the subject property.

Comment No. C38:

Amend the drainage design to eliminate the offset catch basins which are difficult to compact in the field and frequently clog up after construction.

Response No. C38:

This issue has been addressed by the reconstruction of CR 58. Specifically, the drainage design of CR 58 was approved and inspected by the County to ensure it met and continues to meet County standards.

Comment No. C39:

Show the P.C. Richards access.

Response No. C39:

The plans have for the CR 58 reconstruction have previously been filed, approved and implemented by the SCDPW. See Response No. C32.

Comment No. C40:

Modify the proposed 30 foot curb radius on the southeast corner of CR 58 & Gatewood Drive as it encroaches on private property (Riverhead Ford). If the County gets the 17 foot property dedication from the owner, as we expect, this encroachment will not be an issue.

Response No. C40:

This issue was addressed by the SCDPW during the implementation of the CR 58 reconstruction. See Response No. C32.

Comment No. C41:

Show existing curb lines on Commerce Drive.

Response No. C41:

The plans have for the CR 58 reconstruction have previously been filed, approved and implemented by the SCDPW. See Response No. C32.

Comment No. C42:

Coordinate with Stop & Shop to determine the proposed location of relocated LIPA pole #69.

Response No. C42:

The plans have for the CR 58 reconstruction have previously been filed, approved and implemented by the SCDPW. See Response No. C32.

Comment No. C43:

Provide existing grades on side street curbs and centerlines so we can check drainage flow lines. The existing side street curbline and centerline grades should be provided a minimum of 100 feet beyond the CR 58 right-of-way line.

Response No. C43:

The plans have for the CR 58 reconstruction have previously been filed, approved and implemented by the SCDPW. See Response No. C32.

With respect to the proposed development, the project does not alter County drainage lines, which appear to be functioning well subsequent to the road widening work that was completed as part of the CR 58 reconstruction. The proposed access drive would be graded toward CR 58, but the projected stormwater runoff from the development would be intercepted and recharged into the groundwater prior to it reaching CR 58.

Comment No. C44:

Revise the typical section to show a 2 inch "milling and filling" of the existing pavement between the two pavement widening sections. Under this scenario, the contractor can provide a 2 inch asphalt top course across the entire roadway. In addition, for the "Typical Section w/Right Turn Lane", change the milling item (51PRA) to 2 inches (not 1.5 inches).

Response No. C44:

The plans have for the CR 58 reconstruction have previously been filed, approved and implemented by the SCDPW. See Response No. C32.

Comment No. C45:

Show the new directional island at the Holiday Inn Express and modify accordingly (2'-0" beyond new flow line).

Response No. C45:

The plans have for the CR 58 reconstruction have previously been filed, approved and implemented by the SCDPW. See Response No. C32.

Matthew R. Penski
Environmental Analyst I
New York State Department of Environmental Conservation
Division of Environmental Permits, Region One
SUNY @ Stony Brook
50 Circle Road
Stony Brook, New York 11790-3409

May 6, 2008

Comment No. C46:

The applicant is aware that a SPDES General Permit for Stormwater Discharges for Construction Activities: GP-02-01 and Notice of Intent are required for the development of the site.

Response No. C46:

The applicant is aware of the requirements, and demolition and construction are discussed in Section 2.5 of the DEIS. In addition, mitigation measures associated with the construction process are included in Section 5.1 of the DEIS. Prior to demolition, erosion and sedimentation control measures will be installed. Since more than one acre of site development is contemplated, a NYSDEC General Permit for Stormwater Discharges (GP-0-10-001) will be filed by the developer or its representative, which includes a Notice of Intent (NOI) to obtain coverage under the general SPDES permit, issued for this project. A Stormwater Pollution Prevention Plan (SWPPP) is being prepared and will be submitted to the Town and the NYSDEC for review and comment prior to start of construction. The SWPPP will follow all federal and state guidelines, and the post-construction stormwater control plan will be included in the SWPPP, as required by those guidelines.

The SWPPP consists of an erosion and sediment control plan and a post-construction stormwater control plan. The erosion and sediment control plan will illustrate the type and placement of specific erosion and sedimentation control measures throughout the development area. As noted in Section 5.1 of the DEIS, during construction, the potential erosion of soils during rainstorm events will be minimized by creating temporary check dams of hay bales along potential stormwater routes and along steep inclines of topography. Stormwater will be collected in specially-constructed depressed areas for silt collection and leaching into the aquifer. The entire site will have a silt fence erected on its perimeter, wherever potential impact to surrounding properties may exist. Such erosion and sedimentation control measures will be periodically inspected and maintained, until construction is complete. Water trucks would be used for dust suppression should connection to public water not be available. A stabilized construction entrance would be maintained to prevent soil and loose debris from being tracked onto local roads. The construction entrance would be maintained until the site is permanently stabilized. Installation and maintenance of such measures will ensure that no materials (such as sediment, soils or fugitive dust) leave the site.

Comment No. C47:

The DEC's Division of Environmental Remediation (DER) is aware that the proposed project is to be developed on property which was the former location of the Hazeltine Corporation's Riverhead facility. The

DER has never been formally involved in the investigation or remediation of the Hazeltine site. That is to say, the site has never been under consent order or any other type of administrative agreement with DER. Additionally, the site has never been listed in the New York State Registry of Inactive Hazardous Waste Disposal sites maintained by DER.

Response No. C47:

According to a series of letters prepared by the SCDHS from 1999 through 2004, wherein copies were sent to the NYSDEC, oversight of site investigations and remediation was provided by the SCDHS. Specifically, in a 1999 letter from Sy F. Robbins, CPG County Hydrogeologist for the Division of Environmental Quality of the SCDHS to Mr. Ken Goldstein of Malcolm Pirnie, Inc. (the prior applicant's environmental consultant), Mr. Robbins indicated that with respect to the remediation, the SCDHS action in this matter was pursuant to its authority under County Law, and was not subject to any other agency reviewing, including the NYSDEC. However, Mr. Robbins noted that the NYSDEC has been kept up to date on the cleanup and has been copied on all correspondence respect to this matter.

Based on the data collected from the site, neither of these agencies believed that activities should be conducted under a consent order or that the NYSDEC DER should be involved. The property is listed on the NYSDEC Spills Database for the Freon spill in 1987. The spill number was closed in 1990 indicating that the NYSDEC believed the spill had been sufficiently remediated. Also, see Response No. C19.

Comment No. C48:

In the past, the Suffolk County Department of Health Services (SCDHS) has been involved in the investigation and remediation of volatile organic compounds resulting from activities at the former Hazeltine facility. The SCDHS has kept DER apprised of their progress on a regular basis as they maintained lead agency status on the investigative and remedial issues at the site. Therefore, I would suggest that you contact Mr. Robert Seyfarth of the SCDHS at (631) 854-2518 to see if their agency may have any input pertaining to the review of the DEIS.

Response No. C48:

With respect to the current application, the lead agency has undertaken coordinated review with the SCDHS for the proposed action, thereby ensuring that this agency has been involved in the environmental review process. The SCDHS, as an involved agency, has received the DEIS and has submitted comments, which are included and addressed in this FEIS.

The DEIS includes copies (as well as a summary) of the most recent environmental studies, which included a June 26, 2003 Phase I ESA and a September 9, 2003 Limited Phase II ESA, both prepared by Nelson, Pope and Voorhis (NPV). The Phase I ESA identified a number of recognized environmental conditions (RECs) associated with on-site sanitary leaching structures, floor drains, soil stockpile, hydraulic lifts, surface soil staining, recharge basin, and UST. The Phase II ESA investigated the reported RECs and found only minor contaminant issues which were subsequently addressed, as summarized in the NPV Closure Letter to Mr. Walter Petrule of the SCDHS dated October 27, 2003. In a response dated October 31, 2003, Mr. Petrule indicate that the no further remediation of the discharge pit was required and no remediation of the sanitary leaching pool was required. Mr. Petrule stated that "the department is considering this matter to be closed."

As discussed in Section 4.1.1 of the DEIS, the most recent groundwater monitoring well results were reviewed by the SCDHS and the NYSDEC to determine if the Freon spill described in Section 3.1.1 of the DEIS has been successfully remediated.

Based upon a Freon spill that occurred adjacent to the northwest side of the Hazeltine building in 1987, a total of 14 groundwater monitoring wells were installed both on-site and off-site since the early 1990s and have been sampled on a continuous basis. The initial results indicated significant groundwater impacts from Freon. The on-site air stripping system reportedly removed approximately 10,333 pounds of Freon from April 1993 to November 1998. The air stripping system was shut down in August 1999, and the monitoring of the groundwater wells has been reduced over the years with the continued decrease in the detected concentration of Freon. In October 1999, SCDHS stated that no further groundwater remediation was necessary, however groundwater monitoring both on-site and off-site was still required. This sampling continued through 2003 even as the treatment system, including the air stripper and associated piping, were being dismantled.

The most recent groundwater monitoring well results were reviewed by the SCDHS and the NYSDEC to determine if the Freon plume has been successfully remediated. According to an SCDHS letter, dated January 29, 2004, the results were satisfactory, and Malcolm Pirnie's request to abandon the remaining wells was approved. The wells were abandoned along with the remediation system in 2004. Therefore, mitigation of the groundwater plume was found to be complete. Similarly, closure of the on-site underground structures was granted by the SCDHS in late 2003. Mitigation of the existing, identified underground on-site structures can be considered complete.

As with the Prior Site Plan, if, during construction, any additional previously-unidentified underground structures are encountered, they will be properly delineated and sampled.

Furthermore, as stated in Section 4.1.1 of the DEIS, and as would be the case for the updated proposed action, any remaining drums and debris along with mounds of soil would be removed and disposed of in accordance with applicable regulations. If the drums contain liquids, they would be tested prior to disposal. In addition, all drums would be inspected for damage and leakage.

Specific procedures are provided to be used in case any as-yet unidentified environmental concerns are discovered during construction activities at the property. All work described in the MHP would be performed under the oversight and with direction from an experienced environmental professional. Sampling and analysis will be provided by a New York State Department of Health Environmental Laboratory Approval Program-certified laboratory.

The MHP includes procedures for drum handling, underground storage tanks (including hydraulic equipment), underground injection control structures and potentially-impact soils, if any such situations are encountered.

A Completion Report would be prepared and submitted to the Town (with a copy provided to the SCDHS), based on actual conditions encountered at the site during redevelopment activities) summarizing the occurrence, observation, measurement, laboratory data, and final disposition of any environmental concerns as listed above, if encountered at the subject property. Also see Response No. C19.

Richard Hanley,
Planning Director
Town of Riverhead
Planning Department
200 Howell Avenue
Riverhead, New York 11901-2596

October 31, 2008

Comment No. C49:

Firstly, we notice the significant procedural departure in the application of transferred development rights for increased yield, between the voluntary DEIS presented with the petition and the instant version that resulted from the Planning Board positive declaration and scoping. The former devoted the 1,500 sq. ft. of credit per right to the facility's excessive building coverage while the latter employed the imported area to added gross floor area or floor area ratio. Can you please give the reason behind the change?

Response No. C49:

The proposed action has been modified to be as-of-right with respect to density and, the use of TDRs is no longer proposed. The amount of development proposed in the Revised Site Plan is well below the maximum FAR permitted within the DRC zoning district, thus TDRs are not required. More specifically, whereas an FAR of 0.2 is permitted without TDRs, the amount of development on the Prior Site Plan had an FAR of 0.276, while the FAR of the Revised Site Plan is 0.138.

Comment No. C50:

Particular attention should be paid to the status of the chief traffic mitigation measures: those being second eastbound lane on CR 58 from Kroemer Ave. to Mill Rd., the second access to Kroemer Ave. Extension by cross easement, the new signal at the proposed site entry and the redesign of the Mill Rd. intersection to relocate Pulaski St.

Response No. C50:

The reconstruction of CR 58, which has been completed, included the traffic mitigation measures identified in the comment, with the exception of the second access to Kroemer Avenue. This measure was not part of the CR 58 reconstruction, as it does not involve CR 58. As discussed in Response No. C33, the site plan has been revised subsequent to the submission of the DEIS, significantly reducing the size of development (by almost half), thereby reducing trip generation at the site. The updated Traffic Impact Study (see Appendix H of this FEIS) shows that the proposed signalized site driveway onto CR 58 will operate at an acceptable level of service.

Comment No. C51:

What is the status of the negotiations with LIPA on cross access over their property?

Response No. C51:

See Response No. C33.

Comment No. C52:

Have you any alternative to offer for a second access?

Response No. C52:

No second access is proposed, as the Traffic Impact Study (see Appendix H) shows that the proposed signalized site driveway onto CR 58 will operate at an acceptable level of service. See Response No. C33.

Comment No. C53:

May we presume the conveyance between the applicant and Riverhead Auto Mall will be abandoned if an easement agreement can't be reached and that the project would be pursued on tax lots 101-1-3 and 119-1-6 in their current configuration.

Response No. C53:

As discussed in Section 2.2 of this FEIS, in order to allow more efficient functioning of the proposed retail development, the applicant has pursued a land swap with the neighboring property (TRW Realty, LLC) (see Appendix G of this FEIS). The land swap involves 43,826.8 SF to the rear of the existing automobile dealership along Old Country Road/County Road 58 (CR 58) and adjacent to the LIPA right-of-way. The applicant is still pursuing the land swap to permit the development to occur as proposed on the Revised Site Plan (see Appendix F of this FEIS). An application for Lot Line Modification for the land swap was submitted to the Planning Board in January 2012.

Comment No. C54:

In connection to the Health Department's query on basement and sanitary flow, we notice the DEIS included a letter from Michael Reichel saying plans last revised 10/17/07 were received and approved while the Sanitary Sewer Plan in the DEIS was dated 10/23/07. What is the difference in the plans and what effect if any has it on Mr. Reichel's judgment?

Response No. C54:

The essence of the proposed new sanitary system design has not changed since the DEIS, although the plans have been updated to reflect the Revised Site Plan, which contains far less square footage than originally proposed (i.e., 270,787 square feet of gross floor area). The proposed development would collect sewage from all of the buildings on the subject site and transport it by gravity to a below-ground sewage pumping station. The sewage pumping station injects the collected sewage into the Riverhead Sewer District's municipal system located along CR 58. Therefore, although the overall size of development and configuration of the buildings has changed, the original sanitary system concept has not changed. Thus, there should be no significant change in Mr. Reichel's review of the plans. The project engineer will be submitting a final sewer

design to Mr. Reichel's office upon site plan application. It is anticipated that the proposed design will meet Mr. Reichel's and the District's requirements such that a new "Letter of Intent to Serve the Site" can be delivered to the SCDHS along with final design plans for issuance of permit to construct by the SCDHS.

Comment No. C55:

Please also be attentive to the Health Department comment regarding native and invasive species and the issue they take between the DEIS discussion and the planting regimen on the plan by Land Design Associates.

Response No. C55:

See Response No. C29. The revised Landscape Plan incorporates various species recommended by the SCDHS, while removing the two specifically-identified invasive species. See the revised Landscape Plan in Appendix F of this FEIS.

Comment No. C56:

Recall we'd asked in our final scope that it be established that no invasive species were proposed. Development of a Best Management Plan (BMP) for landscaping care is also a necessary part of your response as is correction of the species misidentified (Bayberry for Barberry) they point out.

Response No. C56:

See Response Nos. C30 and C31 and Appendix F of this FEIS.

Comment No. C57:

As for their recommendation for use of a sub-slab depressurization system (SSDS), it came from the Office of Ecology while site remediation was under the direction of the Office of Pollution Control. We were also provided product information which could argue against the use of the system. It's surely cost effective to build in such a feature rather than retrofit and the public health stakes make it important to examine further so we'd like you to put the question of need to the remediation office and provide us their response.

Response No. C57:

As discussed in Response No. C19, the Freon spill occurred in 1987 and initially impacted the groundwater beneath the subject property. Site remediation was implemented in 1993 and discontinued in 1998, when groundwater monitoring results indicated a significant decrease in Freon concentration. In 1999, Suffolk County Department of Health Services (SCDHS) determined that no further remediation was required with respect to the Freon spill. In 2004, SCDHS issued a letter confirming that site remediation was complete.

Based on the confirmed remediation of the Freon spill at the site, the potential impacts from this spill on the indoor air quality of an on-site structure are minimal. Therefore, a SSDS would not be necessary, as discussed in Response No. 28. As stated previously, an alternative and less costly option involves the installation of a vapor barrier beneath the building sub-slab.

Comment No. C58:

We provided a copy of [Dick Green's] correspondence and of another received from S. J. Gillam on the subject of noise and visual impacts. Respond to the suggestions of the nature and location of a security barrier, the undisturbed buffer area and the affirmative good neighbor measures mentioned in Mr. Green's letter and to the matter in the other of the various noise sources of trucks idling at loading areas during overnight hours. Also answer the question regarding silent alarms tied into security firms or the police.

Response No. C58:

See Response Nos. C1 through C8 with respect to S.J. Gillam's and Mr. Green's correspondence. Further, see Response Nos. H1 and C15 for information regarding potential noise, visual and security impacts associated with the proposed development.

Comment No. C59:

The oral comment noted on page xxxiii of the Executive Summary and page 201 of the body of the DEIS incorrectly cites Section 81-5F, of the Town's noise ordinance regarding loading hours and that the document (on pages xxiv and 206) admits truck deliveries (up to four an hour) can be expected to exceed the daytime and nighttime noise limits. Those events do not appear to qualify as impulsive noise and the document goes on to conclude there to be a lack of significant noise impact according to DEC and DOT guidelines. We would expect a discussion of mitigation measures to address the conflict with the Town's noise ordinances (not DEC or DOT guidelines) beyond an assertion that the offending events would be infrequent.

Response No. C59:

The NYSDEC and NYSDOT noise guidelines were used for comparison purposes. The proposed development will comply with the Town's *Noise Control* regulations (Chapter 81 of the Town Code). See Response Nos. H1 through H3.

Appendix A

COPY

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PUBLIC HEARING ON DRAFT ENVIRONMENTAL IMPACT STATEMENT OF SHOPS AT RIVERHEAD

----------X

Town Hall
200 Howell Avenue
Riverhead, New York

May 1, 2008
7:00 p.m.

B E F O R E:

DICK O'DEA, Chairman

BOARD MEMBERS:

LYLE WELLS
JOSEPH BAIER
ED DENSIESKI
LOU BOSCHETTI

ATTENDEES:

RICHARD HANLEY, Planning Dir.
PETER DANOWSKI, Project Attorney

MR. O'DEA: Good evening, ladies and gentlemen. May 1, 2008. Riverhead Planning Board. Regular meeting.

Mr. Danowski, would you lead us in the Pledge of Allegiance.

MR. DANOWSKI: Yes.

(Whereupon, the Pledge of Allegiance was recited by all.)

MR. O'DEA: First on our agenda is a site plan petition from Heritage Riverhead Retail Developers, L.L.C. for the construction of a destination retail facility consisting of 12 buildings of 499,609 square feet. Gross floor areal on 41.55 acres of land zone destination retail center. That's DRC for the abbreviation.

The purpose of a public hearing under SEQR is to receive comments and recommendations on the environmental issues associated with a project.

As accordingly, substantiative comments received at a SEQR hearing become part of the official record and are incorporated with the responses by the lead agency into a final EIS. That is why we're here.

There's a sign-in sheet out in the lobby if anybody used that. We're going to use that first and actually we'll listen to anybody else who is an interested party.

Mr. Danowski, do you want to lay out the introduction?

MR. DANOWSKI: Well, the only further comment I would have is my clients are represented here tonight by their experts who prepared the Draft Environmental Impact Statement.

I'd say as well as my clients have been in the process so to speak for several years with regard to this site they had, in fact, submitted a voluntary DEIS

subsequent to that submittal.

The Town reviewed the document and required us to submit some further information and further information was supplied in that DEIS known as a Draft Environmental Impact Statement. That document was accepted and the Town has prepared the requisite notices.

I expect at the end of tonight's meeting the hearing will be closed; however, the public will have 10 further days to make comments and that comment will be submitted to the Town.

Ultimately we'll hear back as the applicant from the Town and respond in kind in writing.

We have no intention of verbally responding tonight. Documents will be prepared in response to the Town's request so I don't want to hold up the Town comments so I just will step down

and wait for the public to make comment on the DEIS.

MR. O'DEA: Thank you. On our speaking list at the top of the list is Mr. Robert J. Hall, 1407 Middle Road in Calverton. Is he here?

MR. HALL: Yes. Thank you. Can you hear me?

MR. O'DEA: Yes.

MR. HALL: Okay. My name is Robert J. Hall. I'm the past vice president of the Foxwood Village Homeowners Association.

In such capacity I attended the scoping hearing last September in I subsequently submitted a letter to the Board stating our three major concerns of safety, sound and site.

We realize and understand that there's a right of the current property owner to get the maximum return on his investment, but we as property owners adjacent to this proposed shopping center also have

rights.

We have the right to the maximum enjoyment of our homes and to not being subjected to unreasonable intrusions into that enjoyment.

That being said, Mr. David Demere, who is here tonight, gave a very nice presentation the other night at our clubhouse. He is the vice president of development for this realty corp.

During that presentation he answered many, many questions from our homeowners with a great deal of emphasis on our three major concerns; safety, sound and site.

There was a lot of talk of fences, of berms, which they did not seem too interested in, walls. There was talk about walls, evergreen trees, et cetera, et cetera.

Mr. Demere asked for some

formal input from the Association and, as a result, a Committee of Residents has been formed to do just that.

So my question to the Board, after hearing Mr. Danowski say that there's only a 10-day comment period after tonight, will any sort of agreement that is struck between the homeowners and the developers, however informal that may be, to create the sound, and site, and safety barriers that we would like to have. Will that become part of this DEIS and/or help the Board form a conclusion on approving this project? H1

MR. O'DEA: I wouldn't think so. I wouldn't think so. They would have to come in for the site plan application for this and that's part of the process that the Planning Board it will be an ongoing give and take with the applicant.

The 10 days is probably from this point on anybody in the public --

MR. HALL: Okay.

MR. O'DEA: -- who would want to communicate with the Board.

MR. HALL: So then when the site plan is submitted by the developers, at that point, we'd have input again to say we don't like that or whatever?

MR. O'DEA: If you have that, you'd be negotiating with the applicant, yes.

MR. HALL: Okay. I had some specific questions. I can't pretend to have read that whole thing, but I scanned the Executive Recap or whatever it is, and I have a couple of questions with reference to noise.

The September 26th letter that the Planning Department addressed to Mr. Danowski stated that among the potentially significant impacts the

H2

border with Foxwood Village is likely to see a significant change in noise level as a result of this project.

The Planning Department suggested that the loading dock activity be limited to between 8:00 a.m. and 5:00 p.m. weekdays only. That was a suggestion in the letter from the Planning Department. And then, on the Executive Summary in this current DEIS, page 22 and page 33, the DEIS, which was prepared by the developers, states -- which is obviously an error -- that the Town code limits loading and unloading to the hours between 8:00 p.m. and 7:00 a.m. That would mean you could only work at night. That's obviously an error in that DEIS.

H2 Cont.

What it does say, that Section 81-5F says, no loading and unloading between 8:00 p.m. and 7:00 a.m. if

such activity should cause unreasonable noise across a residential real property boundary.

I believe it's going to cause noise. Unless, is there a -- I guess Rick Hanley would know that -- is there a special noise section in the DRC? I saw nothing in it in the Town Code. Nothing.

Some of the other ones -- Some of the other zones specifically say you can not do this within certain times. There's nothing in that, in the DRC?

H2 Cont.

MR. HANLEY: There is not.

MR. HALL: So then the Town code would apply; am I correct?

MR. HANLEY: The Town noise ordinance would apply and as a result of this whole SEQR process, if there is some mitigation measure specific to this project, it would be in the finding statement and eventually will find its way to the

site.

MR. HALL: And the mitigation would be walls or berms?

MR. HANLEY: Hours of operation, any other mitigation, correct.

MR. HALL: Okay. Still with reference to the noise, the noise issue, on page 24 of that summary they say that the maximum heavy truck noise level at the northeast corner of the project site, that's where it hits against Foxwood's southwest corner, it says that that maximum heavy truck noise level can be expected to exceed the Town's daytime and nighttime maximum noise levels. So will they be allowed?

H3

However, the number of occurrences in any one hour is expected to be less than four times, each lasting no more than 30 seconds. So let's see. Four times an hour a tractor trailer comes in

there four times an hour 24 hours a day. That's 96 doses of heavy truck noise. That's a lot of noise. So if it can be restricted to just 7:00 a.m. to 8:00 p.m. then that would be very desirable.

H3 Cont.

Some of the statements -- I didn't go through that whole thing -- some of the things in there they said in Section 4.6, page 102 that the noise levels -- they tested the noise levels at the northeast corner of that site. Again, they had a testing machine. They claim that with the 45 acres of trees that are still standing there that noise level was seven to eleven, whatever this measurement DBA is, higher than predicted when all the trees are knocked down. I can't believe that. I really find that hard to believe.

H4

In closing, I'd just like to say that this transformation of the 45 acres of woods and the 40 acres

H5

of impervious surface complete with 12 buildings will greatly affect our way of life. If it can be reduced in density that would really be a fabulous thing. H5 Cont.

Thank you for listening to our concerns.

One thing else. The gentleman on the far right back in September asked me if we had explored with our members of our association would anybody want to have access into that center. It was a resounding no. Thank you. H6

MR. O'DEA: Thank you.

Barbara Ross.

MS. ROSS: I have no further comments. Bob Hall really addressed everything.

I would like to second the stipulation about security. Our house is directly behind this shopping center. H7

MR. O'DEA: Okay.

MS. ROSS: All I can see is with a parking lot being there --

MR. O'DEA: If you want to go on, you have to go on. I'll gladly wait.

MS. ROSS: That's all.

MR. O'DEA: Kathy Balasis.

MS. BALASIS: I have nothing to say. I am in full support of what Robert Hall said.

MR. O'DEA: Thank you. You second that?

MS. BALASIS: Yes, I do.

MR. O'DEA: Lynn Tyler.

MS. TYLER: Lynn Tyler, Foxwood Village prior Homeowners president.

I would like you to be aware that my home is not going to be backed up by these shops. We're about two houses away so we probably will not be that much affected; however, our home is in back of Adcam (phonetic)or where the building is there. That's still

H8

being used manufacturing whatever plant it is. That is four times further than the shops are going to be to my neighbors. So we're four times further away and when I say we hear an enormous amount of noise when they are loading and unloading the trucks, I'm not kidding.

I mean, you could think there was an explosion. You could think it was loud thunder. It's quite loud.

So I would like you to take that into consideration for my neighbors.

H8 Cont.

The only thing I wanted to say is that -- It's a little off. Don't yell at me -- I know you want to build up downtown Riverhead and so do we, and I am really upset when I see what's going on with all the building, the empty buildings, the shops, the people moving their business away. These empty

buildings are really a plight. It's beginning to look like Jericho Turnpike. It's really disheartening and I wish we would put something in there for our teenagers and young adults.

But anyway, thank you for listening.

MR. O'DEA: Thank you.

Larry Oxman.

MR. OXMAN: Good evening members of the Planning Board. Larry Oxman. I own two parcels directly across the street from the subject property.

Just addressing the EIS, a very large document, in this litigious era of lawsuits often the EIS is attacked first and very vulnerable.

The EIS talks about restaurant use which is not permitted. If they could just modify the EIS so that that use is not spoken about, then I think that the document would be

H9

complete. Thank you. H9 Cont.

MR. O'DEA: Is there anybody in the audience that wants to address the shops in Riverhead and has not signed in?

MR. HALL: There was one thing that I don't think was addressed in there. It hasn't been discussed.

The very probable decline in the value of our homes with this major shopping center right behind us. That's something that should be addressed by that DEIS. H10

How much is that costing the -- Is that environmental or it's as environmental as anything.

Thank you again.

MR. O'DEA: Thank you. Anything else? Going once. Going twice. Going three times.

Thank you very much.

Motion? All in favor?

MR. HANLEY: Mr. Chairman, did you close the hearing? You have to

leave it open for 10 days.

MR. BOSCHETTI: Subject to comment, yes.

MR. O'DEA: It's open for written comment for 10 days, yes.

Thank you. We move in second. All in agreement?

(Collective I.)

(Time noted: 7:45 p.m.)

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CERTIFICATION

I, DOLLY FEVOLA, a Notary Public in and for the State of New York, do hereby certify:

THAT the within transcript is a true record of my stenographic notes.

I further certify that I am not related, either by blood or marriage, to any of the parties to this action; and

THAT I am in no way interested in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto set my hand this 10th day of May, 2008.

Dolly Fevola

DOLLY FEVOLA

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Appendix B

MAY-6-2008

TOWN OF RIVERHEAD, PLANNING BOARD

RE: PROPOSED NEW SHOPPING CENTER

AS MENTIONED AT THE PLANNING BOARD MEETING ON MAY 1st, HERE ARE TWO ITEMS IN WRITING THAT I THINK SHOULD BE ADDRESSED.

SINCE MY HOME IN FOXWOOD VILLAGE IS NOT TOO CLOSE TO THE BOUNDARY LINE OF THE PROPOSED SHOPPING CENTER, MY MAIN CONCERN IS SOUND RATHER THAN SIGHT.

1- EVEN IF DELIVERY HOURS FOR TRACTOR TRAILERS WILL BE BETWEEN 7:00AM AND 8:00PM, MOST T.T.'S REACH THEIR DESTINATIONS LATE IN THE EVENINGS. THIS RESULTS IN TRUCK ENGINES RUNNING ALL THROUGH THE NIGHT. DRIVERS RUN THEIR HEATERS DURING WINTER, THE A/C DURING SUMMER, ALSO RADIOS AND OTHER ELECTRICAL EQUIPMENT. THESE RUNNING ENGINES WILL BE AUDIBLE THROUGHOUT OUR VILLAGE. C1

2- AS MENTIONED AT OUR FOXWOOD VILLAGE HOMEOWNERS MEETING ON 4-29-08, WITH THE CORPORATION THAT WANTS TO BUILD THE SHOPPING CENTER, THEY HAD NO ANSWER FOR THE FOLLOWING QUESTION.

WHAT TYPES OF ALARM SYSTEMS WILL THESE VARIOUS STORES INCORPORATE? NATURALLY OUR VILLAGE FEELS THAT AUDIBLE ALARMS ARE COMPLETELY OUT OF THE QUESTION. SILENT ALARMS THAT GO DIRECTLY TO THEIR SECURITY COMPANIES AND/OR THE RIVERHEAD POLICE DEPARTMENT ARE THE PREFERRED TYPE. C2

I TRUST THE BOARD WILL CONSIDER THESE SUGGESTIONS.

S. J. GILLAM

FOXWOOD VILLAGE 1407 MIDDLE ROAD, #105
CALVERTON, N.Y. 11933

Foxwood Village Homeowners Association
1407 Middle Road, Box 200
Calverton, NY 11933

May 21, 2008

Mr David J. Dumeer
Vice President Development
Developers Realty Group
Corporate Center West
433 South Main Street, Suite 310
West Hartford, Connecticut 06110

Dear Mr. Dumeer

On May 7, 2008, a meeting was held at Foxwood Village concerning the adjacent land parcel that is referred to as the Shops at Riverhead. In attendance at this meeting were officers of the Homeowners Association, many of the homeowners that reside in closest proximity to the above mentioned property, and principals of Foxwood Village/Foxwood LLC. The stated purpose of this meeting was to achieve consensus on what measures must be initiated to address the concerns of the residents of our community as this parcel is developed.

A presentation on the status of the commercial development of the property was provided the attendees, followed by a general discussion on homeowners concerns and issues.

It became abundantly clear that there is definite worry that the development of this parcel, in the manner proposed, represents a tremendous negative impact on individual homeowners and our community at large.

The most obvious concern centers on the threat to our security that the proposed development represents. This reality is amplified when measured against the demographics of our homeowners and the awareness of the level of criminal activity that is reported weekly from the nearby Tanger Outlet Mall.

With respect to the specific development in question, parcels were similarly developed in other Long Island neighborhoods, and there is empirical Town and County data available that will portray actual crime statistics in those communities. Such an effort may be pursued by our Association or by a third party. We understand that these data must then be processed in the legislative or litigious arena, and it is our obligation to you that you understand the depth of concern our homeowners share on the notion of community security. C3

Obviously there is significant worry over the attendant loss of property value that your development represents to our community and, to a certain degree we understand that reality. The aesthetic degradation associated with the defoliation and subsequent "industrialization" of your parcel is a distant second – after security - on the concern list for our residents. C4 There is also consensus among our homeowners that the increase in ambient noise level – during land clearing activities, construction and retail operations at your parcel – clearly represents a serious negative impact on our collective quality of life. C5

It is the perceived and actual threat to our security, the unfortunate aesthetic consequence and the introduction of a noise nuisance that frames our approach to the prescriptive measures we expect your organization to undertake. They are as follows:

- Once land clearing or defoliation efforts commence, there must be a concurrent effort to erect a security barrier, in the form of a concrete wall along a predetermined path. The height of this security barrier must be a minimum of ten feet and constructed as depicted in the enclosed. C6

- The location of this security barrier must be positioned thirty feet from the existing property line.

- Existing plantings and vegetation within the thirty-foot setback shall remain is. C7

- Affirmative "good neighbor" measures must be taken by the developer during all phases of defoliation, land clearing and construction to minimize security and noise impacts to our residents C8

This document is offered in the spirit of good will and it represents our minimum requirements for the relief we expect to receive. If you require additional information, please feel free to contact me at:

Mr. Dick Green
Foxwood Village
1407 Middle Road, # 238
Calverton, NY 11933
631-722-4499

Sincerely yours,

Dick Green

Dick Green
President, Foxwood Village Homeowners Association

Enclosures

cc: Town of Riverhead Planning Board
Foxwood Village LLC

AFTEC
Advanced Forming Technology

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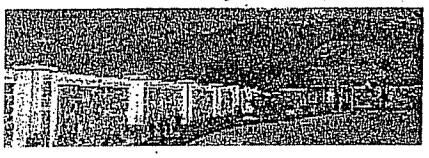

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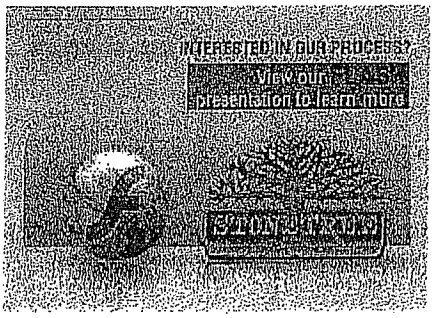

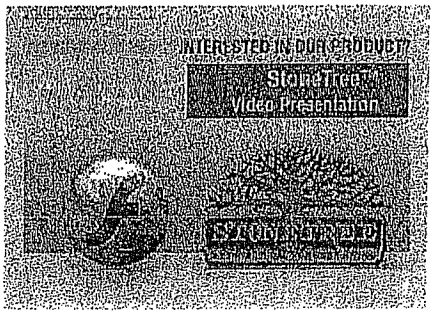

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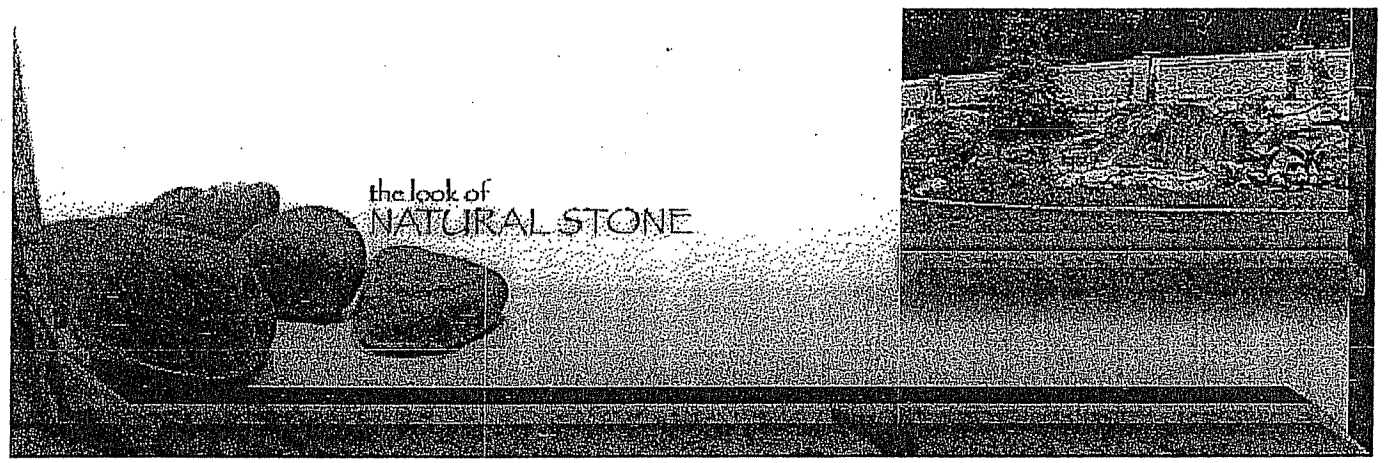
AFTEC became an Associate Member of NRMCA. We have a strong connection with the ready-made industry and would like to do what we can be part of that community.



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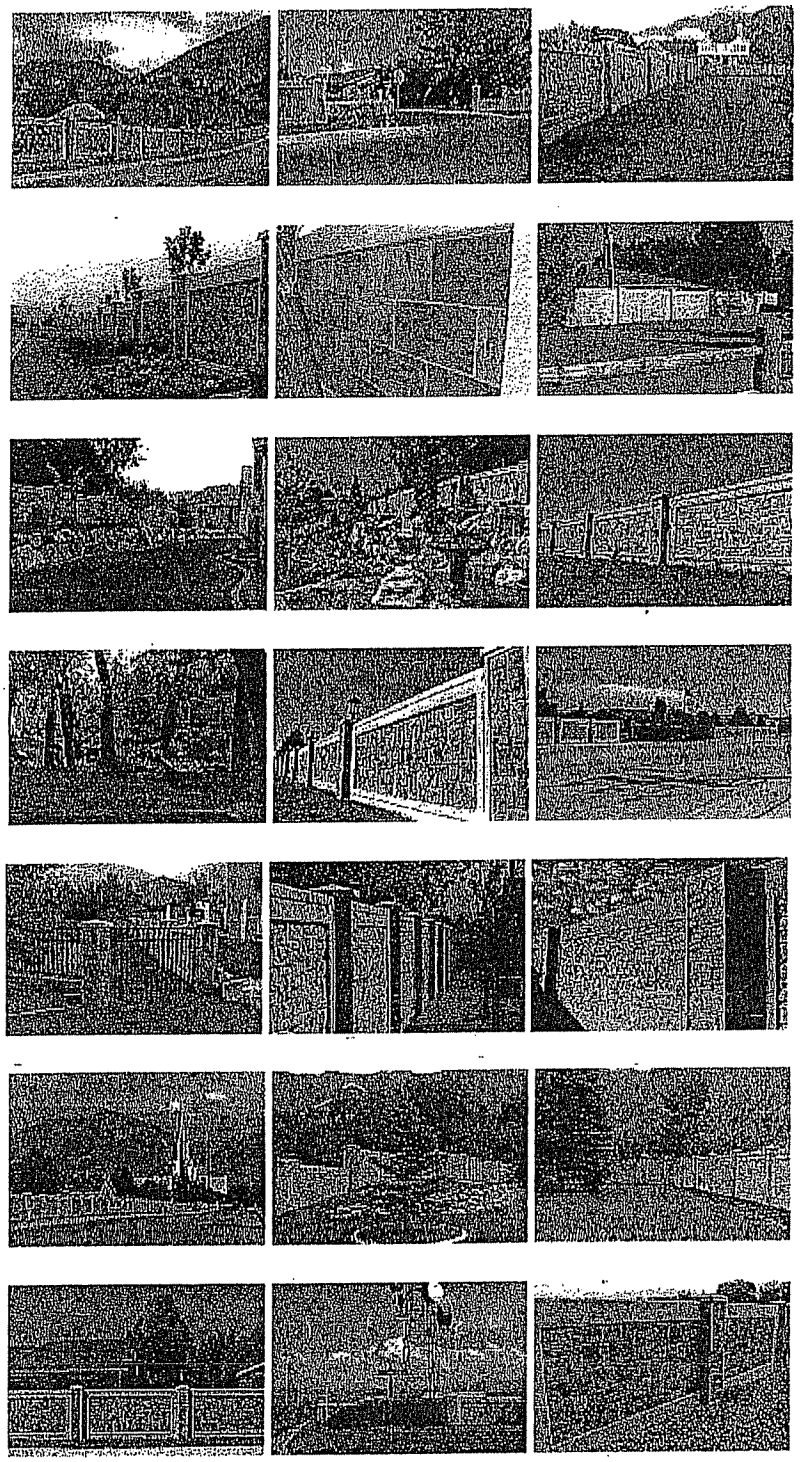

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AFTEC became an Associate Member of NRMCA. We have a strong connection with the ready-made industry and would like to do what we can be part of that community.

Robert J. Hall
Foxwood Village
1407 Middle Road - Unit 248
Calverton, NY 11933
(631) 369-2216 rjhall@optonline.net

2007 HEAD MENT

2007 SEP 12 A 9: 34
FILED IN OFFICE OF
BARBARA GRATTAN
TOWN CLERK

September 12, 2007

Mr. Richard O'Dea, Chairman
Planning Board
Town of Riverhead
200 Howell Avenue
Riverhead, NY 11901

Re: The Shops at Riverhead

Dear Mr. O'Dea:

I would like to reiterate the concerns of the Foxwood Village residents, and add some additional comments for the record, leaving the analysis of the technical aspects of soil conditions, water resources, impacts to ecology, air quality, transportation, sewer capacity, lighting, etc. in the capable hands of the Planning Department staff.

With one exception: in the Transportation section, on page xv, it is stated that the operation of the Route 58 and Mill Road intersection "should improve significantly once improvements proposed by the Town of Riverhead and Suffolk County are implemented." The last I read was Mr. Cardinale saying the town did not have the funds to buy the land needed opposite the existing traffic signal at the Riverhead Centre intersection. The redesign of the CR58/Mill Road/Pulaski Street intersection seems to have become bogged down in the decision over the fate of the traffic circle at the hospital. I do not believe that it is realistic to believe that this nightmare of an intersection is going to be corrected in the near future, and consequently the additional traffic caused by this development will only make it worse. C9

Robert J. Hall

As I commented at the DEIS - Scoping Hearing on September 6, 2007, the residents have three major concerns: Safety, Sound, and Sight.

First - Sight. Page xxiii of DEIS states: "the proposed project is not expected to have a significant adverse visual impact" because the narrow buffer of existing vegetation and proposed supplemental screening vegetation will assist in blocking views into the site from neighboring properties. I question this statement. The draft site plan does appear to show, along the border with Foxwood Village, 48 feet of woods, including 18 feet of land-banked parking. This could drop to only 30 feet of narrow wooded buffer if the developer is caused to cut down the woods to provide the additional parking. I did not see any indication of proposed supplemental screening vegetation along the property's northern border on the draft site plan. These are big buildings we're talking about: the one on the north west corner of the property is 156,000 square feet. The building on the north east corner of the property is two stories tall and has 61,000 square feet. I feel that they will be very visible. C10

Could the developer, in consideration for the relaxation of various zoning requirements by the town (impervious surface area, contiguous landscaping, parking stall size), be required to provide additional buffering on the northern border. 10 feet of additional woods along the 1,156 feet of property line would cost him 11,560 square feet; 20 feet would cost him 23,120 square feet; 30 feet would cost him 34,680 square feet, etc. The developer stands to gain an additional 113,670 square feet of rentable space if the zoning requirements are relaxed. Some of that could be used to create additional buffering. C11

Second - Sound. I do not understand the conclusion on page xix of the DEIS that "the Shops at Riverhead project will have no perceptible noise impact on the project environs." The introduction of hundreds (thousands?) of vehicles into this site just has to create noise: car doors slamming, engines starting, etc. C12

+A-8P
,5 db day
5P-7A
50 db

An additional noise source will be the loading docks. Could the delivery hours be restricted to perhaps 8:00AM to 5:00PM weekdays? C13

F.
prohibits that activity bet 8 PM - 7 AM in such a manner to create an excessive noise across boundary [illegible]

I prohibits standing idling [illegible]

Third - Safety. This is a major concern on the part of the residents. The 45 acres of woods provide a feeling of safety because it is felt that intruders would not traverse those woods. But with the proposed plan allowing vehicles to within about 100 feet of our village, the level of concern is very high. I do note, on page xxvi of the DEIS, that a private security patrol would be provided, both during and after operating hours. This does give some small degree of relief, but more is needed. C14

To summarize, I feel that all three issues, Safety, Sound, and Sight, will be addressed by (1) increasing the depth of the buffer, (2) building a berm and planting mature evergreen growth on top, (3) building a fence, high enough and sturdy enough to deter prowlers, and (4) limiting delivery and loading activities to 8:00AM to 5:00PM Weekdays. C15

This transformation of the 45 acres of woods of the old Hazletine property into the 40 acres of impervious surface of The Shops at Riverhead will greatly affect our quality of life in Foxwood Village. I thank you for listening to our concerns. C16

Very truly yours,

Robert J. Hall

Robert J. Hall
Vice President,
Foxwood Village
Homeowners Association

cc: Ms. Barbara Blass
Mr. Phil Cardinale

Robert J. Hall
1407 Middle Road - Unit 248
Calverton, NY 11933
(631) 369-2216 rjhall@optonline.net

2008 SEP 23 A 10:42
FILED IN OFFICE OF
BARBARA GRATTAN
TOWN CLERK

September 23, 2008

Mr. Richard O'Dea, Chairman
Planning Board
Town of Riverhead
200 Howell Avenue
Riverhead, NY 11901

Re: The Shops at Riverhead

Dear Mr. O'Dea:

On behalf of the residents of Foxwood Village I want to thank you for your consideration of our concerns over the proposed Shops at Riverhead development.

To summarize our concerns, I feel that all three issues of Safety, Sound, and Sight, can be addressed by (1) increasing the depth of the buffer, (2) building a wall, high enough and sturdy enough to deter prowlers, and (3) limiting delivery and loading activities to between 8:00AM and 5:00PM Weekdays. C17

If I understand the approval process correctly, the Planning Board will now discuss the comments presented by the Planning Department on September 18, 2008. At the completion of that discussion the Planning Board will write to the developer stating the changes that need to be made in its application. We would appreciate getting a copy of that letter.

Very truly yours,

Robert J. Hall

COUNTY OF SUFFOLK

STEVE LEVY
SUFFOLK COUNTY EXECUTIVE

DEPARTMENT OF HEALTH SERVICES

HUMAYUN J. CHAUDHRY, D.O., M.S.
COMMISSIONER

September 20, 2007

RECEIVED
NOV - 1 2007
TOWN OF RIVERHEAD
PLANNING DEPARTMENT

Joseph Hall, Environmental Planner
200 Howell Ave
Riverhead, NY 11901-2596

Re: Draft Scope for "The Shops at Riverhead"
SCTM#: 600-101-1-p/o3, 119-1-6 and 119-1-p/o 5.1

Dear Mr. Hall:

The Suffolk County Department of Health Services ("Department") has reviewed the Draft Scope for the above-referenced project. The Department offers the following:

Suffolk County Sanitary Code

The project site is located within Groundwater Management Zone III. According to the Suffolk County Sanitary Code ("SCSC"), the parcel would be allowed a maximum of 13,574 gallons per day without the proposed Sewage Treatment Plant ("STP") or Transfer of Development Rights ("TDR"). The DEIS should explore an alternative which complies with the SCSC for on site sanitary systems. The DEIS should also explore the impacts of the additional flow on the Riverhead STP. C18

Impacts to Subsurface Conditions, Soils and Topography

Based on the information presented in the Voluntary DEIS, a Freon spill occurred on site. The Voluntary DEIS states that no further groundwater and air remediation is required. However, Freon may still exist within the soils. The DEIS should investigate the potential for any remaining Freon to vaporize during the construction phase of the project. The DEIS should include a construction methodology which would prevent vaporization of the Freon, if present. C19

Impacts to Ecology

The applicant is proposing to remove all but 0.5 acres of existing native vegetation. The impacts on interior woodland dwelling species should be addressed by the DEIS. C20

DIVISION OF ENVIRONMENTAL QUALITY, OFFICE OF ECOLOGY
360 Yaphank Avenue, Suite 2B, Yaphank, NY 11980
(631) 852-5750 Fax (631) 852-5812

Impacts to Transportation

The project proposes to take access from County Road 58. CR 58 is a highly trafficked road which many curb cuts within 500' of the propose access. The DEIS should discuss if there is adequate line of sight or if a traffic signal will be required. C21

Impacts to Air Quality and Noise

As previously stated, a Freon spill occurred on site. If Freon still exists within the soils, the DEIS should discuss the potential for Freon to be released into the air during construction activities. The impacts and any proposed mitigation should also be addressed by the DEIS. Furthermore, the DEIS should discuss potential soil vapor intrusion through the foundation and its potential impacts on indoor air quality. C22

Impacts to Visual and Cultural Resources

Construction of the proposed project has the potential to impact the visual character of the area. The Planning Board should consider requiring a photo-simulation, from CR 58, of the site. The photo-simulation should include proposed landscaping and lighting, in addition to the proposed structures. C23

Should you have any questions, please contact our office at 631-852-5750. Thank you.

Sincerely,

Theresa Goergen

Theresa Goergen
Environmental Analyst
Office of Ecology

TG
pc: Shaw, Kim

COUNTY OF SUFFOLK

STEVE LEVY
SUFFOLK COUNTY EXECUTIVE

RECEIVED
APR 25 2008
TOWN OF RIVERHEAD
PLANNING DEPARTMENT

DEPARTMENT OF HEALTH SERVICES

HUMAYUN J. CHAUDHRY, D.O., M.S.
Commissioner

April 3, 2008

Joseph Hall, Environmental Planner
Planning Department
200 Howell Ave
Riverhead, NY 11901-2596

Re: Shops at Riverhead DEIS
600-101-1 p/o 3, 101-1-6 & 119-1-p/o 5.1

Dear Mr. Hall:

Based on a review of the subject coordination, the Department offers the following comments. However, the Department wishes to reserve its right to provide more detailed information within the comment period(s) established for this action. These comments should not be construed as an implicit SCDHS approval or rejection of the project. All applications are reviewed thoroughly with respect to Suffolk County Sanitary Code concerns by appropriate departmental personnel when SCDHS applications are completed.

Suffolk County Sanitary Code

Our agency has not received an application for the above referenced project as required by Article VI of the Suffolk County Sanitary Code. The project sponsor should submit an application to our agency's Office of Wastewater at the earliest possible date so that a complete technical assessment of this proposal can be undertaken. C24

The Draft Environmental Impact Statement ("DEIS") does not address whether the applicant is proposing basements for the structures. Depending on the proposed use of the basements, they *may be* calculated as an additional sanitary flow at 0.4 gallons per day ("gpd") per sq. ft. The applicant should submit an application to the Office of Wastewater which includes building plans and a narrative on the proposed use of the basements (if applicable), in order to determine whether the sanitary flow is properly C25

calculated. If basements are proposed and require additional flow, the pumping station may need to be redesigned and the Riverhead Sewage District should be consulted to determine whether there is adequate capacity for the additional flow. C25 Cont.

In addition to application to the Office of Wastewater, application should be made to the Office of Pollution Control for abandonment of the existing sanitary system. C26

Impacts to Subsurface Conditions, Soils & Topography

Groundwater and soil remediation for Freon and 1,1,1-TCA was completed in 2003. In consideration of the former chemical spill, the DEIS included a Health and Safety Plan ("HASP") to prevent illness to construction workers. The HASP includes dust suppression, using water spray, to reduce airborne particulates during field activity. The HASP did not provide the methodology for dust suppression (i.e.-with spray trucks until connected to public water, etc.). The HASP should be revised to include this information. C27

As per the Department's letter dated January 29, 2004, very low levels of TCA were found and the Department deemed all work on the site completed. The Board and applicant may still wish to consider installation of a sub-slab depressurization system ("SSDS") during construction of the proposed structures to avoid any potential impacts to indoor air quality. Installation of a SSDS during construction of the structures is more cost effective than having to install a SSDS after construction is completed, should poor indoor air quality become an issue. C28

Impacts to Ecology

The applicant is proposing to clear 98% of the parcel. The applicant states that the Landscape Plan has been designed to "...provide beneficial habitat value to wildlife in adjacent areas..." (Executive Summary page x). Additionally, Section 4.3.3 states a number of the plants chosen for the landscape plan are native to Long Island. Upon review of the Landscape Plan, prepared by Land Design Associates dated February 15, 2007, no native plants are depicted. Furthermore, Barberry (*Berberis sp.*) and Privet (*Ligustrum sp.*) have been known to be invasive. The Department recommends the following native alternatives: C29

Common Name	Scientific Name
Flowering Dogwood	*Cornus florida*
Black Tupelo	*Nyssa sylvatica*
American Hawthorne	*Cretaegus crusgalli*
American Holly	*Ilex opaca*

White Ash	*Fraxinus americana*	C29 Cont.
Bayberry	*Myrica pensylvanica*	
Inkberry	*Ilex glabra*	
Lowbush Blueberry	*Vaccinium corymbosum*	
Carolina Rose	*Rosa carolina*	
Big Bluestem	*Andropogan garardii*	
Little Bluestem	*Schizachryum scoparium*	
Purple Love Grass	*Eragrostis spectabilis*	
Switch Grass	*Panicum virgatum*	
Trumpet Honeysuckle	*Lonicera sempervirens*	
Trumpet Creeper	*Campsis radicans*	

Revising the landscape plan to include native species will be in keeping with Suffolk County's initiative to reduce nitrogen, associated with fertilizers, loading in groundwater. In addition to revisions to the landscape plan, the applicant should develop Best Management Practices ("BMPs") for landscaping maintanence at the site. C30

It should be noted that the DEIS incorretly identifies Barberry (*Berberis sp.)* as Bayberry (*Myrica pensylvanica)* on page x, of the Executive Summary, and page 154, of Section 4. The DEIS should be revised to accurately reflect the common name of *Berberis sp.* C31

Thank you for the opportunity to review this application. If you have any questions, please feel free to contact the Office of Ecology at 852-5750.

Sincerely,

Theresa Goergen

Theresa Goergen
Environmental Analyst
Office of Ecology

TG
pc: Kimberly Shaw
Walter Hilbert, P.E.

NEW YORK STATE
DEPARTMENT OF HEALTH

SOIL VAPOR INTRUSION

Frequently Asked Questions

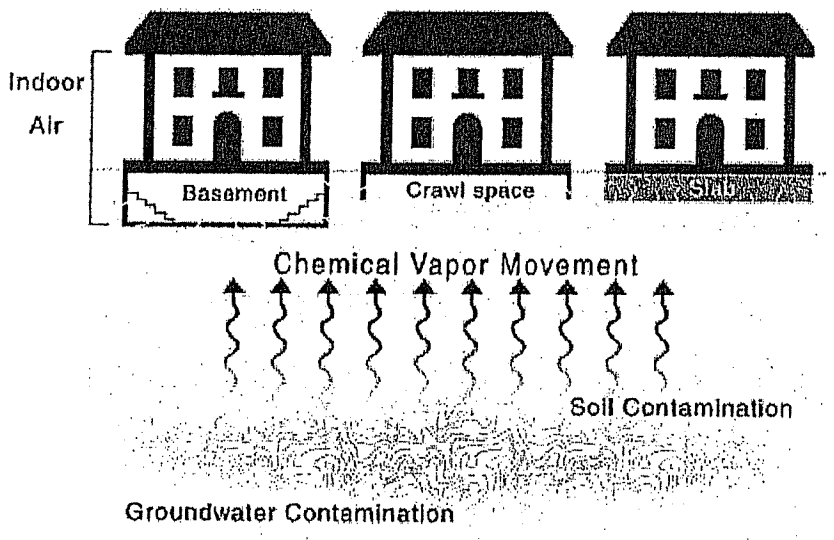
What is soil vapor intrusion?

The phrase "soil vapor intrusion" refers to the process by which volatile chemicals move from a subsurface source into the indoor air of overlying buildings.

Soil vapor, or soil gas, is the air found in the pore spaces between soil particles. Because of a difference in pressure, soil vapor enters buildings through cracks in slabs or basement floors and walls, and through openings around sump pumps or where pipes and electrical wires go through the foundation. Heating, ventilation or air-conditioning systems may create a negative pressure that can draw soil vapor into the building. This intrusion is similar to how radon gas seeps into buildings.

Soil vapor can become contaminated when chemicals evaporate from subsurface sources and enter the soil vapor. Chemicals that readily evaporate are called "volatile chemicals." Volatile chemicals include volatile organic compounds (VOCs). Subsurface sources of volatile chemicals may include contaminated soil and groundwater, or buried wastes. If soil vapor is contaminated, and enters a building as described above, indoor air quality may be affected.

When contaminated vapors are present in the zone directly next to or under the foundation of the building, vapor intrusion is possible. Soil vapor can enter a building whether it is old or new, or whether it has a basement, a crawl space, or is on a slab (as illustrated in the figure).



[Source: United States Environmental Protection Agency, Region 3]

How am I exposed to chemicals through soil vapor intrusion?

Humans can be exposed to soil vapor contaminated with volatile chemicals when vapors from beneath a building are drawn through cracks and openings in the foundation and mix with the indoor air. Inhalation is the route of exposure, or the manner in which the volatile chemicals actually enter the body, once in the indoor air.

Current exposures are when vapor intrusion is documented in an occupied building. *Potential* exposures are when volatile chemicals are present, or are accumulating, in the vapor phase beneath a building, but have not affected indoor air quality. Potential exposures also exist when there is a chance that contaminated soil vapors may move to existing buildings not currently affected or when there is a chance that new buildings can be built over existing subsurface vapor contamination. Both current and potential exposures are considered when evaluating soil vapor intrusion at a site that has documented subsurface sources of volatile chemicals.

In general, exposure to a volatile chemical does not necessarily mean that health effects will occur. Whether or not a person experiences health effects depends on several factors, including inhalation exposure, the length of exposure (short-term or acute versus long-term or chronic), the frequency of exposure, the toxicity of the volatile chemical, and the individual's sensitivity to the chemical.

What types of chemicals associated with environmental contamination may be entering my home via soil vapor intrusion?

Volatile organic compounds, or VOCs, are the most likely group of chemicals found in soil vapor, and which can move through the soil and enter buildings. Solvents used for dry cleaning, degreasing and other industrial purposes (e.g., tetrachloroethene, trichloroethene, 1,1,1-trichloroethane and Freon 113) are examples of VOCs. Examples of petroleum-related VOCs from petroleum spills are benzene, toluene, ethyl benzene, xylenes, styrene, hexane and trimethylbenzenes.

Is contaminated soil vapor the only source of volatile chemicals in my indoor air?

No. Volatile chemicals are also found in many household products. Paints, paint strippers and thinners, mineral spirits, glues, solvents, cigarette smoke, aerosol sprays, mothballs, air fresheners, new carpeting or furniture, hobby supplies, lubricants, stored fuels, refrigerants and recently dry-cleaned clothing all contain VOCs. Household products are often more of a source of VOCs in indoor air in homes than contaminated soil vapor.

Indoor air may also become affected when outdoor air containing volatile chemicals enters your home. Volatile chemicals are present in outdoor air due to their widespread use. Gasoline stations, dry cleaners, and other commercial/industrial facilities are important sources of VOCs to outdoor air.

What should I expect if soil vapor intrusion is a concern near my home?

If you live near a site that has documented soil, groundwater and/or soil vapor contaminated with volatile chemicals, you should expect that the potential for vapor intrusion is being, or has been, investigated. You may be contacted by the site owner or others working on the cleanup with information about the project. Your cooperation and consent would be requested before any testing/sampling would be done on your property. You may ask the person contacting you any questions about the work being done. You can also contact the NYSDOH's project manager for the site at 1-800-458-1158 (extension 2-7850) for additional information.

How is soil vapor intrusion investigated at sites contaminated with volatile chemicals?

The process of investigating soil vapor intrusion typically requires more than one set of samples to determine the extent of vapor contamination. Furthermore, four types of environmental samples are collected: soil vapor samples, sub-slab vapor samples, indoor air samples and outdoor air (sometimes referred to as "ambient air") samples.

Soil vapor samples are collected to characterize the nature and extent of vapor contamination in the soil in a given area. They are often collected before sub-slab vapor and/or indoor air samples to help identify buildings or groups of buildings that need to be sampled. Soil vapor samples are used to determine the *potential* for human exposures. *Soil vapor* samples are not the same as *soil* samples.

Sub-slab vapor samples are collected to characterize the nature and extent of vapor contamination in the soil immediately beneath a building with basement foundations or a slab. Sub-slab vapor results are used to determine the potential for *current* and *future* human exposures. For example, an exposure could occur in the future if cracks develop in the building's foundation or changes in the operation of the building's heating, ventilation or air-conditioning system are made that make the movement of contaminated soil vapor into the building possible.

Indoor air samples are collected to characterize the nature and extent of air contamination within a building. Indoor air sample results help to evaluate whether there are *current* human exposures. They are also compared to sub-slab vapor and outdoor air results to help determine where volatile chemicals may be coming from (indoor sources, outdoor sources, and/or beneath the building).

Outdoor air samples are collected to characterize site-specific background air conditions. Outdoor air results are used to evaluate the extent to which outdoor sources, such as automobiles, lawn mowers, oil storage tanks, gasoline stations, commercial/industrial facilities, and so forth, may be affecting indoor air quality.

What should I expect if indoor air samples are collected in my home?

You should expect the following:

- Indoor air samples are generally collected from the lowest-level space in a building, typically a basement, during the heating season. Indoor air samples may also be collected from the first floor of living space. Indoor air is believed to represent the greatest exposure potential with respect to soil vapor intrusion.
- Sub-slab vapor and outdoor air samples are usually collected at the same time as indoor air samples to help determine where volatile chemicals may be coming from (indoor sources, outdoor sources, and/or beneath the building).
- More limited sampling may be performed outside of the heating season. For example, sub-slab vapor samples without indoor air or outdoor air samples may be collected to identify buildings and areas where comprehensive sampling is needed during the heating season.
- An indoor air quality questionnaire and building inventory will be completed. The questionnaire includes a summary of the building's construction characteristics; the building's heating, ventilation and air-conditioning system operations; and potential indoor and outdoor sources of volatile chemicals. The building inventory describes products present in the building that might contain volatile chemicals. In addition, we take monitoring readings from a real-time organic vapor meter (also known as a photoionization detector or PID). The PID is an instrument that detects many VOCs in the air. When indoor air samples are collected, the PID is used to help determine whether

products containing VOCs might be contributing to levels that are detected in the indoor air.

What happens if soil vapor contamination or soil vapor intrusion is identified during investigation of a site?

Depending on the investigation results, additional sampling, monitoring or mitigation actions may be recommended. Additional sampling may be performed to determine the extent of soil vapor contamination and to verify questionable results. Monitoring (sampling on a recurring basis) is typically conducted if there is a significant potential for vapor intrusion to occur should building conditions change. Mitigation steps are taken to minimize exposures associated with soil vapor intrusion. Mitigation may include sealing cracks in the building's foundation, adjusting the building's heating, ventilation and air-conditioning system to maintain a positive pressure to prevent infiltration of subsurface vapors, or installing a sub-slab depressurization system beneath the building.

What is a sub-slab depressurization system?

A sub-slab depressurization system, much like a radon mitigation system, essentially prevents vapors beneath a slab from entering a building. A low amount of suction is applied below the foundation of the building and the vapors are vented to the outside (see illustration). The system uses minimal electricity and should not noticeably affect heating and cooling efficiency. This mitigation system also essentially prevents radon from entering a building, an added health benefit. The party responsible for cleaning up the source of the soil vapor contamination is usually responsible for paying for the installation of this system. If no responsible party is available, New York State will install the system. Once the contamination is cleaned up, the system should no longer be needed. In areas where radon is a problem, the NYSDOH recommends that these systems remain in place permanently.

What else can I do to improve my indoor air quality?

Household products and other factors, such as mold growth, carbon monoxide, and radon, can degrade the quality of air in your home. Consider the following tips to improve indoor air quality:

- Be aware of household products that contain VOCs. Do not buy more chemicals than you need at a time.
- Store unused chemicals in tightly-sealed containers in a well-ventilated location, preferably away from the living space in your home.
- Keep your home properly ventilated. Keeping it too air-tight may promote build up of chemicals in the air, as well as mold growth due to the build up of moisture.
- Fix all leaks promptly, as well as other moisture problems that encourage mold growth.
- Make sure your heating system, hot water, dryer and fireplaces are properly vented and in good condition. Have your furnace or boiler checked annually by a professional.
- Test your home for radon; take actions to reduce radon levels if needed.
- Install carbon monoxide detectors in your home; take immediate actions to reduce carbon monoxide levels if needed.

Where can I get more information?

For additional information about soil vapor intrusion, contact the NYSDOH's Bureau of Environmental Exposure Investigation at 1-800-458-1158 (extension 2-7850).

COUNTY OF SUFFOLK

STEVE LEVY
SUFFOLK COUNTY EXECUTIVE

DEPARTMENT OF PUBLIC WORKS

THOMAS LAGUARDIA, P.E.
CHIEF DEPUTY COMMISSIONER

GILBERT ANDERSON, P.E.
COMMISSIONER

LOUIS CALDERONE
DEPUTY COMMISSIONER

RECEIVED
APR 18 2008
TOWN OF RIVERHEAD
PLANNING DEPARTMENT

April 9, 2008

Mr. Richard Hanley
Planning Director
Town of Riverhead
Planning Department
200 Howell Avenue
Riverhead, New York 11901

Re: CR 58, Old Country Road, Riverhead
SEQR Notice of Completion of DEIS on Site Plan of the Shops at Riverhead

Dear Mr. Hanley:

Please refer to your March 28, 2008 letter transmitting a copy of the Draft Environmental Impact Statement (DEIS) for the Shops at Riverhead located on CR 58, Old Country Road. We had previously commented on the Final Scope of Issues for the DEIS and the associated conceptual plans provided to this office by Eschbacher/VHB Engineering, our letters dated November 13, 2007 and November 20, 2007 (attached for your reference).

We request that our former comments be entered into the record as part of the May 1, 2008 Public Hearing. C32

If you have any questions or require additional information concerning this matter, please contact myself or Justin Hipperling, Traffic Engineer I at 852-4100.

Very truly yours,

William Hillman, P.E.
Chief Engineer

By: _____
Justin Hipperling
Traffic Engineer I

WH:JH:RR:dm
Enclosure

RR

COUNTY OF SUFFOLK

STEVE LEVY
SUFFOLK COUNTY EXECUTIVE

DEPARTMENT OF PUBLIC WORKS

THOMAS LAGUARDIA, P.E.
CHIEF DEPUTY COMMISSIONER

GILBERT ANDERSON, P.E.
COMMISSIONER

LOUIS CALDERONE
DEPUTY COMMISSIONER

November 13, 2007

Mr. Joseph Hall
Environmental Plannner
Town of Riverhead
Planning Department
200 Howell Avenue
Riverhead, NY 11901-2596

Re: CR 58, Old Country Road - SEQR Final Scope of Issues for DEIS on the Shops at Riverhead

Dear Mr. Hall:

Please refer to your November 1, 2007 letter regarding our comments on the Final Scope of Issues for the DEIS for the Shops at Riverhead located on CR 58, Old Country Road.

We have reviewed the document and specifically the section on "Transportation" and offer the following comments:

1. We feel strongly that the developer must put every effort into obtaining cross access from the subject property to Kroemer Avenue to allow alternate access to CR 58 from the parking lot as well as a means of cross access from the adjacent developments. C33
2. We concur with the addition of a second eastbound lane along CR 58 from Kroemer Avenue to the Mill Road, but in addition, we require a 5 foot concrete sidewalk on both north and south sides of CR 58. C34
3. We will accept the signalized intersection at the proposed site access and the westbound right turn lane off CR 58 into the development provided the final study documentation supports same. C35

If you have any questions or require additional information, please contact myself or Justin Hipperling, Traffic Engineer at 852-4100.

Very truly yours,

William Hillman, P.E.
Chief Engineer

By: _____
Justin Hipperling
Traffic Engineer I

WH:JH:RR:dm
Cc: Ken Michaud, Eschbacher/VHB

RR

COUNTY OF SUFFOLK

STEVE LEVY
SUFFOLK COUNTY EXECUTIVE

DEPARTMENT OF PUBLIC WORKS

THOMAS LAGUARDIA, P.E.
CHIEF DEPUTY COMMISSIONER

GILBERT ANDERSON, P.E.
COMMISSIONER

LOUIS CALDERONE
DEPUTY COMMISSIONER

November 20, 2007

Mr. Kenneth Michaud, P.E.
Eschbacher VHB Engineering
2150 Joshua's Path, Suite 300
Hauppauge, New York 11788

Re: CR 58, Old Country Road
The Shops at Riverhead

Dear Mr. Michaud:

We are in general agreement with your conceptual plans submitted to this office on November 8, 2007, with the exception of the following comments:

1. We suggest that you work out an agreement with Riverhead Auto Mall to relocate the Shops at Riverhead main entrance and signal about 30 feet west of its proposed location so that access to CR 58 from the large parcel to the south will align with the Shops at Riverhead access and signal. C36
2. Provide a watershed analysis to insure that the proposed drainage is adequate. C37
3. Amend the drainage design to eliminate the offset catch basins which are difficult to compact in the field and frequently clog up after construction. C38
4. Show the P.C. Richards access. C39
5. Modify the proposed 30 foot curb radius on the southeast corner of CR 58 & Gatewood Drive as it encroaches on private property (Riverhead Ford). If the County gets the 17 foot property dedication from the owner, as we expect, this encroachment will not be an issue. C40
6. Show existing curblines on Commerce Drive. C41
7. Coordinate with Stop & Shop to determine the proposed location of relocated LIPA pole #69. C42
8. Provide existing grades on side street curbs and centerlines so we can check drainage flow lines. The existing side street curbline and centerline grades should be provided a minimum of 100 feet beyond the CR 58 right-of-way line. C43

9. Revise the typical section to show a 2 inch "milling and filling" of the existing pavement between the two pavement widening sections. Under this scenario, the contractor can provide a 2 inch asphalt top course across the entire roadway. In addition, for the "Typical Section w/Right Turn Lane", change the milling item (51PRA) to 2 inches (not 1.5 inches). C44
10. Show the new directional island at the Holiday Inn Express and modify accordingly (2'-0" beyond new flow line). C45

If you have any questions or require additional questions, please contact myself or Justin Hipperling, Traffic Engineer I at 852-4100.

Very truly yours,

William Hillman, P.E.
Chief Engineer

By: _____
Justin Hipperling
Traffic Engineer I

WH:JH:RR:dm

New York State Department of Environmental Conservation
Division of Environmental Permits, Region One
SUNY@Stony Brook; 50 Circle Road; Stony Brook NY 11790-3409
Phone: (631) 444-0365 FAX: (631) 444-0360

Alexander B. Grannis
Commissioner

RECEIVED
MAY 15 2008
TOWN OF RIVERHEAD
PLANNING DEPARTMENT

Comments on Draft EIS

May 6, 2008

Mr. Joseph B. Hall
Environmental Planner
Town of Riverhead Planning Department
200 Howell Avenue
Riverhead NY 11901-2596

Re: Draft Environmental Impact Statement
Site Plan of The Shops at Riverhead

Dear Mr. Hall:

This letter responds to your communication of March 28, 2008, regarding lead agency coordination for the above project pursuant to the State Environmental Quality Review Act (SEQRA) of the Environmental Conservation Law and its implementing regulations (6NYCRR Part 617). The Department has the following comments.

The applicant is aware that a SPDES General Permit for Stormwater Discharges for Construction Activities: GP-02-01 and Notice of Intent are required for the development of the site. C46

The DEC's Division of Environmental Remediation (DER) is aware that the proposed project is to be developed on property which was the former location of Hazeltine Corporation's Riverhead facility. The DER has never been formally involved in the investigation or remediation of the Hazeltine site. That is to say, the site has never been under consent order or any other type of administrative agreement with DER. Additionally, the site has never been listed in the New York State Registry of Inactive Hazardous Waste Disposal Sites maintained by DER. C47

However, in the past, the Suffolk County Department of Health Services (SCDHS) has been involved in the investigation and remediation of volatile organic compounds resulting from activities at the former Hazeltine facility. The SCDHS has kept DER apprised of their progress on a regular basis as they maintained lead agency status on the investigative and remedial issues at the site. Therefore, I would suggest that you contact Mr. Robert Seyfarth of the SCDHS at (631) 854-2518 to see if their agency may have any input pertaining to the review of the DEIS. Please feel free to contact our office at (631) 444-0365 for further information or discussion. C48

Sincerely,

Matthew R. Penski

Matthew R. Penski
Env. Analyst 1

cc: SEQRA file

RMF

RUSKINMOSCOUFALTISCHEK P.C.

Counselors at Law

For Rick
Please call
Jerry
Kremer
516-663-6688
Thanks
See me
Phil

Writer's Direct Dial: (516) 663-6688
Writer's Direct Fax: (516) 663-6888
Writer's E-Mail: ajkremer@rmfpc.com

September 24, 2008

Hon. Philip J. Cardinale
Supervisor
Town of Riverhead
200 Howell Avenue
Riverhead, NY 11901

Re: CR58 Improvements

Dear Supervisor Cardinale:

I am writing to advise you about certain discussions that took place in connection with the modernization of CR58 in the Town of Riverhead.

Along with Dave Dumeer representing The Shops at Riverhead, I met with the First Deputy County Executive James Morgo, Gilbert Anderson, and the Commissioner of Public Works regarding the modernization of CR58.

As the result of said meeting, Mr. Morgo and Mr. Anderson suggested that I request a meeting with you and the appropriate staff to discuss the county's plans for the route and the efforts that The Shops at Riverhead will make to help the process of rebuilding the road move along on a prompt basis. The county representatives would join us at such a meeting.

I would appreciate if you would consider, subject to your schedule, setting up a date in the near future for the group to discuss CR58, its future, and where The Shops at Riverhead would fit in as the county plans its road improvements.

Thanks in advance for considering this request.

Sincerely,

ARTHUR J. KREMER

AJK:rmh

::ODMA\PCDOCS\RMF_DOC\432989\1

cc: Hon. James Morgo
First Deputy County Executive
Suffolk County
H. Lee Dennison Building
100 Veterans Highway, P.O. Box 6100
Hauppauge, NY 11788

Mr. David Dumeer
Vice President, Director of Acquisitions
Developers Realty Corporation
Corporation Center West
433 South Main Street, Suite 310
West Hartford, CT 06110

Mr. Alan Helene
425 East 58th Street
Apartment 28H
New York, NY 10022

Commissioner Gilbert Anderson
Suffolk County
Department of Public Works
335 Yaphank Avenue
Yaphank, NY 11980-9608

TOWN OF RIVERHEAD
PLANNING DEPARTMENT
200 HOWELL AVENUE, RIVERHEAD, NEW YORK 11901-2596
(631) 727-3200, EXT. 267 FAX (631) 727-9101

Mr. Peter S. Danowski, Jr.
Attorney at Law
616 Roanoke Ave.
Riverhead, NY 11901

Re: SEQR Commentary, DEIS on Shops at Riverhead.
SCTM 0600-101-1-p/o3, 119-1-6 and 119-1-p/o5.1

October 31, 2008

Dear Mr. Danowski:

The following is a summary of the comment compiled by the Lead Agency on the above document for your response in the creation of a FEIS and issuance of written findings by involved agencies. The content is based on our review of as well as written and oral responses to the public hearing. Considering the bulk of the DEIS, the FEIS may incorporate it by reference.

Firstly, we notice the significant procedural departure in the application of transferred development rights for increased yield, between the voluntary DEIS presented with the petition and the instant version that resulted from the Planning Board positive declaration and scoping. The former devoted the 1,500sq.ft. of credit per right to the facility's excessive building coverage while the latter employed the imported area to added gross floor area or floor area ratio. Can you please give the reason behind the change? C49

We received letters from Suffolk County Department of Public Works (dated 11/13&20/07), from Suffolk County Department of Health Services (dated 4/3/08) which we append to this correspondence. Please provide a recital to all the points made in each in a comment/response format. Particular attention should be paid to the status of the chief traffic mitigation measures: those being the second eastbound lane on CR58 from Kroemer Ave. to Mill Rd., the second access at Kroemer Ave. Extension by cross easement, the new signal at the proposed site entry and the redesign of the Mill Rd. intersection to relocate Pulaski St. What is the status of the negotiation with LIPA on cross access over their property? Have you any alternative to offer for a second access? May we presume the conveyance between the applicant and Riverhead Auto Mall will be abandoned if an easement agreement can't be reached and that the project would be pursued on tax lots 101-1-3 and 119-1-6 in their current configuration? In connection to the Health Department's query on basements and sanitary flow, we notice the DEIS included a letter from Michael Reichel saying plans last revised 10/17/07 were received and approved while the Sanitary Sewer Plan in the DEIS was dated 10/23/07. What is the difference in the plans and what effect if any has it on Mr. Reichel's judgment? C50 C51 C52 C53 C54

Please also be attentive to the Health Department comment regarding native and invasive species and the issue they take between the DEIS discussion and the planting regimen on the C55

plan by Land Design Associates. Recall we'd asked in our final scope that it be established that no invasive species were proposed. Development of a Best Management Plan (BMP) for landscaping care is also a necessary part of your response as is correction of the species misidentification (Bayberry for Barberry) they point out. As for their recommendation for use of a sub-slab depressurization system (SSDS), it came from the Office of Ecology while site remediation was under the direction of the Office of Pollution Control. We were also provided product information which could argue against the use of the system. It's surely cost effective to build in such a feature rather than retrofit and the public health stakes make it important to examine further so we'd like you to put the question of need to the remediation office and provide us their response.

C55 Cont.

C56

C57

Written and oral comment from residents of Foxwood Village focused on the facility's visual and noise impacts and on the issue of security. I know you've a copy of the hearing transcript and a letter from the Homeowners Association president Dick Green was addressed to the applicant subsequent to an appearance at the residential community. We provide a copy of that correspondence at any rate and of another received from S.J. Gilliam on the subject. Respond to the suggestions of the nature and location of a security barrier, the undisturbed buffer area and the affirmative good neighbor measures mentioned in Mr. Green's letter and to the matter in the other of the various noise sources of trucks idling at loading areas during overnight hours. Also answer the question regarding silent alarms tied into security firms or the police. The oral comment noted page xxxiii of the Executive Summary and page 201 of the body of the DEIS incorrectly cites Section 81-5F. of the Town's noise ordinance regarding loading hours and that the document (on pages xxiv and 206) admits truck deliveries (up to four an hour) can be expected to exceed the daytime and nighttime noise limits. Those events do not appear to qualify as impulsive noise and the document goes on to conclude there to be a lack of significant noise impact according to DEC and DOT guidelines. We would expect a discussion of mitigation measures to address the conflict with the Town's noise ordinance (not DEC or DOT guidelines) beyond an assertion that the offending events would be infrequent.

C58

C59

I trust the above will serve to accurately represent to you the Town's interests on the FEIS for this project. Please contact the undersigned with any questions you may have in this matter.

Very truly yours,

Richard Hanley, Planning Director

Appendix C

TOWN OF RIVERHEAD
ZONING BOARD
200 HOWELL AVENUE, RIVERHEAD, NEW YORK 11901-2596
(631) 727-3200, EXT. 240 FAX (631) 727-9101

DETERMINATION OF THE ZONING BOARD OF APPEALS

APPEAL NO.: 08-21

APPLICANT: Heritage-Riverhead Retail Developers

RELIEF SOUGHT: Use Variance(s)

For an interpretation of Chapter 108, Section 108-258 of the Code of the Town of Riverhead, the question being whether a restaurant is a customarily accessory use to a large retail center.

LOCATION: Old Country Road, Riverhead, New York SCTM No.: 0600-119-1-6

ZONING DISTRICT: Destination Retail Center (DRC)

DATE(S) OF HEARING: March 27, 2008, April 10, 2008

PLEASE TAKE NOTICE that at a public hearing of the Town of Riverhead Zoning Board of Appeals on the above referenced date(s), the above referenced appeal was duly considered and action was taken as follows:

It is the determination of the Board that a restaurant is not a customary accessory use to a large retail shopping center.

Subject to the following conditions:

NONE

The motion was duly adopted by a roll call vote of all members present.

MR. MCLAUGHLIN: May I have your vote please?

MRS. PRUSINOWSKI:	Aye
MR. WITTMEIER	Aye
MR. SCLAFANI:	Nay
MR. MCLAUGHLIN:	Aye
MRS. SANDERS	Aye

If this is an approval, it is necessary that you take this duplicate original letter with you to the building department when applying for a building permit. Pursuant to §108-76(D) of the Town Code, any determination made by the Board of Appeals shall not become effective unless a permit is obtained in accordance therewith within one year of the date of such determination, unless the Board of Appeals has stipulated a different period of time in its determination. The Board of Appeals shall have the power, by resolution, to extend its determination for a period

of one year upon written notice from the applicant or his agent of the desire to do so. No more than three such extensions shall be allowed. The provisions of this subsection shall not apply in cases of interpretation of variances for the use of land unless the Board of Appeals stipulated a period of time in its determination. Failure to comply therewith will render this approval null and void. In the event this is an approval subject to conditions, the approval shall not be deemed effective until such time that the foregoing conditions are met.

Please feel free to contact the office of the Zoning Board of Appeals with any questions you may have.

Dated: Riverhead, New York
April 10, 2008

Very truly yours,

ZONING BOARD OF APPEALS
F. J. McLaughlin, Chairman

FM:kef

Appendix D

Office of the Town Clerk

Diane M. Wilhelm

Registrar of Vital Statistics **Records Management Officer** **Marriage Officer**

July 13, 2010

NYS Dept. of State
State Records and Law Bureau
Suite 600
99 Washington Ave.
(Commerce Plaza)
Albany, NY 12231

Dear Ms. Lasch:

ENCLOSED HEREWITH please find the following Local Laws - #14 and #15 of 2010 for the Town of Riverhead.
These Local Laws were adopted at a Regular Town Board Meeting on July 7, 2010.

Local Law #14
ADOPTS A LOCAL LAW AMENDING CHAPTER 108 ENTITLED "ZONING" OF THE RIVERHEAD TOWN CODE (DESTINATION RETAIL CENTER (DRC) ZONING USE DISTRICT),

Local Law #15
ADOPTS A LOCAL LAW TO AMEND CHAPTER 101 ENTITLED "VEHICLES AND TRAFFIC" OF THE RIVERHEAD TOWN CODE. (§ 101-8. Weight limits- Wading River Manorville Road)

Please accept these Local Laws for filing.
If you have any questions, please call Muriel Froehlich at 631-727-3200 Ext. 262.

Sincerely,

Diane M. Wilhelm

Diane M. Wilhelm
Town Clerk

DMW:mf
Enc:

ON D

200 Howell Avenue ~ Riverhead, New York 11901~ (631)727-3200 Ext. 260 ~ Fax (631)208-4034

Local Law Fuing

NEW YORK STATE DEPARTMENT OF STATE
41 STATE STREET, ALBANY, NY 12231

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

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

County
City
Town of RIVERHEAD
Village

Local Law No. 14 of the year 20 10.

A local law AMENDING CHAPTER 108 ENTITLED, "ZONING"
(Insert Title)
OF THE RIVERHEAD TOWN CODE (DESTINATION RETAIL
CENTER(DRC) ZONING USE DISTRICT)

Be it enacted by the Town Board of the
(Name of Legislative Body)

County
City
Town of Riverhead as follows:
Village

SEE ATTACHED:

(If additional space is needed, attach pages the same size as this sheet, and number each.)

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

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

I hereby certify that the local law annexed hereto, designated as local law No. 14 of 20.1 of the (County)(City)(Town)(Village) of RIVERHEAD was duly passed by the TOWN BOARD on 7/7/10 2010 in accordance with the applicable provisions of law.
(Name of Legislative Body)

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

I hereby certify that the local law annexed hereto, designated as local law No. ..... of 20.... of the (County)(City)(Town)(Village) of ..... was duly passed by the ..... on ..... 20 ..., and was (approved)(not approved)(repassed after disapproval) by the ..... and was deemed duly adopted on ..... 20.... in accordance with the applicable provisions of law.
(Name of Legislative Body) (Elective Chief Executive Officer*)

3. (Final adoption by referendum.)

I hereby certify that the local law annexed hereto, designated as local law No. ..... of 20..... of the (County)(City)(Town)(Village) of ..... was duly passed by the ..... on ..... 20..., and was (approved)(not approved)(repassed after disapproval) by the ..... on ..... 20..... Such local law was submitted to the people by reason of a (mandatory)(permissive) referendum, and received the affirmative vote of a majority of the qualified electors voting thereon at the (general)(special)(annual) election held on ..... 20..., in accordance with the applicable provisions of law.
(Name of Legislative Body) (Elective Chief Executive Officer*)

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

I hereby certify that the local law annexed hereto, designated as local law No. ..... of 20..... of the (County)(City)(Town)(Village) of ..... was duly passed by the ..... on ..... 20...., and was (approved)(not approved)(repassed after disapproval) by the ..... on ..... 20... . Such local law was subject to permissive referendum and no valid petition requesting such referendum was filed as of ..... 20..., in accordance with the applicable provisions of law.
(Name of Legislative Body) (Elective Chief Executive Officer*)

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

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

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

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

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

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

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

Diane M. Wilhelm Town Clerk

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

(Seal)

Date: 7/13/2010

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

STATE OF NEW YORK
COUNTY OF SUFFOLK

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

Dawn C. Thomas

Signature

Town Attorney

Title

~~County~~
~~City~~
Town of RIVERHEAD
~~Village~~

Date: 7/13/2010

Town of Riverhead
Local Law # 14-2010

Chapter 108
ZONING
ARTICLE XLVI
Destination Retail Center (DRC) Zoning Use District

§ 108-258. Uses.

In the DRC Zoning Use District, no building, structure, or premises shall be used or arranged or designed to be used, and no building or structure shall be hereafter erected, reconstructed, or altered, unless otherwise provided in this chapter, except for the following permitted uses or specially permitted uses and their customary accessory uses:

A. Permitted uses:

(1) Retail stores or shops.

(2) Hotels.

(3) Car dealerships.

(4) Banks.

(5) Warehouse club or wholesale club.

B. Accessory uses. Accessory uses shall include those uses customarily incidental to any of the above permitted uses or specially permitted uses when located on the same lot. Specifically included are the following:

(1) Drive-through windows for banks and pharmacies.

(2) Fueling facility as accessory to warehouse club or wholesale club located a minimum of 500 feet from a residentially used or occupied property boundary.

B. Accessory uses. Accessory uses shall include those uses customarily incidental to any of the above permitted uses or specially permitted uses when located on the same lot. Specifically included are the following: **[Added 1-17-2006 by L.L. No. 2-2006]**

(1) Drive-through windows for banks and pharmacies.

(2) Fueling facilities accessory to a warehouse club or a wholesale club, located a minimum of 500 feet from a residentially used or occupied property boundary. **[Added 6-15-2010 by L.L. No. 14-2010]**

§ 108-259. Lot, yard, bulk and height requirements.

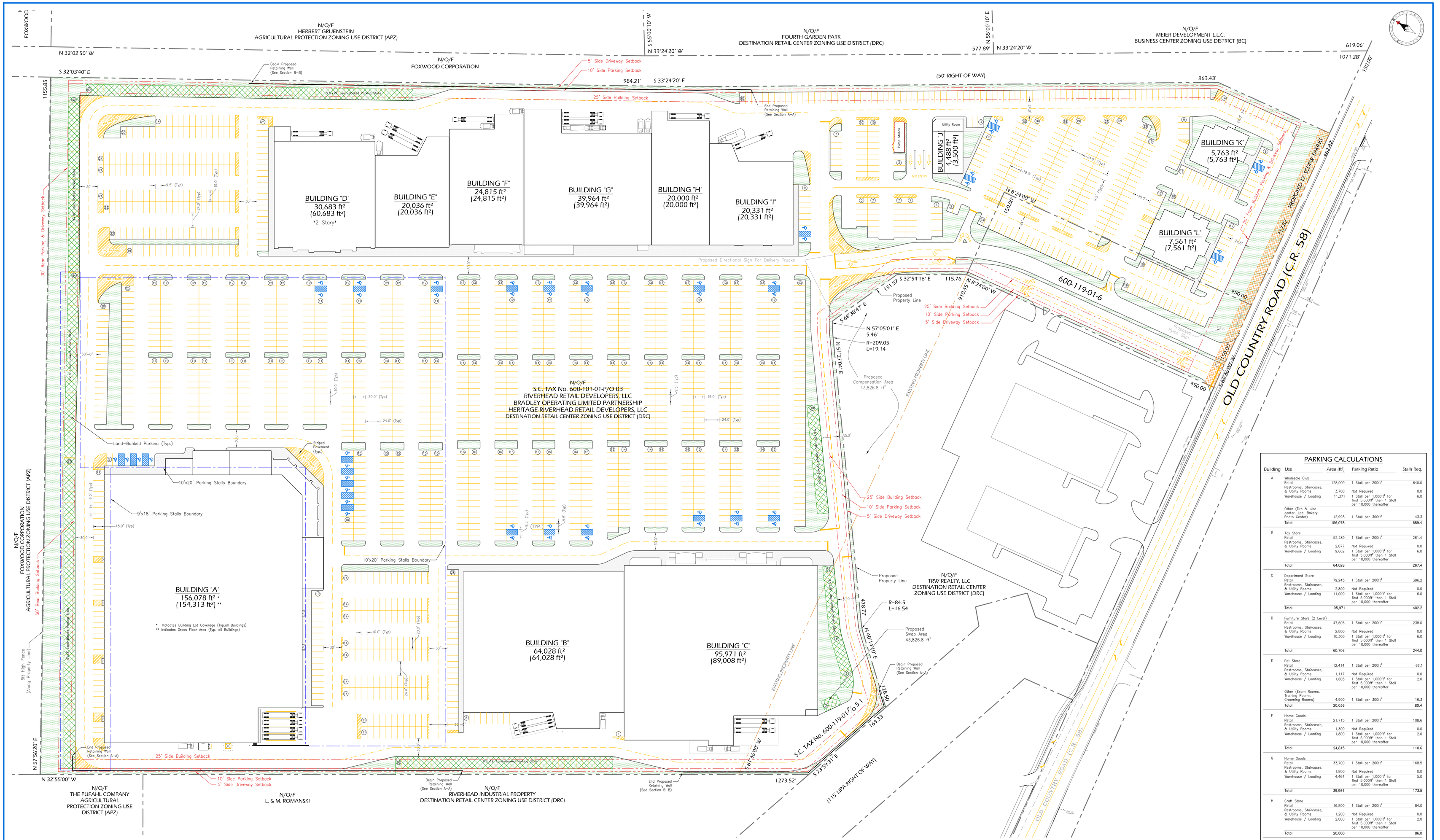
A. No buildings shall be erected nor any lot or land area utilized unless in conformity with the Zoning Schedule incorporated into this chapter by reference and made a part hereof with the same force and effect as if such requirements were herein set forth in full as specified in said schedule, except as may be hereafter specifically modified.[94]

B. No individual retail store shall have a floor area of less than 10,000 square feet, excepting that 10% of the total floor area may be improved with retail stores of less than 10,000 square feet with a minimum size per retail store of 3,500 square feet.

C. In order to maintain the Town's scenic and rural quality, properties shall provide a contiguous landscaped area equal to at least 20% of the lot area. Such open space area shall be landscaped with shrubs, flowers, rock gardens, ornamental grasses, or other plantings rather than grass lawns.

94. Editor's Note: The Zoning Schedule is included at the end of this chapter.

Appendix E



PARKING CALCULATIONS

Building	Use	Area (ft²)	Parking Ratio	Stalls Req.
A	Wholesale Club			
	Retail	128,009	1 Stall per 200ft²	640.0
	Restrooms, Staircases, & Utility Rooms	3,700	Not Required	0.0
	Warehouse / Loading	11,371	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	6.0
	Other (Tire & lube center, Lab, Bakery, Photo Center)	12,998	1 Stall per 300ft²	43.3
	Total	156,078		689.4
B	Toy Store			
	Retail	52,289	1 Stall per 200ft²	261.4
	Restrooms, Staircases, & Utility Rooms	2,077	Not Required	0.0
	Warehouse / Loading	9,662	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	6.0
	Total	64,028		267.4
C	Department Store			
	Retail	79,245	1 Stall per 200ft²	396.2
	Restrooms, Staircases, & Utility Rooms	2,800	Not Required	0.0
	Warehouse / Loading	11,000	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	6.0
	Total	95,971		402.2
D	Furniture Store (2 Level)			
	Retail	47,606	1 Stall per 200ft²	238.0
	Restrooms, Staircases, & Utility Rooms	2,800	Not Required	0.0
	Warehouse / Loading	10,300	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	6.0
	Total	60,706		244.0
E	Pet Store			
	Retail	12,414	1 Stall per 200ft²	62.1
	Restrooms, Staircases, & Utility Rooms	1,117	Not Required	0.0
	Warehouse / Loading	1,605	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	2.0
	Other (Exam Rooms, Training Rooms, Grooming Rooms)	4,900	1 Stall per 300ft²	16.3
	Total	20,036		80.4
F	Home Goods			
	Retail	21,715	1 Stall per 200ft²	108.6
	Restrooms, Staircases, & Utility Rooms	1,300	Not Required	0.0
	Warehouse / Loading	1,800	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	2.0
	Total	24,815		110.6
G	Home Goods			
	Retail	33,700	1 Stall per 200ft²	168.5
	Restrooms, Staircases, & Utility Rooms	1,800	Not Required	0.0
	Warehouse / Loading	4,464	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	5.0
	Total	39,964		173.5
H	Craft Store			
	Retail	16,800	1 Stall per 200ft²	84.0
	Restrooms, Staircases, & Utility Rooms	1,200	Not Required	0.0
	Warehouse / Loading	2,000	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	2.0
	Total	20,000		86.0
I	Electronics Store			
	Retail	17,131	1 Stall per 200ft²	85.7
	Restrooms, Staircases, & Utility Rooms	1,200	Not Required	0.0
	Warehouse / Loading	2,000	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	2.0
	Total	20,331		87.7
J	Bank			
	Retail	3,500	1 Stall per 200ft²	17.5
	Restrooms, Staircases, & Utility Rooms	988	Not Required	0.0
	Warehouse / Loading	0	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	0.0
	Total	4,188		17.5
	Total Parking Stalls of Retail Buildings			2,158.7
K & L	Restaurants	318 Seats	1 Stall per 3 Seats	106.0
	Total Parking Stalls Required			2,264.7

GENERAL INFORMATION

Location of Site: Town of Riverhead, Suffolk County
Access: County Road 58 in the Town of Riverhead

Suffolk County Tax Map Numbers:			600-101-01-03 & 600-119-01-06
Zoning District:			DRC (Destination Retail Center)
Area Data:	600-101-01-$\frac{03}{03}$	= 1,698,573.66ft²	(38.99 Acres)
	600-119-01-06	= 67,500.00 ft²	(1.55 Acres)
	600-119-01-$\frac{5.1}{5}$	= 43,826.80 ft²	(1.01 Acres)
	Total Site Area	= 1,809,900.46ft²	(41.55 Acres)

Survey information taken from survey done by:
Joseph Ingegno, Land Surveyor (Dated 12-18-2006)

FINAL BUILDING LOT COVERAGE (FOOTPRINT)

Building Lot Coverage: 480,990 ft²/1,809,900.46 ft²=26.58%

Description	Allowed	Provided
Building Lot Coverage with Transfer of Development Rights	30.00 %	26.52 %
Building Lot Coverage without Transfer of Development Rights	15.00 %	26.52 %

FINAL FLOOR AREA RATIO

Gross Floor Area: 499,609 ft² / 1,809,900.46 ft² = 0.28

Description	Allowed	Provided
Gross Floor Area Ratio with Transfer of Development Rights	60.00 %	27.60 %
Gross Floor Area Ratio without Transfer of Development Rights	20.00 %	27.60 %

BUILDING AREA

Building	Building Use	Build Lot Coverage	Gross Floor Area
A	Wholesale Club	154,313 ft²	152,378 ft²
B	Retail Store	64,028 ft²	61,951 ft²
C	Retail Store	89,008 ft²	93,171 ft²
D	Retail Store	30,683 ft²	57,906 ft²
E	Retail Store	20,036 ft²	18,919 ft²
F	Retail Store	24,815 ft²	23,515 ft²
G	Retail Store	39,964 ft²	38,164 ft²
H	Retail Store	20,000 ft²	18,800 ft²
I	Retail Store	20,331 ft²	19,131 ft²
J	Retail Store	4,488 ft²	3,500 ft²
K	Restaurant	5,763 ft²	5,213 ft²
L	Restaurant	7,561 ft²	6,961 ft²
Total 12		480,990 ft²	499,609 ft²

Total Building Lot Area measures to exterior walls of all buildings.
Gross Floor Area is total floor area minus space used for public restrooms, stairways, elevators, mechanical equipment and maintenance.

DRC ZONING SETBACK REQUIREMENTS

Description		Required	Provided
Front Yard	(Building)	50 ft	99.00 ft
Rear Yard	(Building)	50 ft	99.00 ft
Side Yard-R	(Building)	25 ft	40.70 ft
Side Yard-L	(Building)	25 ft	40.00 ft
Front Yard	(Driveway)	50 ft	50.00 ft
Rear Yard	(Driveway)	30 ft	50.50 ft
Side Yard-R	(Driveway)	5 ft	10.00 ft
Side Yard-L	(Driveway)	5 ft	10.00 ft
Front Yard	(Parking)	50 ft	55.00 ft
Rear Yard	(Parking)	30 ft	31.20 ft
Side Yard-R	(Parking)	10 ft	10.00 ft
Side Yard-L	(Parking)	10 ft	10.00 ft

TRANSFER OF DEVELOPMENT RIGHTS

1,500 ft² of Additional Gross Floor Area = 1 Development Credit

1,809,900.46 ft² x 0.20 = 361,980 ft²

Of Gross Floor Area by Right Without TDRs

499,609 ft² - 361,980 ft² = 137,629 ft²

Of Additional Gross Floor Area

137,629 ft²/1,500 ft² = 91.75

TDR Credits Required 92

Destination Retail Center (DRC) Zoning Use District. Preservation credits may be used to increase the development yield associated with site plan applications made to the Town Board pursuant to Article XXVI of the Riverhead Zoning Ordinance. In its review and approval of such site plan applications, the Town Board may increase the allowable development yield at a rate of an additional 1,500 square feet of floor area per preservation credit redeemed to a maximum 0.3 floor area ratio.

PARKING SUMMARY

Description	Required	Provided
10.0' x 20.0'	See Parking Calculations	636
9.5' x 19.0'*		1,621
9.0' x 18.0'*		167
Total Stalls	2,264.7	2,424
Loading Spaces: **	No Requirement	9
Handicap Parking: **	2% of Total	48
Land-Banked Stalls: **		259

* - Require relaxation of development standards as allowed in the site plan approval with transfer of development rights.
** - Included In The Total Provided Parking Spaces)

DIMENSIONAL REQUIREMENTS

Description	Required	Provided
Impervious Surface	75% max (1,357,425 ft²)	87.8%* (1,589,604 ft²)
Contiguous Landscape	20% min (361,980 ft²)	12.2%* (220,295 ft²)
Interior Parking Landscape (635,002.30 ft² of Parking Area)	10% min (63,500 ft²)	6.5% (41,534 ft²)
Maximum Building Height	50 ft max	TBD

* Require relaxation of development standards as allowed in the site plan approval with transfer of development rights.

Date	Revision	Approval By:

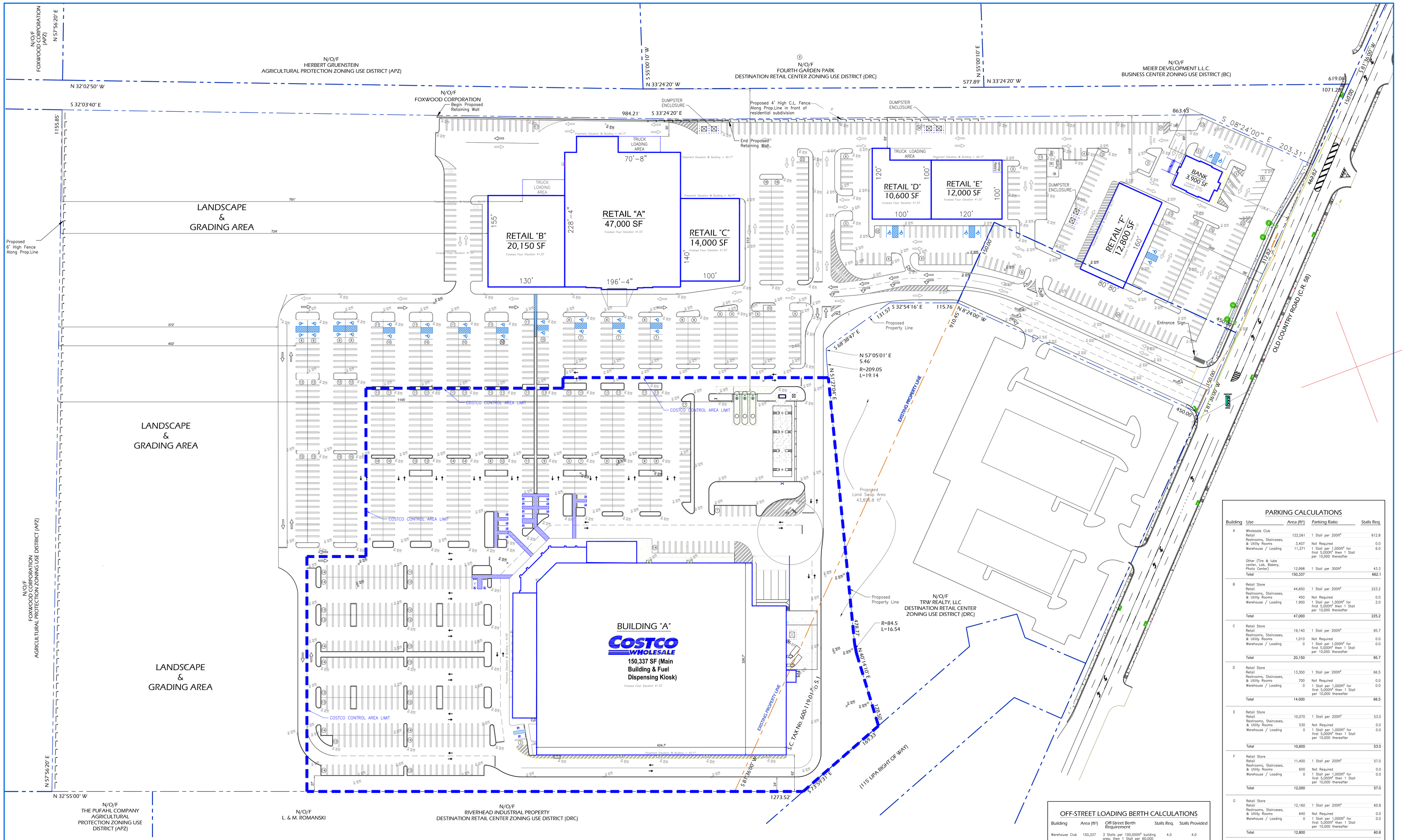
The Shops at Riverhead
County Road 58
Riverhead, N.Y. 11901

E.S. KALOGERAS, P.E
Consulting Engineer
UNION SQUARE, 727 UNION AVENUE, RIVERHEAD NEW YORK, 11901
TEL: (631) 722-4040 FAX: (631) 722-4004
E-mail: tkalogeras@msn.com

UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING AND RELATED DOCUMENTS IS A VIOLATION OF SEC. 7209 OF THE N.Y.S. EDUCATION LAW.

Sheet By:	Paul F. Sigismondi	Date:	October 23rd, 2007	Scale:	1" = 50'	Dwg. No.
Job #:	DRC 06-01	Sheet Title:	Site Plan			S1 1 of 1

Appendix F



GENERAL INFORMATION

Location of Site: Town of Riverhead, Suffolk County
Access: Suffolk County Route 58 in the Town of Riverhead

Suffolk County Tax Map Numbers:			600-101-01-03 & 600-119-01-06
Zoning District:			DRC (Destination Retail Center)
Area Data:	600-101-01-$\frac{6}{5}$.03	= 1,698,573.66 ft²	(38.99 Acres)
	600-119-01-06	= 67,500.00 ft²	(1.55 Acres)
	600-119-01-$\frac{6}{5}$.5.1	= 43,826.80 ft²	(1.01 Acres)
	Total Site Area	= 1,809,900.46 ft²	(41.55 Acres)

Survey information taken from survey done by:
Joseph Ingegno, Land Surveyor (Dated 12-18-2006)

FINAL BUILDING FOOTPRINT COVERAGE

Footprint Coverage: 270,787 ft²/1,809,900.46 ft²=14.96%

Description	Allowed	Provided
Building Footprint Coverage with Transfer of Development Rights	30.00 %	14.96 %
Building Footprint Coverage without Transfer of Development Rights	15.00 %	14.96 %

FINAL FLOOR AREA RATIO

PROVIDED: 249,191 ft² / 1,809,900.46 ft² = 13.77%

Description	Allowed	Provided
Floor Area Ratio with Transfer of Development Rights	60.00 %	13.77 %
Floor Area Ratio without Transfer of Development Rights	20.00 %	13.77 %

BUILDING AREA

Building	Building Use	Footprint Area**	Floor Area for FAR
A	Wholesale Club	150,337 ft²	135,559 ft²
B	Retail Store	47,000 ft²	44,650 ft²
C	Retail Store	20,150 ft²	19,140 ft²
D	Retail Store	14,000 ft²	13,300 ft²
E	Retail Store	10,600 ft²	10,070 ft²
F	Retail Store	12,000 ft²	11,400 ft²
G	Retail Store	12,800 ft²	12,160 ft²
H	Bank	3,900 ft²	2,912 ft²
Total 8		270,787 ft²	249,191 ft²

** One-story buildings are anticipated, therefore Footprint Area equals Gross Floor Area

DRC ZONING SETBACK REQUIREMENTS

Description		Required	Provided
Front Yard	(Building)	50 ft	128.60 ft
Rear Yard	(Building)	50 ft	724.00 ft
Side Yard-R	(Building)	25 ft	30.00 ft
Side Yard-L	(Building)	25 ft	62.70 ft
Front Yard	(Driveway)	50 ft	50.00 ft
Rear Yard	(Driveway)	30 ft	372.00 ft
Side Yard-R	(Driveway)	5 ft	5.00 ft
Side Yard-L	(Driveway)	5 ft	24.00 ft
Front Yard	(Parking)	50 ft	55.00 ft
Rear Yard	(Parking)	30 ft	402.00 ft
Side Yard-R	(Parking)	10 ft	10.00 ft
Side Yard-L	(Parking)	10 ft	27.00 ft
Fueling Station (to Residential Prop.)		500 ft	513 & 1,145 ft

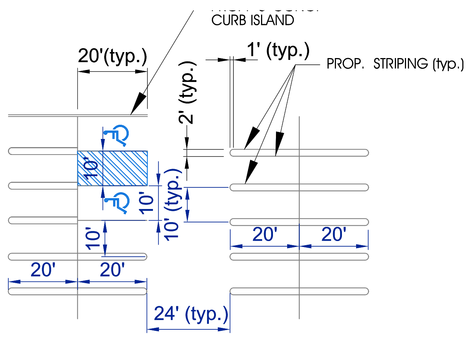
PARKING SUMMARY

Description	Required	Provided
10.0' x 20.0'	1235 (See Parking Calculations)	1418
Total Stalls	1235	1418
Handicap Parking: *	2% of Total Provided= 28	48
Land-Banked Stalls:	N/A	N/A

* - Included In The Total Provided Parking Spaces)

DIMENSIONAL REQUIREMENTS

Description	Required	Provided
Impervious Surface	75% max. allowed of Lot Size (1,357,425 ft²)	47.7 % (863,425 ft²)
Contiguous Landscape	20% min. of Lot Size (361,980 ft²)	34.3 % (620,863 ft²)
Interior Parking Landscape	10% min. of Max. Paved Area (135,743 ft²)	3.4 % (54,825 ft²)
Maximum Building Height	35 ft max	35 ft



PARKING CALCULATIONS

Building	Use	Area (ft²)	Parking Ratio	Stalls Req.
A	Wholesale Club			
	Retail	122,561	1 Stall per 200ft²	612.8
	Restrooms, Staircases, & Utility Rooms	3,407	Not Required	0.0
	Warehouse / Loading	11,371	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	6.0
	Other (Tire & lube center, Lab, Bakery, Photo Center)	12,998	1 Stall per 300ft²	43.3
	Total	150,337		662.1
B	Retail Store			
	Retail	44,650	1 Stall per 200ft²	223.2
	Restrooms, Staircases, & Utility Rooms	450	Not Required	0.0
	Warehouse / Loading	1,900	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	2.0
	Total	47,000		225.2
C	Retail Store			
	Retail	19,140	1 Stall per 200ft²	95.7
	Restrooms, Staircases, & Utility Rooms	1,010	Not Required	0.0
	Warehouse / Loading	0	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	0.0
	Total	20,150		95.7
D	Retail Store			
	Retail	13,300	1 Stall per 200ft²	66.5
	Restrooms, Staircases, & Utility Rooms	700	Not Required	0.0
	Warehouse / Loading	0	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	0.0
	Total	14,000		66.5
E	Retail Store			
	Retail	10,070	1 Stall per 200ft²	53.0
	Restrooms, Staircases, & Utility Rooms	530	Not Required	0.0
	Warehouse / Loading	0	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	0.0
	Total	10,600		53.0
F	Retail Store			
	Retail	11,400	1 Stall per 200ft²	57.0
	Restrooms, Staircases, & Utility Rooms	600	Not Required	0.0
	Warehouse / Loading	0	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	0.0
	Total	12,000		57.0
G	Retail Store			
	Retail	12,160	1 Stall per 200ft²	60.8
	Restrooms, Staircases, & Utility Rooms	640	Not Required	0.0
	Warehouse / Loading	0	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	0.0
	Total	12,800		60.8
H	Bank			
	Banking	2,912	1 Stall per 200ft²	14.5
	Restrooms, Staircases, & Utility Rooms	988	Not Required	0.0
	Warehouse / Loading	0	Not Required	0.0
	Total	3,900		14.5
	Total Parking Stalls of Retail Buildings			1,234.8
	Total Parking Stalls Required			1,235

OFF-STREET LOADING BERTH CALCULATIONS

Building	Area (ft²)	Off-Street Berth Requirement	Stalls Req.	Stalls Provided
Warehouse Club	150,337	3 Stalls per 100,000ft² building area, then 1 Stall per 60,000 thereafter	4.0	4.0
Retail "A"	47,000	3 Stalls per 100,000ft² building area, then 1 Stall per 60,000 thereafter	3.0	4.0
Retail "B"	20,100	1 Stall per 15,000sf to 25,000sf building area	1.0	2.0
Retail "C"–"F"	<15,000 ea.	No stalls required below 15,000sf floor area	0.0	1.0

Note that minimum stall size provided shall be 14'wide by 40' long, which is greater than 14' wide by 12' long Town min. standard.

Date	Revision	Approval By:
12/05/11	Parking Stall and Lane details added per TOR request	ESK
10/07/11	SC Rte 58 Lane markings added	ESK
10/03/11	Minor revisions added	ESK

The Shops at Riverhead

Site Improvements

County Road 58
Riverhead, N.Y. 11901

E.S. KALOGERAS, P.E
Consulting Engineer
UNION SQUARE, 727 UNION AVENUE, RIVERHEAD NEW YORK, 11901
TEL: (631) 722-4040 FAX: (631) 722-4054
E-mail: tkalogeras@msn.com

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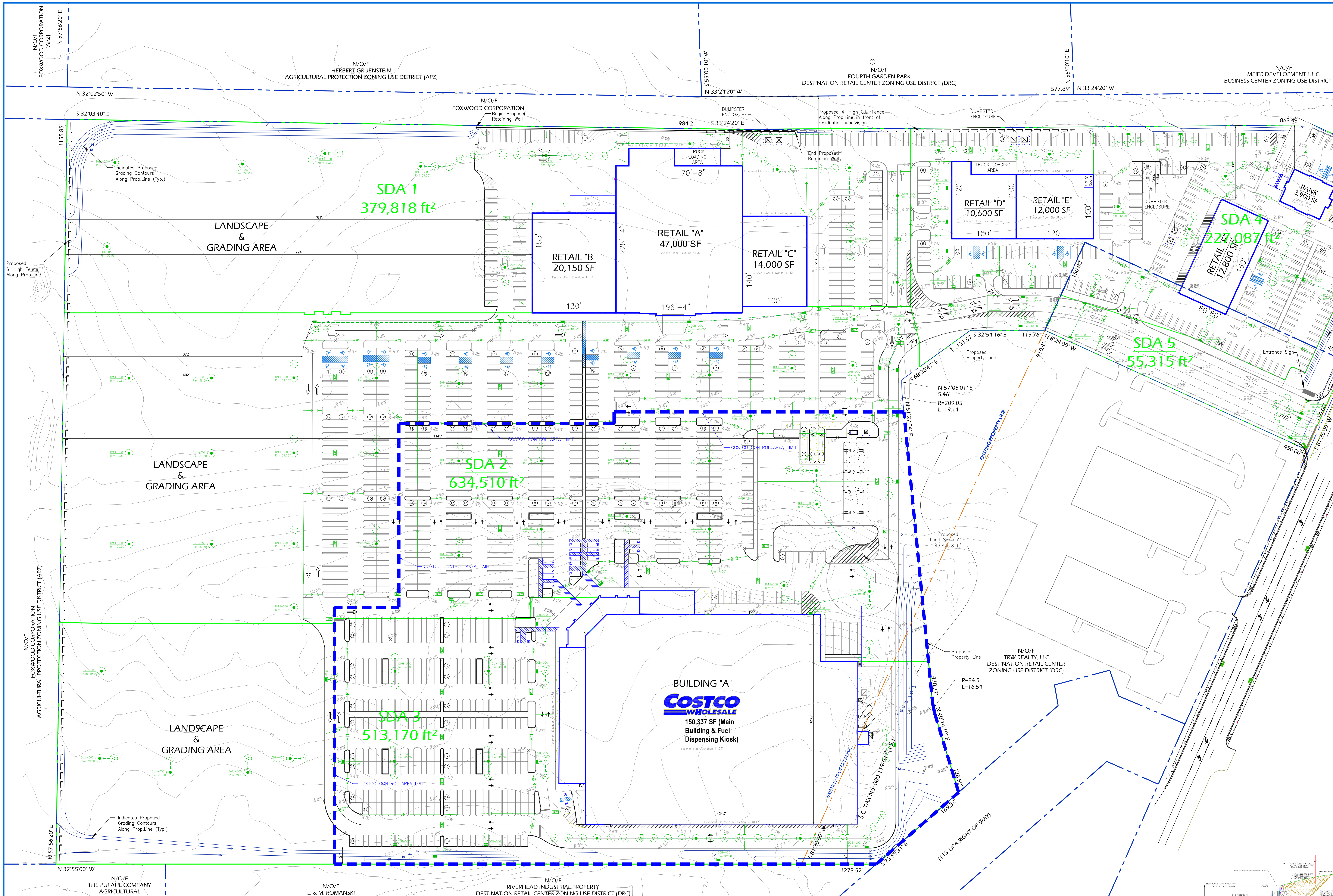
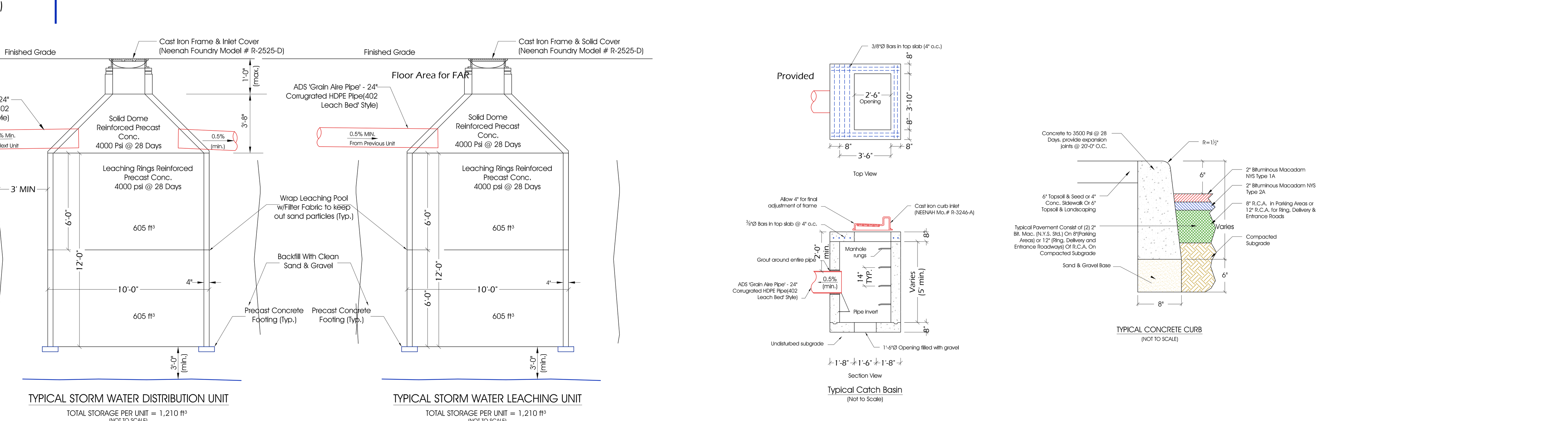
Proposed "As-Of-Right" Site Plan

Sheet By:	Date:	Scale:	Dwg. No:
Paul F. Sigismondi	AUGUST 31, 2011	1" = 50'	SP-1 1 of 1
Job #: CPG11-01	Sheet Title: Proposed "As-Of-Right" Site Plan		





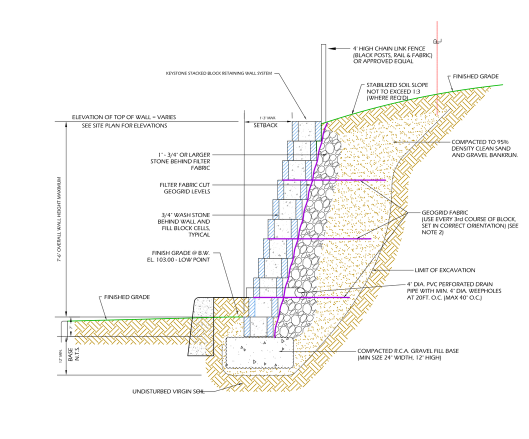
General Notes:
1. All Drainage Structures & Pavement To Be As Approved By Town Of Riverhead.
2. Sda-35 Indicates Storm Drainage Area Number As Indicated.
3. All Roof Leaders To Be Run Underground In 8" O Pvc Sch. 40 Pipe To Stormwater Units In Respective Sdas. Minimum Cover On Pipe Shall Be 3'-0". All Roof Leaders To Be At Rear Of Each Building @ 25' Spacing. (see Architectural Drawings)

Linetype Legend

- Property Line
- Proposed Elevations
- Existing Elevations
- Storm Drainage - 18" Corrug. HDPE
- Limits of Stormwater Drainage Area

Symbol Legend

- Elevation Contour Line
- Pavement Highpointelevation
- Spot Elevation (Grade Elevation)
- Spot Elevation (Top & Bottom of Curb)
- Spot Elevation (Edge of Pavement)
- Drainage Leaching Pool (12'Ø) (with C.I. Inlet Cover At Grade)
- Drainage Leaching Pool (12'Ø) (with Solid Cover Below Grade)
- Drainage Catch Basin
- Drainage Flow Direction
- Drainage Roof Leader



GENERAL INFORMATION

Location of Site: Town of Riverhead, Suffolk County
Access: County Road 58 and Kroemer Avenue in the Town of Riverhead

Suffolk County Tax Map Numbers:		600-101-01-03 & 600-119-01-06	
Zoning District:		DRC (Destination Retail Center)	
Area Data:	600-101-01-P/o 03	= 1,698,573.66ft²	(38.99 Acres)
	600-119-01-06	= 67,500.00 ft²	(1.55 Acres)
	600-119-01-P/o 5.1	= 43,826.80 ft²	(1.01 Acres)
	Total Site Area	= 1,809,900.46ft²	(41.55 Acres)

Survey information taken from survey done by:
Joseph Ingegno, Land Surveyor (Dated 12-18-2006)

Basis of Design of Storm Drainage System

Based On SCDHS Code

SDA-1

Total Area:		379,818 ft²
Roof Surface Area:	81,150 ft² x 2" Storm x 1.0 Run-Off Coefficient	13,796 ft³
Paved & Concrete Surface Area:	107,913 ft² x 2" Storm x 1.0 Run-Off Coefficient	18,345 ft³
Grass / Landscape Area:	190,755 ft² x 2" Storm x 0.3 Run-Off Coefficient	9,729 ft³
SDA-1 Required Storm Water Volume:		41,870 ft³
	Using 12'Ø x 6' high precast concrete leaching rings @ 605 ft³ each, (2) Two rings per unit capable of holding 1,210 ft³ per unit, therefore 41,872 ft³ divided by 1,210 ft³ = 34.6 Units	Required 34.6 Units Provided 38 Units
SDA-1 Provided Storm Water Volume:		45,980 ft³

SDA-2

Total Area:		634,510 ft²
Roof Surface Area:	0 ft² x 2" Storm x 1.0 Run-Off Coefficient	0 ft³
Paved & Concrete Surface Area:	450,312 ft² x 2" Storm x 1.0 Run-Off Coefficient	76,553 ft³
Grass / Landscape Area:	184,198 ft² x 2" Storm x 0.3 Run-Off Coefficient	9,394 ft³
SDA-2 Required Storm Water Volume:		85,947 ft³
	Using 12'Ø x 6' high precast concrete leaching rings @ 605 ft³ each, (2) Two rings per unit capable of holding 1,210 ft³ per unit, therefore 85,947 ft³ divided by 1,210 ft³ = 85.0 Units	Required 71.0 Units Provided 78 Units
SDA-2 Provided Storm Water Volume:		94,380 ft³

SDA-3

Total Area:		513,170 ft²
Roof Surface Area:	150,337 ft² x 2" Storm x 1.0 Run-Off Coefficient	25,557 ft³
Paved & Concrete Surface Area:	208,454 ft² x 2" Storm x 1.0 Run-Off Coefficient	35,437 ft³
Grass / Landscape Area:	154,379 ft² x 2" Storm x 0.3 Run-Off Coefficient	7,873 ft³
SDA-3 Required Storm Water Volume:		68,867 ft³
	Using 12'Ø x 6' high precast concrete leaching rings @ 605 ft³ each, (2) Two rings per unit capable of holding 1,210 ft³ per unit. therefore 68,867 ft³ divided by 1,210 ft³ = 56.9 Units	Required 56.9 Units Provided 58 Units
SDA-3 Provided Storm Water Volume:		70,180 ft³

SDA-4

Total Area:		227,087 ft²
Roof Surface Area:	39,300 ft² x 2" Storm x 1.0 Run-Off Coefficient	6,550 ft³
Paved & Concrete Surface Area:	136,495 ft² x 2" Storm x 1.0 Run-Off Coefficient	22,749 ft³
Grass / Landscape Area:	51,292 ft² x 2" Storm x 0.3 Run-Off Coefficient	2,565 ft³
SDA-4 Required Storm Water Volume:		34,940 ft³
	Using 12'Ø x 6' high precast concrete leaching rings @ 605 ft³ each, (2) Two rings per unit capable of holding 1,210 ft³ per unit. therefore 39,940 ft³ divided by 1,210 ft³ = 33.0 Units	Required 33.0 Units Provided 41 Units
SDA-3 Provided Storm Water Volume:		49,610 ft³

SDA-5

Total Area:		55,315 ft²
Roof Surface Area:	0 ft² x 2" Storm x 1.0 Run-Off Coefficient	0 ft³
Paved & Concrete Surface Area:	49,612 ft² x 2" Storm x 1.0 Run-Off Coefficient	8,269 ft³
Grass / Landscape Area:	5,703 ft² x 2" Storm x 0.3 Run-Off Coefficient	285 ft³
SDA-5 Storm Water Volume:		8,554 ft³
	Using 12'Ø x 6' high precast concrete leaching rings @ 605 ft³ each, (2) Two rings per unit capable of holding 1,210 ft³ per unit, therefor 8,554 ft³ divided by 1,210 ft³ = 7.1 Units	Required 7.1 Units Provided 9 Units
SDA-3 Provided Storm Water Volume:		10,890 ft³

Date	Revision	Approval By:
10/05/11	Legends added	ESK
10/03/11	Minor revisions added	ESK

The Shops at Riverhead

Site Improvements
County Road 58
Riverhead, N.Y. 11901

E.S. KALOGERAS, P.E
Consulting Engineer
UNION SQUARE, 727 UNION AVENUE, RIVERHEAD NEW YORK, 11901
TEL: (631) 722-4040 FAX: (631) 722-4004
E-mail: kalogeras@msn.com

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Sheet By: Paul F. Sigismondi	Date: AUGUST 31, 2011	Scale: 1" = 50'	Dwg. No: GD-1 (1 of 1)
Job #: CPG11-01	Sheet Title: Proposed "As-Of-Right" Drainage & Grading Plan		

Proposed "As-Of-Right" Drainage & Grading Plan

N/O/F
FOXWOOD CORPORATION
(APZ)

N/O/F
HERBERT GRUENSTEIN
AGRICULTURAL PROTECTION ZONING USE DISTRICT (APZ)

N/O/F
FOURTH GARDEN PARK
DESTINATION RETAIL CENTER ZONING USE DISTRICT (DRC)

N/O/F
MEIER DEVELOPMENT L.L.C.
BUSINESS CENTER ZONING USE DISTRICT (BC)

N/O/F
FOXWOOD CORPORATION
AGRICULTURAL PROTECTION ZONING USE DISTRICT (APZ)

N/O/F
THE PUFAHL COMPANY
AGRICULTURAL
PROTECTION ZONING USE
DISTRICT (APZ)

N/O/F
L. & M. ROMANSKI

N/O/F
RIVERHEAD INDUSTRIAL PROPERTY
DESTINATION RETAIL CENTER ZONING USE DISTRICT (DRC)

N/O/F
TRW REALTY, LLC
DESTINATION RETAIL CENTER
ZONING USE DISTRICT (DRC)

OLD COUNTRY ROAD (C.R. 58)

(115 LIPA RIGHT OF WAY)

LANDSCAPE & GRADING AREA

RETAIL "A" 47,000 SF
RETAIL "B" 20,150 SF
RETAIL "C" 14,000 SF
RETAIL "D" 10,600 SF
RETAIL "E" 12,000 SF
RETAIL "F" 12,800 SF
BANK 3,900 SF

BUILDING "A"
COSTCO WHOLESALE
150,337 SF (Main Building & Fuel Dispensing Kiosk)

COSTCO CONTROL AREA LIMIT

EXISTING PROPERTY LINE

Proposed Land Swap Area 43,826.8 ft²

S.C. TAX No. 600-119.01-1.P.O.5.1

GENERAL INFORMATION

Location of Site: Town of Riverhead, Suffolk County
Access: County Road 58 and Kroemer Avenue in the Town of Riverhead

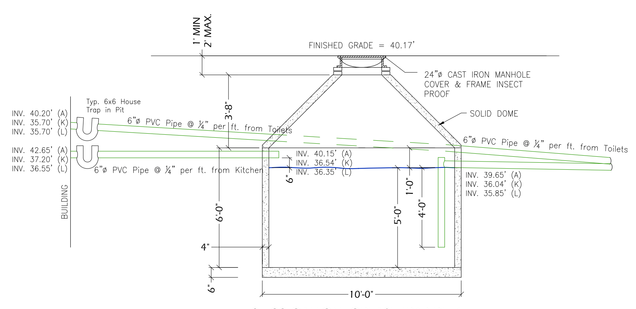
Suffolk County Tax Map Numbers:			600-101-01-03 & 600-119-01-06
Zoning District:			DRC (Destination Retail Center)
Area Data:	600-101-01-$^{5}/_{6}$.03	= 1,698,573.66ft²	(38.99 Acres)
	600-119-01-06	= 67,500.00 ft²	(1.55 Acres)
	600-119-01-$^{5}/_{6}$.5.1	= 43,826.80 ft²	(1.01 Acres)
	Total Site Area	= 1,809,900.46ft²	(41.55 Acres)

Survey information taken from survey done by:
Joseph Ingegno, Land Surveyor (Dated 12-18-2006)

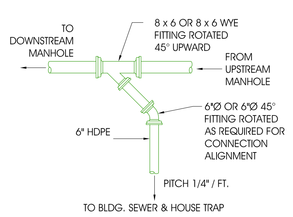
Basis of Design of Sanitary Sewer System

Proposed Design Flow (Based On SCDHS Standards for Retail Dry Store Use & Food Service >16seats)

Dry Store: (Bldg. A)	150,337 ft² X 0.03 gpd / Total ft²	=	4,510 gpd
Food Service Costco: (Bldg. A)	48 Seats X 20 gpd(grey water) / Seat	=	3,614 gpd
Dry Store: (Remaining Bldg.'s)	120,450 ft² X 0.03 gpd / Total ft²	=	960 gpd
Total Design Flow		=	9,084 gpd



2,500 GALLON GREASE TRAP DETAIL
(BUILDINGS A,K & L)
(NOT TO SCALE)



TYPICAL BUILDING SEWER CONNECTION
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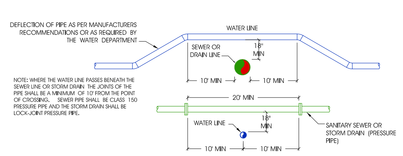
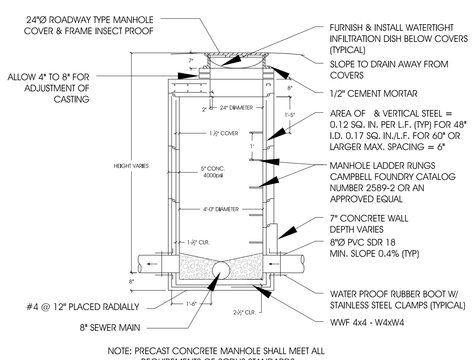


CROSSING OF WATER LINE OVER/UNDER SANITARY SEWER OR STORM DRAIN
(NOT TO SCALE)



NOTE: PRECAST CONCRETE MANHOLE SHALL MEET ALL REQUIREMENTS OF SCDHS STANDARDS

PRECAST MANHOLE DETAIL (SCDHS)
(NOT TO SCALE)

Date	Revision	Approval By:
12/09/11	Changed Plan to address COSTCO Peer Review comments	ESK
10/05/11	Design Flow and other details added	ESK
10/03/11	Minor revisions added	ESK

The Shops at Riverhead

Site Improvements

County Road 58
Riverhead, N.Y. 11901

E.S. KALOGERAS, P.E
Consulting Engineer
UNION SQUARE, 727 UNION AVENUE, RIVERHEAD NEW YORK 11901
TEL: (631) 722-4040 FAX: (631) 722-4004
E-mail: tskalogeras@msn.com

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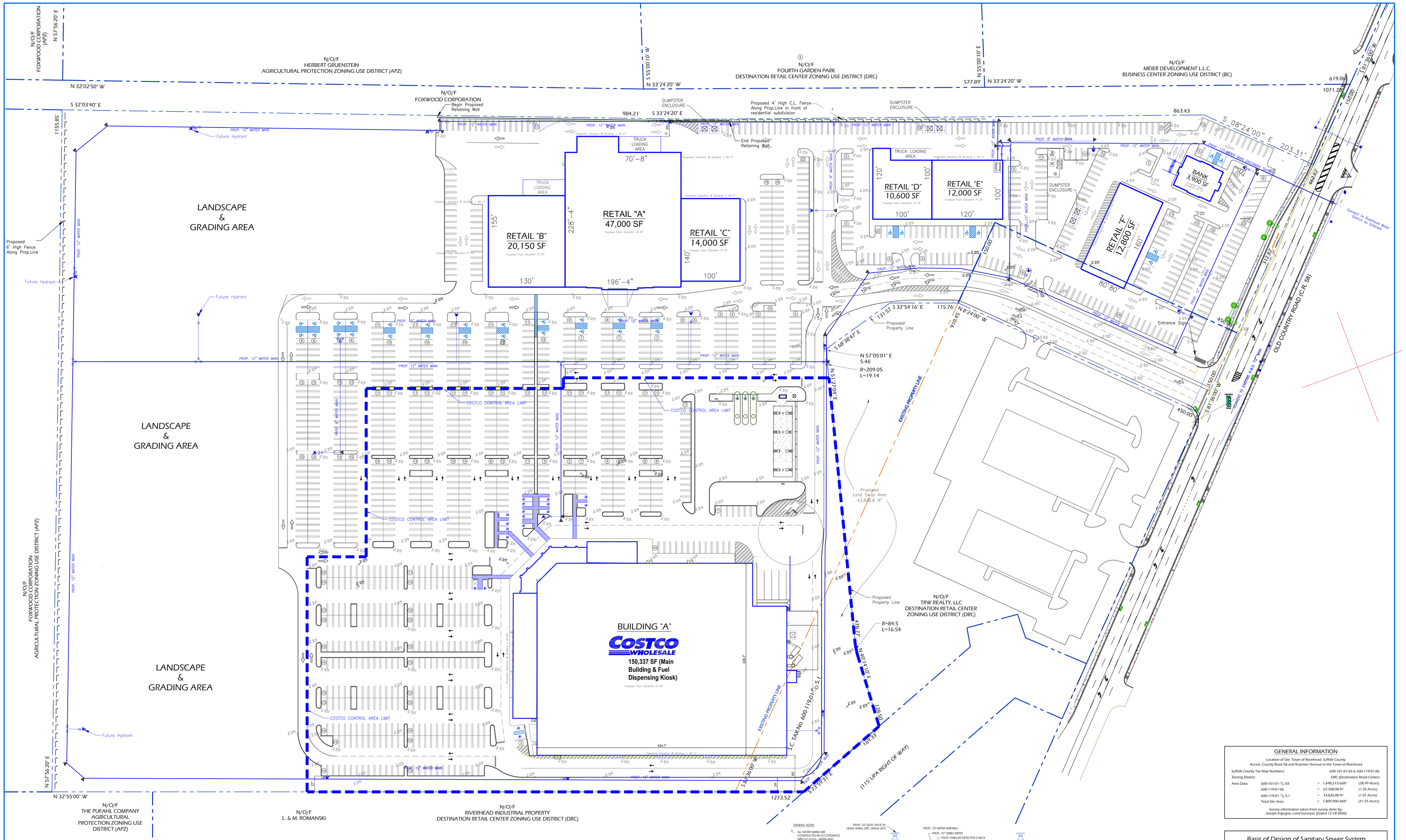
Sheet By:	Paul F. Sigismondi	Date:	SEPTEMBER 6, 2011	Scale:	1" = 50'	Dwg. No:
Job #:	CPG11-01	Sheet Title:	Proposed 'As-Of-Right' Sewer Utilities Plan			SWR-1

Proposed "As-Of-Right" Sewer Utilities Plan



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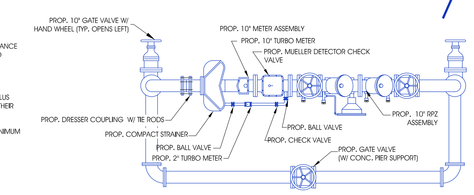
Dry Store: (Remaining Bldg.'s)	120,450 ft² X 0.03 gpd / Total ft²	=	960 gpd
Total Design Flow (Based on SCDHS guidelines)		=	9,084 gpd
Total Irrigation Design Flow (Private well supply for irrigation)		=	0 gpd
Total Project Design Flow		=	9,084 gpd

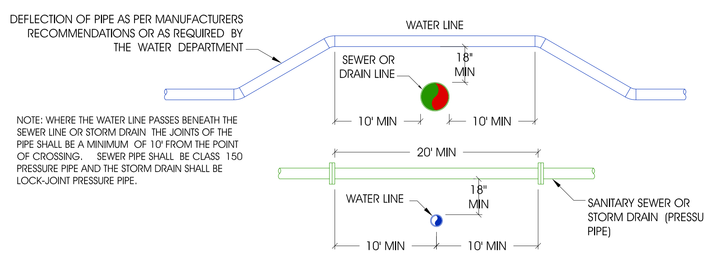
GENERAL NOTES

1. ALL WATER MAINS ARE CONSTRUCTED IN ACCORDANCE WITH S.C.D.H.S., AWWA AND RIVERHEAD WATER DISTRICT STANDARDS. (SEE SPECS).
2. RPZ ARE CONSTRUCTED PER S.C.D.H.S. REQUIREMENTS PLUS TESTED AND CERTIFIED PER THEIR REQUIREMENTS.
3. ALL WATER LINES HAVE A MINIMUM COVER OF 54".



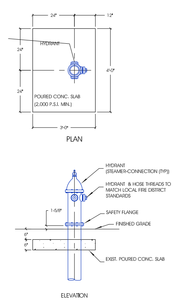
PLAN VIEW

RPZ & METER INSTALLATION
(NO SCALE)

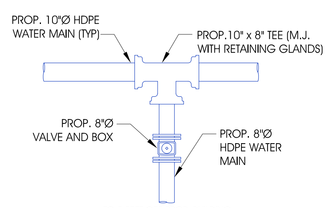


NOTE: WHERE THE WATER LINE PASSES BENEATH THE SEWER LINE OR STORM DRAIN THE JOINTS OF THE PIPE SHALL BE A MINIMUM OF 10' FROM THE POINT OF CROSSING. SEWER PIPE SHALL BE CLASS 150 PRESSURE PIPE AND THE STORM DRAIN SHALL BE LOCK-JOINT PRESSURE PIPE.

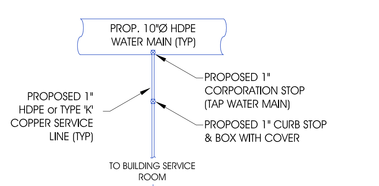
CROSSING OF WATER LINE OVER/UNDER SANITARY SEWER OR STORM DRAIN
NOT TO SCALE



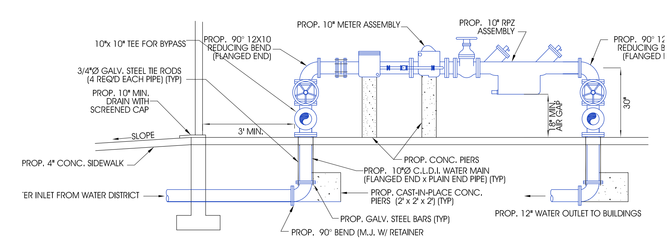
FIRE HYDRANT DETAIL
(NO SCALE)



TYPICAL FIRE SERVICE LINE
(NO SCALE)



TYPICAL WATER SERVICE LINE DETAIL
(NO SCALE)



CROSS SECTION VIEW

Proposed "As-Of-Right" Water Utilities Plan

Date	Revision	Approval By:
10/03/11	Minor revisions added	ESK

The Shops at Riverhead

Site Improvements

County Road 58
Riverhead, N.Y. 11901

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Sheet By:	Paul F. Sigismondi	Date:	SEPTEMBER 2, 2011	Scale:	1" = 50'
Job #:	CPG11-01	Sheet Title:	Proposed "As-Of-Right" Water Utilities Plan	Dwg No:	W-1 1 of 1

NORTH WESTERN PROPERTY BOUNDRY LANDSCAPE LIST - SCREEN PLANTING BORDER

TREES

Qty	Code	Generic Name	Common Name	Size	Comments
27	AAB	Amelanchier g. 'Autumn Brilliance'	Autumn Brilliance Serviceberry	8-10' ht.	B&B
24	CXR	Cornus x 'Rutgan'	Stellar Pink Dogwood	8-10' ht.	B&B
35	MZC	Malus x zumi 'Calocarpa'	Zumi Calocarpa Crabapple	8-10' ht.	B&B
23	SIS	Syringa 'Ivory Silk'	Syringa 'Ivory Silk'	10-12' ht.	B&B
59	PG	Picea glauca	White Spruce	8-10' ht.	B&B
77	TPGG	Thuja plicata 'Green Giant'	Western Arborvitae	8-10' ht.	B&B

SHRUBS

Qty	Code	Generic Name	Common Name	Size	Comments
151	PC	Prunus cistena	Purpleleaf Sand Cherry	3-4' ht.	Container OR B&B
187	SVR	Spiraea vanhouttei 'Renaissance'	Vanhoutte Spirea	3-4' ht.	Container OR B&B

PERENNIALS & GROUNDCOVERS

Qty	Code	Generic Name	Common Name	Size	Comments
320	MP	Miscanthus purpurescens	Purple Maiden Grass	2 Gal.	Pots

PARKING LOT & PROPERTY BOUNDRY LANDSCAPE LIST

TREES

Qty	Code	Generic Name	Common Name	Size	Comments
53	GBM	Ginkgo biloba 'Magyar'	Magyar Ginkgo	12-14' ht.	B&B
69	GTS	Gleditsia t. 'Shademaster'	Shademaster Honeylocust	12-14' ht.	B&B
24	PAB	Platanus acerifolia 'Bloodgood'	Bloodgood London Planetree	12-14' ht.	B&B
27	CCC	Crataegus l. 'Crimson Cloud'	Crimson Cloud Hawthorn	7-8' ht.	B&B
43	TTS	Tilia tomentosa 'Sterling'	Sterling Linden	14-16' ht.	B&B
18	AAB	Amelanchier g. 'Autumn Brilliance'	Autumn Brilliance Serviceberry	8-10' ht.	B&B
204	TPGG	Thuja plicata 'Green Giant'	Western Arborvitae	8-10' ht.	B&B
9	CXR	Cornus x. 'Rutgan'	Stellar Pink Dogwood	8-10' ht.	B&B
17	ASL	Acer saccharum 'Legacy'	Legacy Sugar Maple	12-14' ht.	B&B
71	ARO	Acer rubrum October Glory	October Glory Maple	12-14' ht.	B&B
15	MZC	Malus x zumi 'Calocarpa'	Zumi Calocarpa Crabapple	8-10' ht.	B&B
20	SIS	Syringa 'Ivory Silk'	Syringa 'Ivory Silk'	10-12' ht.	B&B
62	PG	Picea glauca	White Spruce	8-10' ht.	B&B

SHRUBS

Qty	Code	Generic Name	Common Name	Size	Comments
338	BW	Buxus 'Wintergem'	Boxwood	3-4' ht.	Container OR B&B
189	RBP	Rosa 'Betty Prior'	Betty Prior Rose	2-3' ht.	Container OR B&B
104	SLP	Spiraea 'Little Princess'	Little Princess Spirea	3-4' ht.	Container OR B&B
90	VP	Viburnum Pragense	Prague Viburnum	5-6' ht.	Container OR B&B
18	VW	Viburnum 'Willowood'	Willowood Viburnum	6-8' ht.	Container OR B&B
50	VC	Viburnum 'Carlesi'	Carlesi Viburnum	5-6' ht.	Container OR B&B
132	IRS	Ilex v. 'Red Sprite'	Red Sprite Holly	3-4' ht.	Container OR B&B
12	IGS	Ilex glabra 'Shamrock'	Inkberry	30-36" ht.	Container OR B&B
156	SNF	Spiraea 'Neon Flame'	Red Spirea	24-30" ht.	Container OR B&B

PARKING LOT & PROPERTY BOUNDRY LANDSCAPE LIST (cont.)

PERENNIALS & GROUNDCOVERS

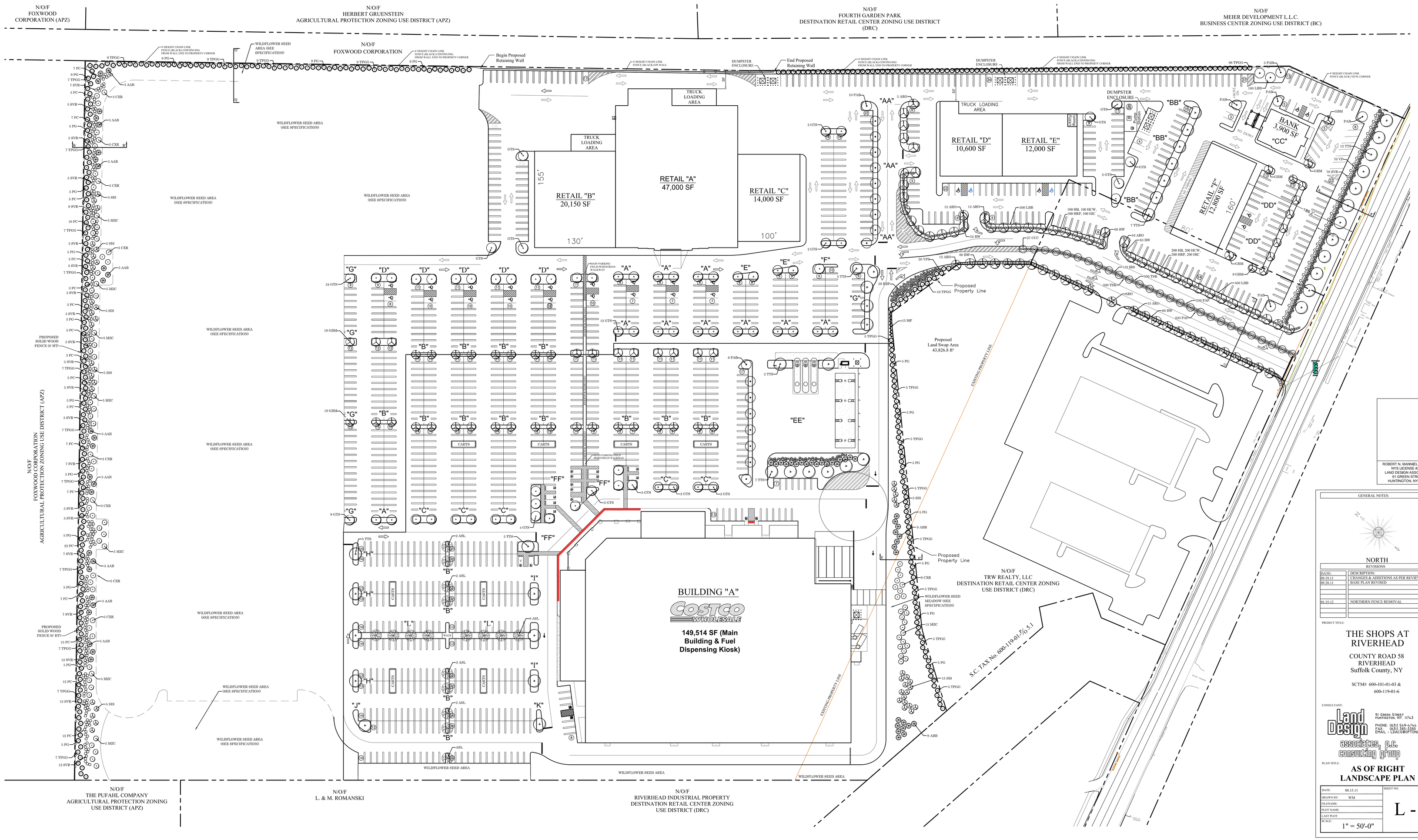
Qty	Code	Generic Name	Common Name	Size	Comments
158	PA	Pennisetum alopecuroides	Fountain Grass	1 Gal.	Pots
500	PAP	Pennisetum a. 'Piglet'	Dwarf Fountain Grass	1 Gal.	Pots
1000	TSK	Tradescanthia 'Sweet Kate'	Spiderwort	1 Gal.	Pots
725	HB	Hemerocallis 'Baja'	Red 24" Reblooming Daylily	1 Gal.	Pots
975	HCW	Hemerocallis 'Catherine Woodbury'	Peach 24" Reblooming Daylily	1 Gal.	Pots
665	HIC	Hemerocallis 'Ice Carnival'	White 18" Reblooming Daylily	1 Gal.	Pots
500	HLB	Hemerocallis 'Little Business'	Rose 12" Reblooming Daylily	1 Gal.	Pots
655	HRP	Hemerocallis 'Raspberry Pixie'	Dark Pink 18" Reblooming Daylily	1 Gal.	Pots
7000	LBB	Liriope 'Big Blue'	Lily Turf	1 Qt.	Pots
105	SN	Sedum 'Neon'	Stonecrop	1 Gal.	Pots
125	SVJ	Sedum 'Vera Jameson'	Purple Dwf. Stonecrop	1 Gal.	Pots
825	CID	Carex 'Ice Dance'	Sedge	1 Gal.	Pots
335	MP	Miscanthus purpurescens	Purple Maiden Grass	2 Gal.	Pots

RECOMMENDED SEASONAL FILL-IN ANNUALS LIST

Scientific Name	Common Name	Size
Agapanthus	Agapanthus Bulbs	Bulbs or Potted
Coleus 'Varieties'	Coleus Varieties	Pots or Flats
Gerbera jamesonii	Gerber Daisy	Pots
Impatiens 'New Guinea'	New Guinea Impatiens	Pots or Flats
Ipomea 'Blackie' & 'Marguerite'	Potato Vine Varieties	Pots
Petunia 'Varieties'	Assorted Petunias	Pots or Flats
Scaevola 'Varieties'	Assorted Scaevola	Pots

KEY MAP

SCALE: 1" = 1000'



ROBERT N. MANNIELLO, R.L.A.
NYS LICENSE # 554
LAND DESIGN ASSOCIATES
91 GREEN STREET
HUNTINGTON, NY 11743

GENERAL NOTES:

NORTH

REVISIONS

DATE:	DESCRIPTION:
09.19.11	CHANGES & ADDITIONS AS PER REVIEW MTG.
09.28.11	BASE PLAN REVISED
01.15.12	NORTHERN FENCE REMOVAL

PROJECT TITLE:

THE SHOPS AT RIVERHEAD

COUNTY ROAD 58
RIVERHEAD
Suffolk County, NY

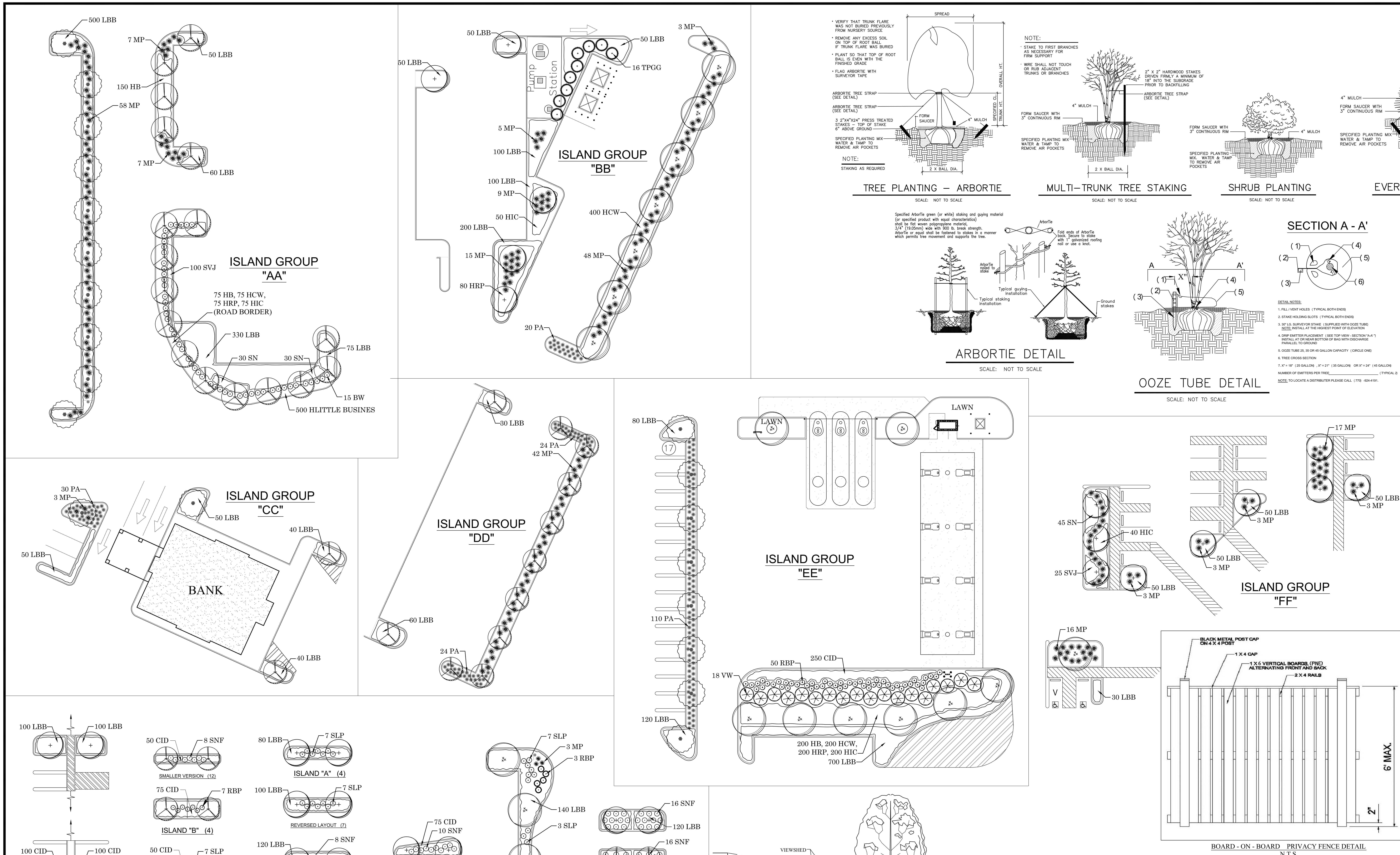
SCTM# 600-101-01-03 &
600-119-01-6

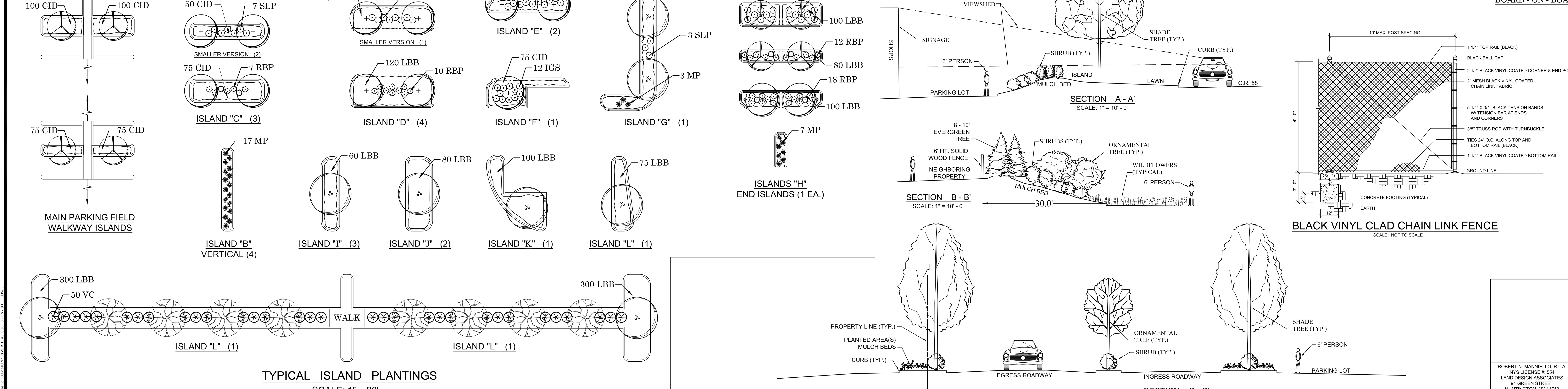
CONSULTANT:
Land Design associates, p.c. consulting group
91 GREEN STREET
HUNTINGTON, NY 11743
PHONE: (631) 549-4744
FAX: (631) 385-3580
EMAIL - LDAC@OPTONLINE.NET

PLAN TITLE:

AS OF RIGHT LANDSCAPE PLAN

DATE: 08.15.11	SHEET NO.
DRAWN BY: WM	L -1
FILENAME:	
PLOT NAME:	
LAST PLOT:	
SCALE: 1" = 50'-0"	





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NYS LICENSE #: 554
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91 GREEN STREET
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PLANTING NOTES:

- ALL PLANTS SHALL BE INSTALLED AS PER PLAN. ALL PLANT SUBSTITUTIONS SHALL BE VERIFIED BY LANDSCAPE ARCHITECT.

- ALL PLANTINGS (WITH THE EXCEPTION OF SMALL PERENNIALS AND GROUNCOVERS) SHALL BE NO LESS THAN 2'-0" IN DISTANCE FROM ANY MASONRY OR HARDSCAPE.

- ALL TREES AND/OR MEDIUM SIZED SHRUBS SHALL BE INSPECTED TO DETERMINE WHETHER THE TRUNK / STEM FLARE HAS BEEN BURIED FROM THE NURSERY SOURCE. SOIL ABOVE THE TRUNK / STEM FLARE SHALL BE REMOVED PRIOR TO INSTALLATION.

- ALL BALLED & BURLAPPED TREES OR LARGE SHRUBS SHALL HAVE THEIR BURLAP, TWINE OR SISAL REMOVED FROM THE TOP THIRD OF THE ROOTBALL. IF BURLAP, TWINE OR SISAL IS THE NON-BIODEGRADABLE TYPE, ALL BURLAP, TWINE OR SISAL SHALL BE REMOVED IN ITS ENTIRETY. WIRE BASKET SHALL BE REMOVED ENTIRELY OR SHALL BE FOLDED BACK ONE-THIRD THE HEIGHT OF THE ROOTBALL. IF FOLDED OVER, THE WIRE SHALL BE CUT EVERY 12" HORTIZONTALLY & VERTCALLLY THROUGHOUT THE ENTIRE WIRE BASKET.

- ALL PLANTINGS SHALL BE ALLOWED TO GROW TOGETHER IN MASSES UNLESS SPECIFIED OTHERWISE BY LANDSCAPE ARCHITECT.

- ALL PLANT BED AREAS SHALL BE TOPPED WITH A MINIMUM OF 2" OF DOUBLE HAMMERED SHREDDED CEDAR BARK MULCH (OR EQUAL).

- ALL TREES IN LAWN AREAS SHALL BE PLANTED IN A BED WITH A MINIMUM RADIUS OF 3 FEET OUTSIDE OF THE TREE STEM (MIN. 6 FT. DIAMETER BED) BEDS SHALL BE MULCHED AS STATED ABOVE.

- ALL PLANTS SHALL BE INSTALLED IN A PREPARED SOIL MEDIUM. SOIL SHALL CONSIST OF 1 PART ORGANIC MATTER TO 2 PARTS TOPSOIL BY VOLUME. ALL SOILS SHALL BE AMENDED WITH PLANT HEALTH CARE MYCOR PLANT SAVER®, PLANTING INOCULANT (OR EQUAL) AT A RATE OF 1/2 LBS. PER 1" D.B.H. OR 4 OZ. PER 1 GAL. CONTAINER. TREES SHALL BE FERTILIZED WITH MYCOR TREE SAVER (OR EQUAL) AT A RATE OF 3 OZ. PER 1" CALIPER. FOR TREES WITH CAL. IN 1/2" INCREMENTS ADD AN ADDITIONAL 3 OZ. PER 1/2" CAL. (EXAMPLE: 2 1/2" CAL. TREE = 9 OZ. MYCOR TREE SAVER.) (FOR QUESTIONS ABOUT THIS PRODUCT CALL 1-800-421-9051).

- ALL TREE & SHRUB PLANTING AREAS SHALL EITHER BE EXCAVATED AND GRUBBED OR ROTOTILLED TO A DEPTH OF 18 INCHES. PERENNIAL AND GROUNDCOVER AREAS SHALL BE ROTOTILLED TO A 12 INCH DEPTH.

- ALL TREES SHALL BE ESTABLISHED THE FIRST YEAR USING 45 GALLON OOZE TUBE ENGINEERED WATERING SYSTEM OR EQUAL.

- ALL PLANT MATERIAL SHALL BE FERTILIZED USING PLANT HEALTH CARE, INC., HEALTHY START® 3-4-3 BIOFERTILIZER AT A RATE OF 50 LBS. PER 1000 SQUARE FEET OF PLANTING AREA. BIOFERTILIZER SHALL BE MIXED INTO THE FIRST 3 INCHES OF THE SOIL.

- CONTRACTOR SHALL VERIFY WITH OWNER & UTILITY COMPANIES THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION OR PLANTING, TO DETERMINE IN THE FIELD THE ACTUAL LOCATIONS AND ELEVATIONS OF ALL EXISTING UTILITIES, EVEN IF SAID UTILITIES ARE NOT SHOWN ON THE ISSUED PLANS. THE CONTRACTOR SHALL CALL UTILITY PROTECTION SERVICES 72 HOURS PRIOR TO CONSTRUCTION OR PLANTING. IN SITUATIONS WHERE TREE OR SHRUB PLANTINGS ARE IN CLOSE PROXIMITY TO UTILITIES, AND MAY INTERFERE WITH THESE UTILITIES, LANDSCAPE ARCHITECT SHALL BE NOTIFIED PRIOR TO INSTALLATION.

- ALL QUANTITIES SHOWN ARE INTENDED TO ASSIST CONTRACTOR (S) IN EVALUATING THEIR OWN ESTIMATES AND ARE NOT GUARANTEED AS ACCURATE REPRESENTATIONS OF REQUIRED MATERIALS. THE CONTRACTOR (S) SHALL BE RESPONSIBLE FOR THEIR BID QUANTITIES AS REQUIRED BY THE PLAN AND SPECIFICATIONS.

- CONTRACTOR (S) SHALL EXAMINE ALL FINISHED SURFACES, GRADES TOPSOIL QUALITY AND DEPTH. NO WORK SHALL PROCEED UNTIL UNSATISFACTORY CONDITIONS HAVE BEEN CORRECTED. LIMITS OF ACTUAL WORK SHALL BE VERIFIED BEFORE COMMENCEMENT. CONTRACTOR (S) SHALL REPAIR ALL DAMAGES TO EXISTING CONDITIONS AND WILL BE RESPONSIBLE TO PROVIDE SATISFACTORY PERFORMANCE.

- IN ALL AREAS THAT SHALL BE LAWN, CONTRACTOR (S) SHALL FINE GRADE TOPSOIL LAYER TO PROVIDE A SMOOTH CONTINUAL GRADE FREE OF IRREGULARITIES OR DEPRESSIONS. LAWN AREAS SHALL BE GRADED TO PROVIDE POSITIVE DRAINAGE TO THE DESIGNATED OUTLETS.

- IN AREAS DESIGNATED AS "ANNUALS", CONTRACTOR SHALL PREPARE SOIL TO A MINIMUM DEPTH OF 8" WITH THE SOIL MIXTURE SPECIFIED. THESE AREAS SHALL BE TOPPED WITH A MINIMUM OF 2" OF DOUBLE HAMMERED SHREDDED CEDAR BARK MULCH (OR EQUAL) FOR SUBSEQUENT PLANTINGS BY PROPERTY OWNER.

- ALL LANDSCAPING SHALL BE INSTALLED AND MAINTAINED IN CONFORMANCE WITH THE RELATED TOWN OR VILLAGE STANDARDS, REGULATIONS AND SITE IMPROVEMENT SPECIFICATIONS. ALL LANDSCAPING IS REQUIRED TO BE MAINTAINED IN A HEALTHY AND VIGOROUS GROWING CONDITION. ANY PLANTS EXIBITING DECLINE IN HEALTH, ARE TO BE REPLACED WITH PLANTS OF COMPARABLE TYPE AND SIZE AT THAT TIME OR AT THE BEGINNING OF THE NEXT GROWING SEASON. PLANT MATERIAL THAT IS NOT INSTALLED IN THE SPECIFIED MANNER OR THAT DOES NOT REPRESENT THE SPECIES AS OUTLINED IN THE PLANT LIST MAY BE REJECTED. PLANT MATERIAL SHALL BE HEALTHY AND FREE OF DEFECTS, WITH PLANT BALL OR CONTAINER SIZE RELATIONSHIP AS SPECIFIED BY THE AMERICAN NURSERY ASSOCIATION.

- IF IRRIGATION IS TO BE INSTALLED, ALL LANDSCAPE & EXTERIOR CONSTRUCTON SHALL BE COORDINATED WITH THE IRRIGATION INSTALLATION. ALL IRRIGATION SYSTEMS SHALL HAVE RAIN-SENSORS AND AUTOMATED CONTROL BOXES.

SITE PREPARATION NOTES:

- PRIOR TO ALL SITE PREPARATION, ALL TREES SHALL BE INSPECTED FOR PEST INFESTATIONS. ALL TREES TO REMAIN SHALL BE TREATED BY A LICENSED PESTICIDE APPLICATOR IF PESTS EXIST WITHIN THE TREES. ALL TREES TO BE REMOVED SHALL ALSO BE INSPECTED FOR PESTS. IF PESTS EXIST WITHIN TREES TO BE REMOVED, THESE TREES SHALL BE REMOVED AND DISPOSED OF PROPERLY AT A DESIGNATED AREA OFF - SITE. THE CONTRACTOR PREFORMING TREE WORK SHALL BE AWARE OF THE POSSIBILITY OF ENCOUNTERING THE ASIAN LONG-HORN BEETLE. IF BEETLES ARE OBSERVED OR SUSPECTED OF BEING PRESENT, THE CONTRACTOR SHALL CONTACT N.Y.S. DEPARTMENT OF AGRICULTURE AND MARKETS DIVISION OF PLANT INDUSTRY, 4 STEWART AVE., WEST HAMPTON BEACH, NY 11878 (631) -288-1751 OR 1-800-554-4501 EXT. 72087.

- ALL AREAS OUTSIDE THE PRIMARY ROOT ZONE (PRZ) OF THE TREES TO REMAIN SHALL BE PREPARED PRIOR TO PLANTING. ALL UNMARKED TREES, SAPLINGS, SHRUBS, BRUSH AND/OR WEEDS SHALL BE REMOVED. IN ADDITION, ALL STUMPS LEFT FROM THE VEGETATION SHALL ALSO BE REMOVED. SOIL AREAS SHALL BE PREPARED AS DISCUSSED BELOW PRIOR TO DISTRIBUTION OF WOODCHIPS. ALL REMOVED TREES SHALL BE CHIPPED. WOODCHIPS SHALL BE SPREAD UNDER THE TREES TO REMAIN. THE DEPTH OF THE WOODCHIPS SHALL NOT EXCEED 3".

- ALL AREAS TO BE PLANTED SHALL BE PREPARED BY TILLING TO A MINIMUM 6" DEPTH. REMOVE STONES OVER 2 INCHES, ROOTS AND ANY OTHER RUBBISH IN AREAS WHERE SHRUBS OR TREES ARE TO BE PLANTED. SOIL SHALL BE EXCAVATED TO A MINIMUM DEPTH OF 6 INCHES BELOW THE DEPTH OF THE ROOT BALL OR CONTAINER. EXCAVATION SHALL NOT EXCEED AN 8 INCH DEPTH BELOW ROOT BALL OR CONTAINER. SEE PLANTING NOTES FOR SOIL REQUIREMENTS.

INDIVIDUAL PERENNIAL MIX LIST:
Cheiranthus allionii (Siberian Wallflower)
Chrysanthemum maximum (Shasta Daisy)
Coreopsis lanceolata (Lance-Leaf Coreopsis)
Dianthus barbatus (Sweet William)
Digitalis purpurea (Foxglove)
Echinacea purpurea (Purple Coneflower)
Eschscholzia californica (California Poppy)
Gaillardia aristata (Blanket Flower)
Helianthus maximiliani (Perennial Sunflower)
Hesperis matronalis (Dame's Rocket)
Iberis umbellata (Candytuft)
Liatris spicata (Blazing Star)
Linum perenne lewisii (Blue Flax)
Lupinus perennis (Perennial Lupine)
Dalea purpurea (Purple Prairie Clover)
Ratibida columnaris (Mexican Hat)
Ratibida columnaris (Yellow Prairie Coneflower)
Rudbeckia hirta (Black-Eyed Susan)
Rudbeckia gloriosa (Gloriosa Daisy)

PERIMETER PROPERTY LINE AREAS
WILDFLOWER SEED MIX SPECIFICATION:

This mix is a blend of 19 sturdy wild perennials
Examples: Daisies, Black-eyed Susans, and Lupines
to Sunflower, Mexican Hat, and Purple Coneflower.
Mix provides a permanent planting that should
increase in color year after year.
FOR ALL ZONES AND REGIONS.

Coverage is as follows:
2 lbs covers 1000 sq ft
100 lbs covers 1+ Acres (HIGH DENSITY)

GENERAL NOTES:

NORTH

DATE:	DESCRIPTION:
09.19.11	CHANGES & ADDITIONS AS PER REVIEW MTG.
01.15.12	NORTHERN FENCE REMOVAL

PROJECT TITLE:

THE SHOPS AT RIVERHEAD

COUNTY ROAD 58
RIVERHEAD
Suffolk County, NY

SCTM# 600-101-01-03 &
600-119-01-6

CONSULTANT:

Land Design associates, p.c. consulting group
91 GREEN STREET
HUNTINGTON, NY 11743
PHONE: (631) 549-4744
FAX: (631) 385-3385
EMAIL - LDACG@OPTONLINE.NET

PLAN TITLE:

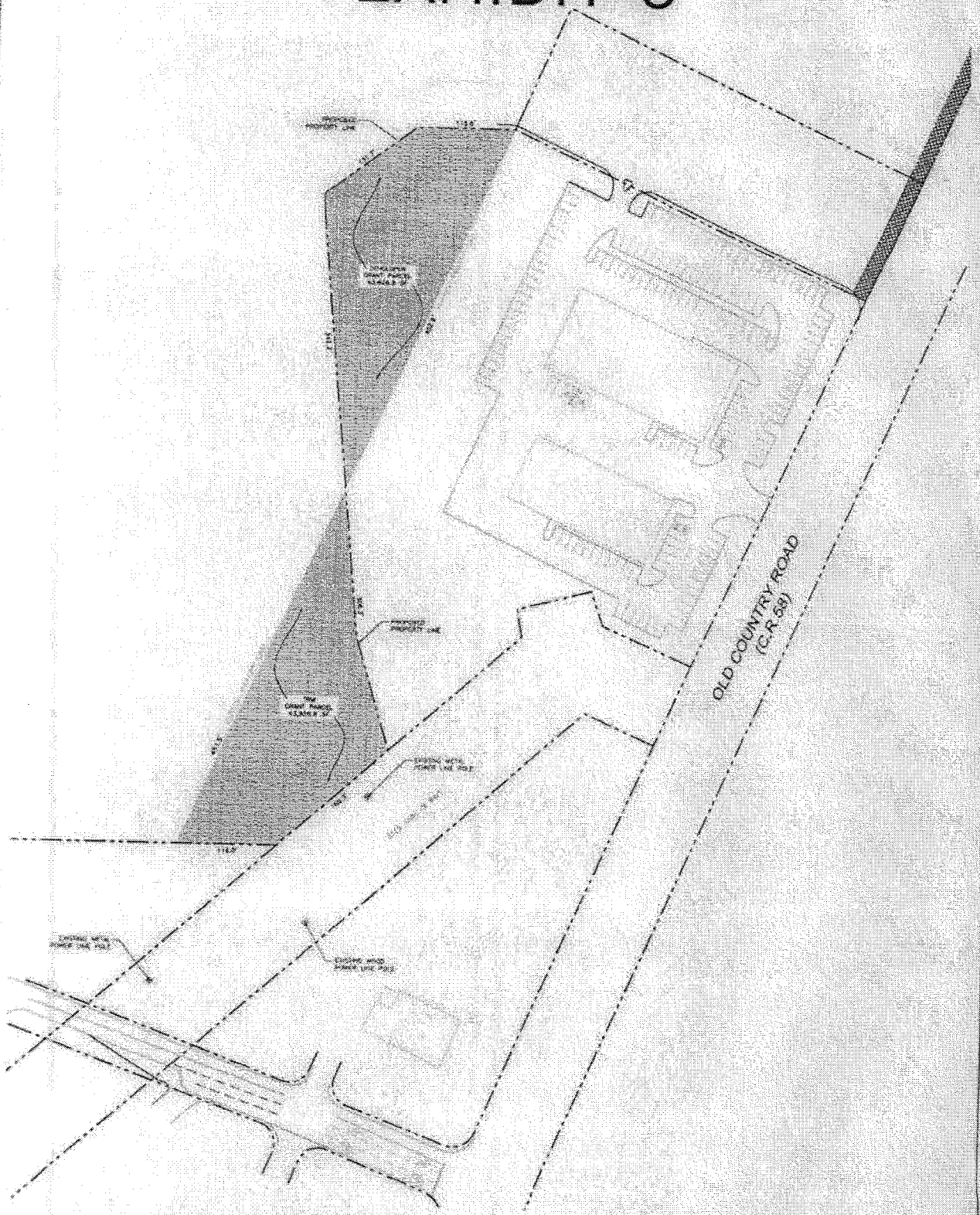
AS OF RIGHT DETAILS PLAN

DATE:	08.15.11
DRAWN BY:	WM
FILENAME:	
PLOT NAME:	
LAST PLOT:	
SCALE:	1" = 50'-0"
SHEET NO.	L-2

File name: COMMON \ RIVERHEAD SHOPS \ + S - 100111.DWG

Appendix G

EXHIBIT C



THE SHOPS AT RIVERHEAD
OLD COUNTRY ROAD (RTE 58) & MILL ROAD, RIVERHEAD, NY
DEVELOPERS REALTY CORPORATION

LAND SWAP PLAN

EXHIBIT C

Appendix H

Traffic Impact Analysis Report

The Shops at Riverhead

County Road 58
Riverhead, New York

Prepared for **Brixmor Properties Group**
420 Lexington Avenue, Seventh Floor
New York, New York 10170

Prepared by VHB *Engineering, Surveying and Landscape Architecture, P.C.*

2150 Joshua's Path, Suite 300
Hauppauge, New York 11788
(631) 234-3444

October 3, 2011

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1 Introduction

This study updates a 2007 Traffic Impact Study for "The Shops at Riverhead" that evaluated of the potential traffic impacts associated with a proposed retail shopping center on County Road 58 in Riverhead, New York. The purpose of this study is to determine whether any significant traffic impacts would result from the proposed planned project and to propose and evaluate mitigation measures, if required. This report presents the findings of the updated study and summarizes the data collection process, traffic analysis procedures, and study conclusions.

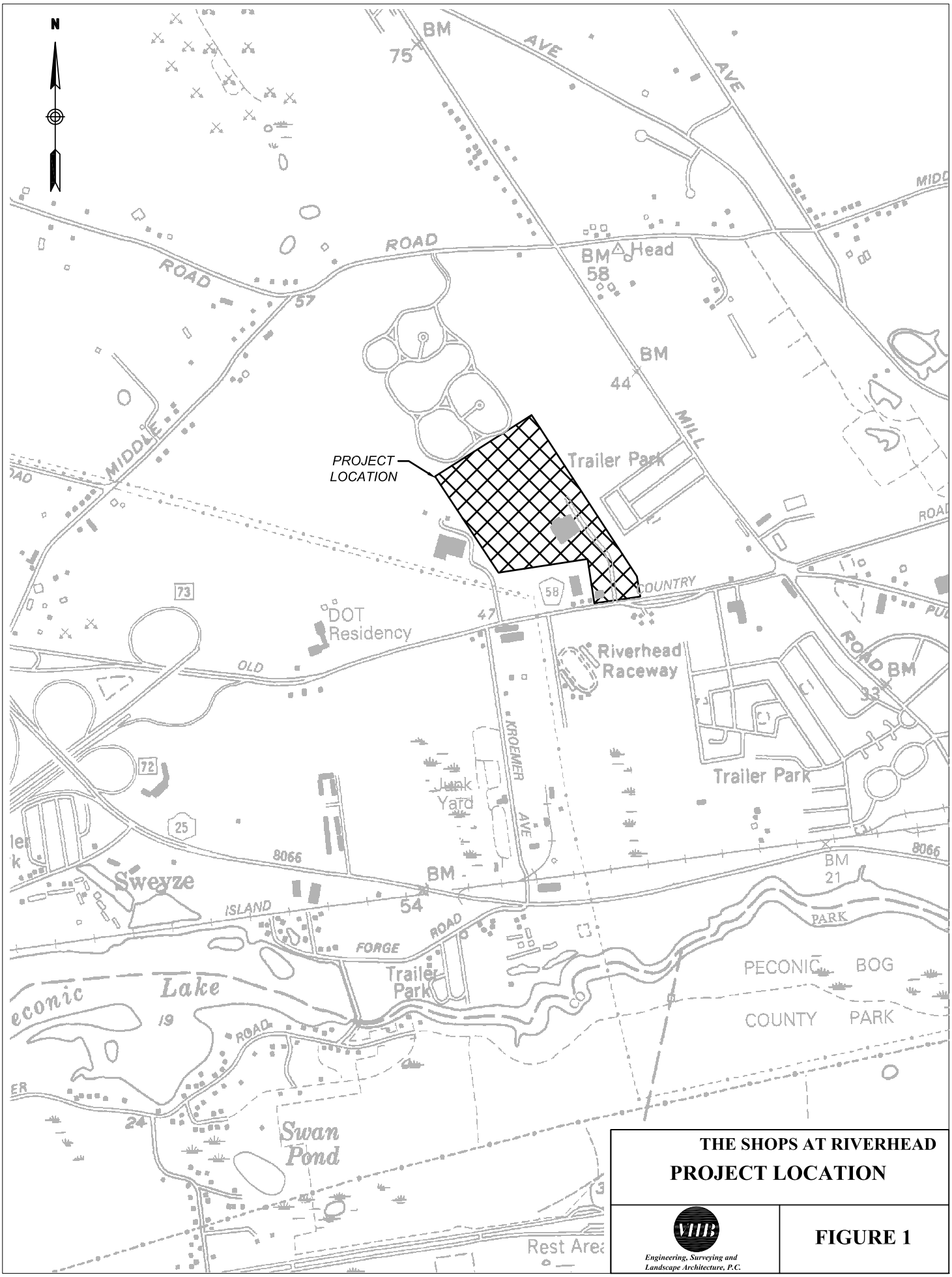
Project Description

The Brixmor Properties Group is proposing a retail shopping center on the north side of Old Country Road, County Road 58 (CR 58) between Kroemer Avenue and Commerce Drive/Gatewood in the hamlet of Riverhead in the Town of Riverhead, Suffolk County, New York. The development, The Shops at Riverhead, would be situated on a site totaling 41.55± acres and would consist of a retail shopping center of approximately 249,191 ± square feet in size. The main occupant of the development would be a 135,559 square foot Costco Wholesale Club, and an additional 113,632 square feet of retail development. The development would include 1,418 at grade parking spaces.

The current proposal is 281,229 square feet less (or about 53% less development) than what was proposed in the DEIS in 2007.

The access to the development would remain the same as originally proposed via a proposed signalized intersection on CR 58 between the two signalized intersections at Kroemer Avenue and Commerce Drive/Gatewood.

Figure 1 shows the location of the project site.



THE SHOPS AT RIVERHEAD

PROJECT LOCATION

VHB

Engineering, Surveying and Landscape Architecture, P.C.

FIGURE 1

Study Methodology

The following describes the methodology used in this traffic study:

- This study is part of the FEIS and updates the DEIS study completed for an alternative plan proposed in 2007.
- The proposed site plan and related documents were reviewed to obtain an understanding of the project scope and layout and as a comparison to the 2007 proposed site plan.
- Based on a review of the adjacent roadway system and discussions with the reviewing agencies, five signalized intersections and one unsignalized intersection were identified as key intersections that may be impacted by the project.
- The 2007 study data was updated to prevailing traffic conditions, geometric parameters, traffic control devices and the number and direction of travel lanes at the key locations were observed and inventories were made.
- Accident data for the most recent three-year period for the study area was obtained, tabulated, and summarized.
- Manual turning movement counts were updated by collecting new counts at the key intersections on a typical weekday during AM peak and PM peak and Saturday peak periods.
- The existing traffic volumes at the key intersections were expanded to a future No Build year assumed to be 2013.
- Other planned developments, in the vicinity of the project were identified and the existing traffic was inflated to account for traffic generated by these developments and included in the 2013 No Build condition.
- The traffic generated by the proposed development was estimated based on recognized traffic engineering standards.
- The site-generated volumes were distributed along the adjacent roadway network and added to the 2013 No Build volumes to produce the proposed 2013 Build volumes.
- Capacity analyses were performed at the key intersections for the Existing, No Build, and Future Build conditions.
- The results of the analyses for the Existing, No Build, and Build conditions were compared to assess any significant traffic impacts that may result from the proposed project.
- The need for traffic mitigation measures was evaluated.

2

Existing Conditions

Evaluation of the transportation impacts associated with the changes to the proposed shopping center requires a thorough understanding of the current transportation system in the project study area. Existing transportation conditions include roadway geometry, traffic control devices, peak-hour traffic volumes, roadway operating characteristics, and parking availability. An inventory of available information on local roadways and traffic control in the vicinity of the project site was compiled. The following sections present a summary of this information.

Roadways and Intersection Conditions

The principal roadways and intersections in the project area are described below. The descriptions of the roadways and key intersections include the geometric conditions and traffic control characteristics.

Roadways

Old Country Road, County Road 58

Old Country Road, designated County Road 58 (CR 58), is a major arterial that runs in an east-west direction, under the jurisdiction of Suffolk County. It runs east from Route 25 and Manor Road until it merges with Route 25 once again at Doctors Path. CR 58 runs along on the south side of the site and provides two travel lanes in each direction with a center turn lane in the vicinity of the proposed development. The access to the site is from CR 58. The posted speed limit along CR 58 in the study area is 35 miles per hour (mph). Based on the mitigation measures recommended in the 2007 DEIS, the segment of CR 58 under study recently underwent a reconstruction. In the eastbound direction a second through lane was added and the intersections with Commerce Drive, Mill Road and Riverhead Center Driveway/Pulaski Street were re-designed and re-built. At Commerce Drive turn lanes were added to improve flow; at Mill Road, Pulaski Street

was closed off, re-aligned and turn lanes were added both eastbound and northbound to improve the flow of the traffic. At Riverhead Center Driveway, the re-aligned Pulaski Street now forms the northbound leg to the intersection. The NYSDOT hourly counts from September 2010 show the Annual Average Daily Traffic (AADT) on CR 58 in the vicinity of the project side to be about 25,000 vehicles per day (vpd).

Kroemer Avenue

Kroemer Avenue is a local road that runs in a north-south direction. It runs south from CR 58 to Route 25 and provides one travel lane in each direction. There is a leg of Kroemer Avenue on the north side of CR 58 that provides access to Applebee's Restaurant and the facilities of Adchem Corporation. The posted speed limit along Kroemer Avenue is 30 miles per hour (mph).

Commerce Drive / Gatewood

Commerce Drive is a short north-south dead end street on the north side of CR 58. It serves a Panera Bread franchise, a Harley-Davidson dealership and a group of medical/office buildings. On the south side of CR 58 is Gatewood, which provides access to Glenwood Trailer Park.

Mills Road

Mill Road is a north-south roadway under the jurisdiction of Town of Riverhead. It runs south from Osborn Avenue to merge with Route 25. It provides one travel lane in each direction with additional turn lanes at intersections. The posted speed on Mills Road is 40 mph.

Pulaski Street

Pulaski Street is a Town of Riverhead roadway that runs initially southeast from CR 58 and then runs east to CR 73. Before the recent reconstruction of CR 58, Pulaski Street formed the fifth leg at the intersection of CR 58 and Mill Road. During the reconstruction of CR 58 Pulaski Street was re-aligned that resulted in closing off a connection to Mill Road. Pulaski Street now intersects CR 58 opposite the Riverhead Center Driveway.

Study Area Intersections

To determine the potential traffic impacts of the proposed shopping center, the following five signalized intersections and one unsignalized intersection included in the 2007 DEIS, were re-analyzed under Existing, No Build, and Build Conditions:

Signalized Intersections

- CR 58 at Tanger Mall Drive
- CR 58 at Kroemer Avenue
- CR 58 at Commerce Drive/Gatewood
- CR 58 at Mill Road
- CR 58 at Pulaski Street/Riverhead Center Driveway

Unsignalized Intersection

- Route 25 at Kroemer Avenue/Forge Road

CR 58 at Tanger Mall Drive

CR 58 (Old Country Road) and Tanger Mall Drive form a three-legged signalized intersection. The eastbound CR 58 approach has two through lanes, and an exclusive channelized right turn lane. The westbound approach has an exclusive left turn lane and two through lanes. The Northbound Tanger Mall Drive approach, the access to Tanger Outlet Mall, has two exclusive left turning lanes and a channelized right turn lane. The intersection is controlled by a three-phase signal with the following phasing:

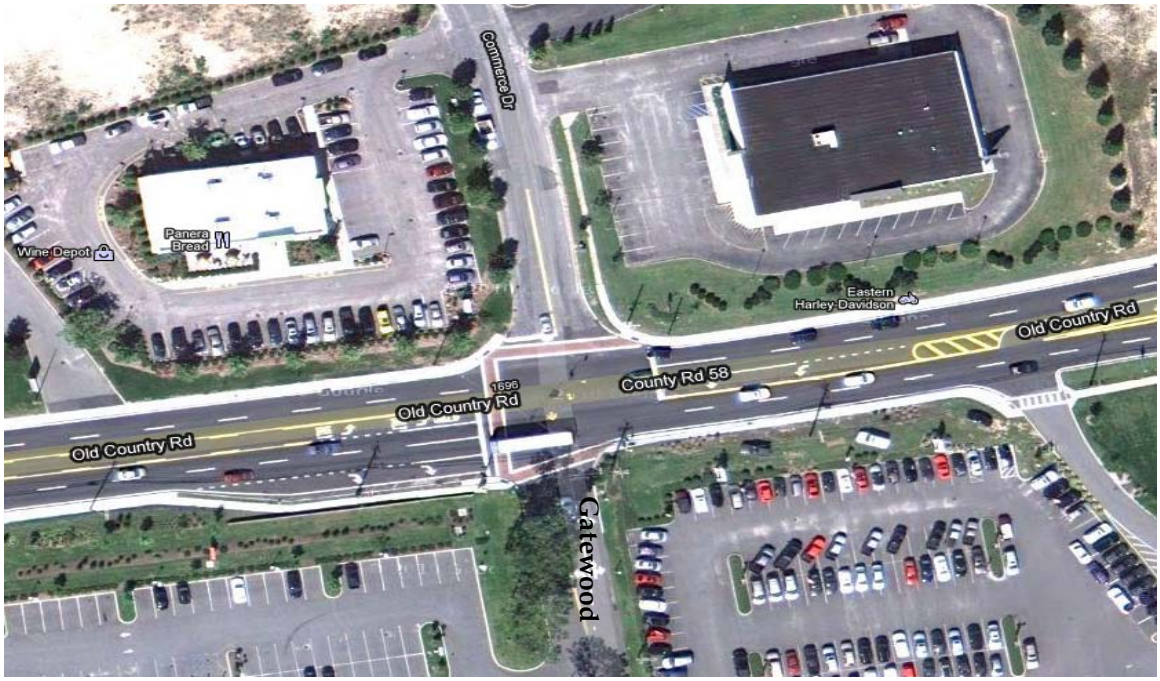
Phase 1 - Protected westbound left turns and throughs
Phase 2 - East-West throughs with permitted westbound left turns
Phase 3 - Northbound movement.

CR 58 at Kroemer Avenue

CR 58 (Old Country Road) and Kroemer Avenue form a four-legged signalized intersection. The eastbound CR 58 approach has a center turning lane that turns into an exclusive left turn lane, a through lane and a shared through/right turn lane. The westbound approach has a center turning lane that turns into an exclusive left turn lane, two through lanes and an exclusive right turn lane. The northbound Kroemer Avenue approach has an exclusive left turn lane, and a shared through/right turn lane. The southbound approach has an exclusive left turn lane, a through lane and an exclusive right turn lane. The intersection is controlled by a three-phase signal and the phasing is as follows:

Phase 1 - East-West protected left turns
Phase 2 - East-West throughs with permitted left turns
Phase 3 - North-South movement with permitted left turns.

CR 58 at Commerce Drive/Gatewood



CR 58 (Old Country Road) and Commerce Drive/Gatewood form a four-legged signalized intersection. The eastbound CR 58 approach has a center turning lane that turns into an exclusive left turn lane, two through lanes and an exclusive right turn lane. The westbound approach has an exclusive left turn lane, a through lane and a shared through/right turn lane. The northbound Gatewood approach has an exclusive left turn and a shared through/right turn lane. On the southbound approach, Commerce Drive has no pavement marking but is wide enough for two lanes and the usage is an exclusive left turn lane and a shared through and right turn lane. The intersection is controlled by a three-phase signal and the phasing is as follows:

Phase 1 - East-West protected left turns
Phase 2 - East-West throughs with permitted left turns
Phase 3 - North-South movement with permitted left turns.

CR 58 at Mill Road

CR 58 (Old Country Road) and Mill Road form a four-legged signalized intersection that was recently re-designed and re-built, with the fifth approach, Pulaski Street closed off and realigned. The eastbound CR 58 approach has two exclusive left turn lanes, two through lanes and an exclusive right turn lane. The westbound approach has an exclusive left turn lane, two through lanes and an exclusive channelized right turn lane controlled by a yield sign. The northbound Mill Road approach has an exclusive left turn and two through lanes and an exclusive right turn lane. The southbound approach has an exclusive left turn lane, a through lane and an exclusive channelized right turn lane controlled by a yield sign. The intersection is controlled by a four-phase signal and the phasing is as follows:

Phase 1 - East-West protected left turns
Phase 2 - East-West throughs with permitted left turns
Phase 3 - North-South protected left turns
Phase 4 - North-South movement with permitted left turns.

CR 58 at Pulaski Street/Riverhead Center Driveway

CR 58 (Old Country Road) and Pulaski Street / Riverhead Center Driveway form a four-legged signalized intersection that was recently reconstructed. The eastbound CR 58 approach has an exclusive left turn lane, a through lane and a shared through and right turn lane. The westbound approach has an exclusive left turn lane, two through lanes and an exclusive right turn lane. The northbound Pulaski Street approach has an exclusive left turn lane and a shared through and right turn lane. The southbound approach from Riverhead Center has a shared left turn and through lane and an exclusive right turn lane. The intersection is controlled by a three-phase signal and the phasing is as follows:

Phase 1 - Protected eastbound left turn and through

Phase 2 - East-West throughs with permitted left turns

Phase 3 - North-South movement with permitted left turns.

NY 25 at Kroemer Avenue / Forge Road

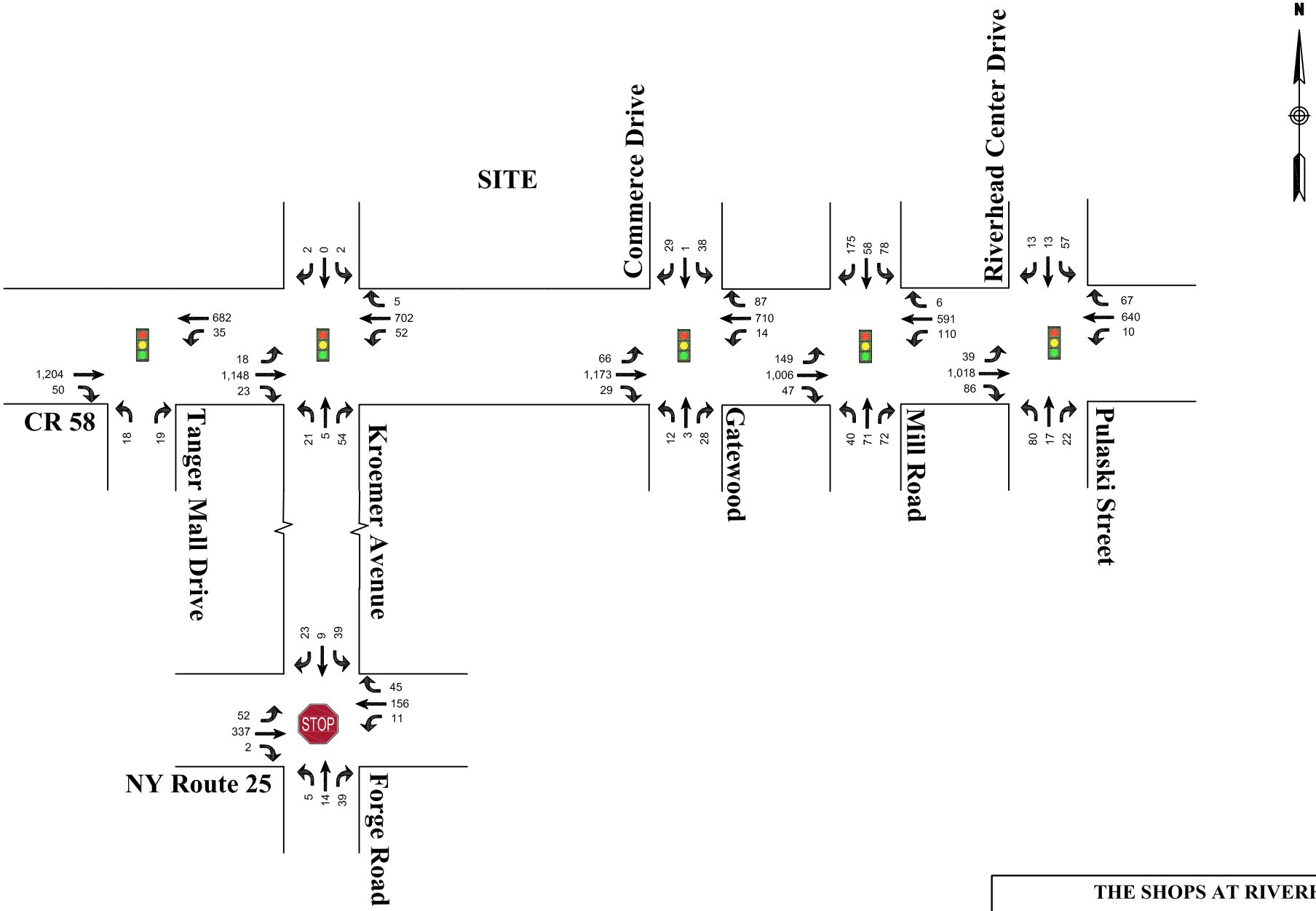
NY 25 and Kroemer Avenue/Forge Road form a four-legged unsignalized intersection. The northbound Forge Road and southbound Kroemer Avenue approaches are stop control. Though there are no pavement markings, the approaches are wide enough and are observed to be used as two lane approaches. All four approaches have a shared left turn and through lane and a right turn lane. On NY 25 the shoulders are being used as right turn lanes.

Existing Traffic Volume Data

Intersection turning movement counts at the key intersections were manually collected on a typical weekday during the AM, PM and Saturday peak hours. The counts were performed on June 9, 2011 from 7:30 AM to 9:30 AM and again from 4:00 PM to 6:00 PM. The weekend counts were performed on Saturday, June 11, 2011 from 12:00 PM to 4:00 PM. These time periods typically reflect the heaviest traffic flows coinciding with commuter and shopping activities. Summaries of the turning movement counts are provided in Appendix A.

In order to gain an understanding of traffic conditions on CR 58 throughout the day, 24 hour traffic volumes in both directions were obtained using Automatic Traffic Recorders (ATR) located in front of the proposed site access for a period of 7 days while the turning movement counts were being collected. The ATR data can be found in Appendix B.

The existing peak hour traffic volumes for the weekday AM, PM and Saturday peak hours are shown in Figures 2, 3 and 4, respectively.



(Not to scale)

THE SHOPS AT RIVERHEAD

EXISTING TRAFFIC VOLUMES
AM PEAK HOUR

VHB
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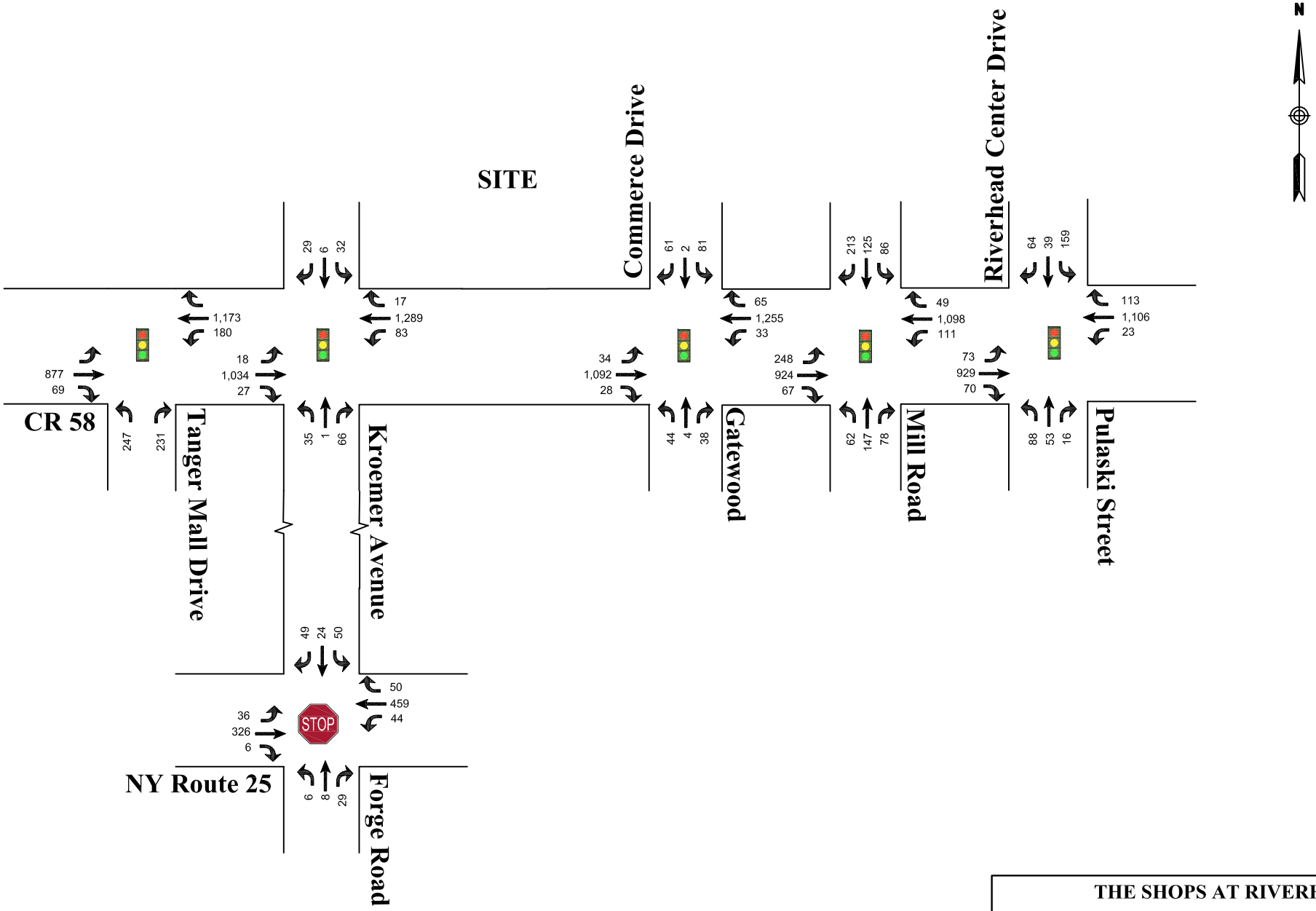
FIGURE 2



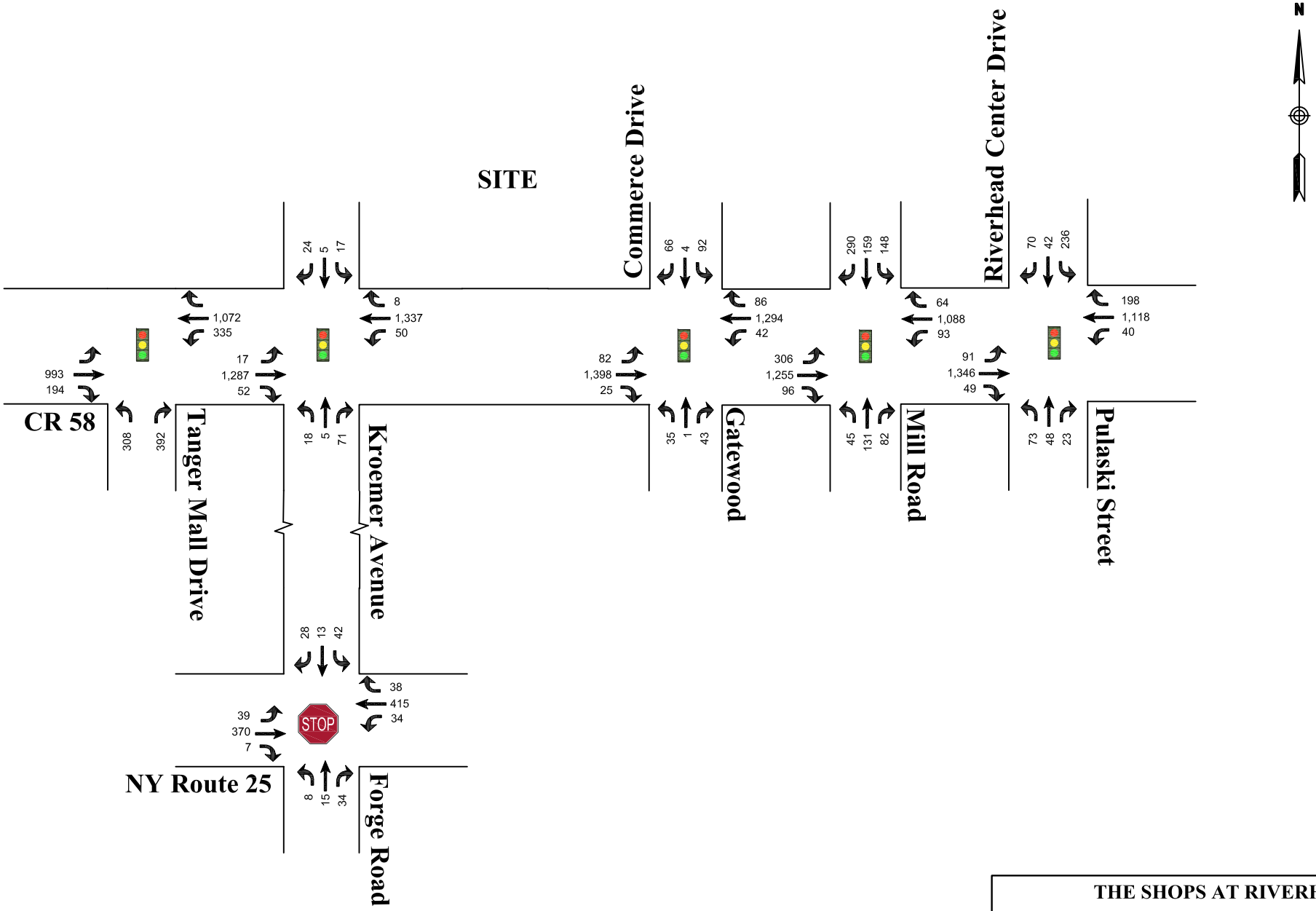
(Not to scale)

THE SHOPS AT RIVERHEAD

EXISTING TRAFFIC VOLUMES
PM PEAK HOUR

VHB
Engineering, Surveying and Landscape Architecture, P.C.

FIGURE 3



(Not to scale)

THE SHOPS AT RIVERHEAD

EXISTING TRAFFIC VOLUMES
SATURDAY PEAK HOUR

VHB
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FIGURE 4

Accident History

Accident data from the most recent available NYSDOT Accident Location Information System (ALIS) records for the three-year period from January 1, 2008 through December 31, 2010 was requested and Accident Verbal Description Reports (VDR) were obtained for the roadway segment of CR 58 from LIE ramps to Pulaski Street and all intersections in between. The 2007 DEIS included accident data for the period from January 2001 to December 2003.

Table 1 provides a summary of the most recent accident history on the segment of CR 58 under study. The Accident Verbal Description Reports are included in Appendix E.

Table 1 – Accident Summary

Location	Accident Severity				Total	Accident Type											
	Fatality	Injury	Property Damage	Non-reportable		Rear End	Overtaking	Right Angle	Left Turn	Right Turn	Fixed Object	Head On	Side-Swipe	Pedestrian/ Bicyclist	Parked Vehicle	Animal's Action	Other/ Unknown
CR 58 @ Tanger Mall Drive	-	12	11	1	**24**	8	2	2	5	-	1	1	-	1	-	-	4
CR 58 @ Kroemer Avenue	-	8	12	-	**20**	4	1	5	5	1	1	-	1	-	-	-	2
CR 58 @ Commerce Drive/ Gatewood	-	1	1	-	**2**	1	-	1	-	-	-	-	-	-	-	-	-
CR 58 @ Mill Road	-	22	24	5	**51**	10	7	13	5	6	2	-	-	1	-	-	7
Mill Road @ Pulaski (before re-construction)	-	5	14	1	**20**	3	-	7	3	2	-	-	-	-	-	-	5
Non-intersection accidents LIE Ramps to Pulaski Street	-	28	36	4	**68**	37	2	10	3	1	1	-	1	1	1	1	10
Segment Totals		76	98	11	**185**	63	12	38	21	10	5	1	2	3	1	1	28

As shown in the table, during the three-year study period a total of 185 accidents occurred on the segment of CR 58 under study. There were no fatalities, 76 accidents resulting in personal injury, 98 accidents resulting in property damage, and 11 accidents were classified as non-reportable. The accidents with the highest incident rates were rear end collisions, accounting for 34% of all accidents, right angle accidents, accounting for 21% of the accidents, and left turn accidents, which accounted for 11% of the accidents. No other accident type exceeded 10% of the total accidents on the segment under study.

Broken down by location the non-intersection locations accounted for 68 accidents (37% of total) consisting of 37 rear end collisions. Among the study intersections, CR 58 at Mill Road combined with Mill Road and Pulaski Street (before re-construction) accounted for 71 accidents (38% of the total), CR 58 at Tanger Mall Drive accounted for 24 accidents (13% of the total), CR 58 at Kroemer Avenue accounted for 20 accidents (11% of the total) and CR 58 at Commerce Drive/Gatewood accounted for 2 accidents (1% of the total).

The segment of CR 58 under study was reconstructed in 2010 which included a widening to allow for a second eastbound through lane being added and the intersection of CR 58 at Mill Road was redesigned and re-built where Pulaski Street access to Mill Road and CR 58 was closed and it was realigned to intersect CR 58 east of Mill Road. These measures have resulted in a reduction in congestion along CR 58 and by observation the traffic appears to be flowing better. A goal of the reconstruction project, by reducing congestion, was to make CR 58 safer for motorists with an expected reduction in accidents.

Accident Rate

In order to evaluate the relative frequency of these accidents, a comparison was made to the statewide average rate for similar facilities, as show below:

Accident Rate Calculation (before reconstruction of CR 58):

$$\text{Rate} = \frac{\text{(Total Accidents)} * \text{(1,000,000)}}{\text{(365 days/yr)*(No. of years)*(AADT)*(Length of segment)}}$$

$$= \frac{185 * 1{,}000{,}000}{365*3*25{,}000*1.3 \text{ miles}} = 5.20 \text{ accidents per million vehicle miles.}$$

The New York State average (based on accident data Dec 1, 2008 to Nov 30, 2010) for a four lane undivided roadway, urban area is 4.09 Acc/MVM. The NY Average Accident Rates can be found in Appendix B.

The above information is presented for informational purposes only. However, the data are no longer relevant, since the accident experience will likely be reduced due to the recent reconstruction of the CR 58.

3

Future Conditions

An analysis of future conditions, both with and without the proposed project ("Build" and "No-Build" conditions, respectively), was performed to evaluate the effect of the proposed project on future traffic in the area. The No-Build condition represents the future traffic conditions that can be expected to occur, whether the proposed development is constructed or not. The No-Build condition serves as a comparison to the Build condition, which represents expected future traffic conditions resulting from both the proposed project and non-project-generated traffic. Traffic volumes in the study area were projected to the year 2013, reflecting the year when the project is expected to be completed.

No Build Condition

2013 No-Build traffic volumes includes existing traffic, additional traffic volume due to background traffic growth, and other planned developments in the area as explained below.

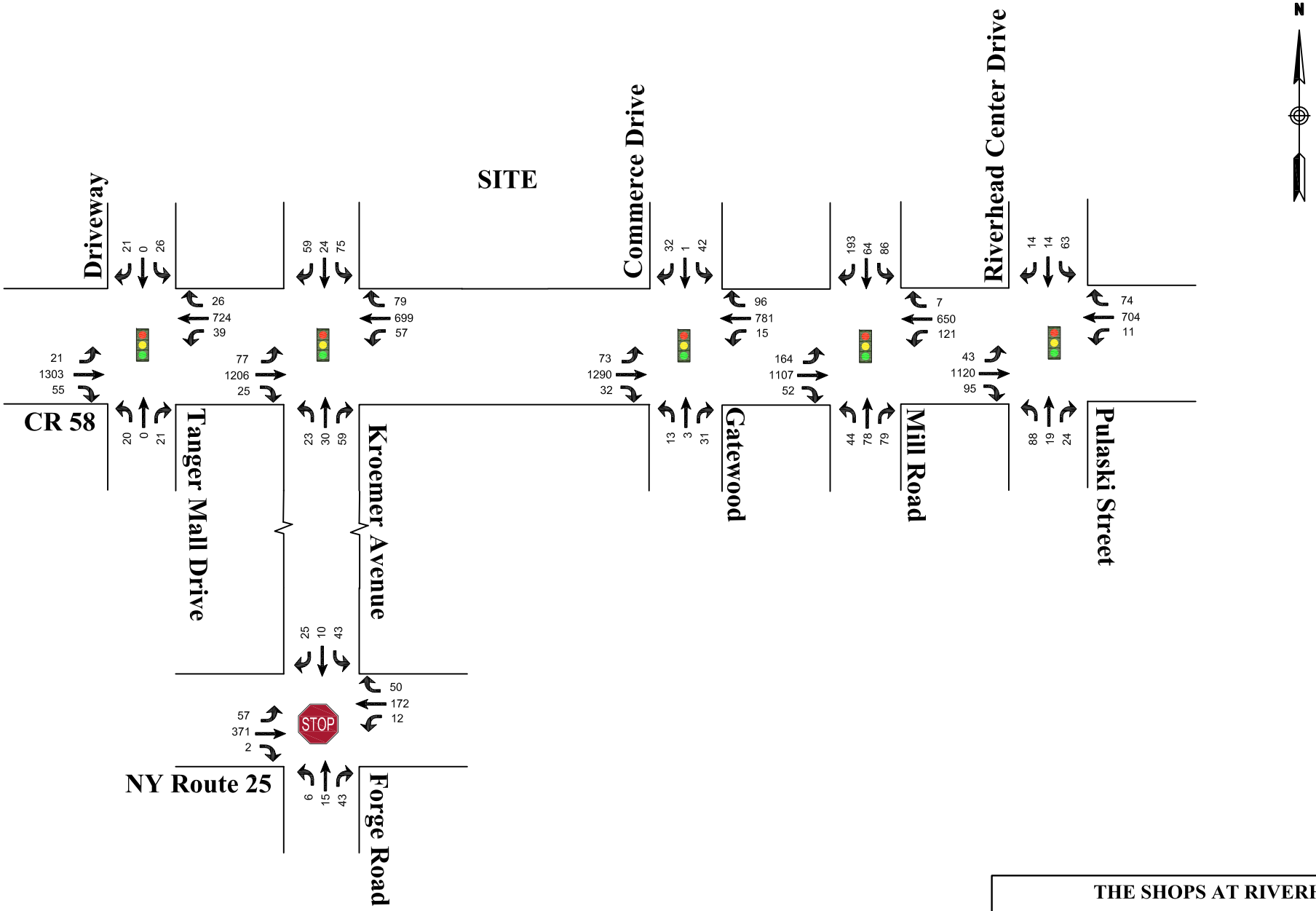
Background Traffic Growth

To account for increases in general population and background growth not related to the proposed project, an annual growth factor was applied to existing traffic volumes. Based on the NYSDOT Long Island Transportation Plan ("LITP") 2000 model, the growth rate anticipated for the Town of Riverhead in Suffolk County is 1.7% per year.

Other Planned Developments

To account for the traffic generated by these proposed planned developments including Lowe's, and the anticipated back-ground growth, the existing traffic volumes were grown by a conservative estimate of 5% per year for a total of 10% for two years. This approach is consistent with the methodology approved by the Town for the Lowe's project.

The No Build traffic volumes for the weekday AM peak, PM peak and Saturday peak hours are shown in Figures 5, 6 and 7, respectively.



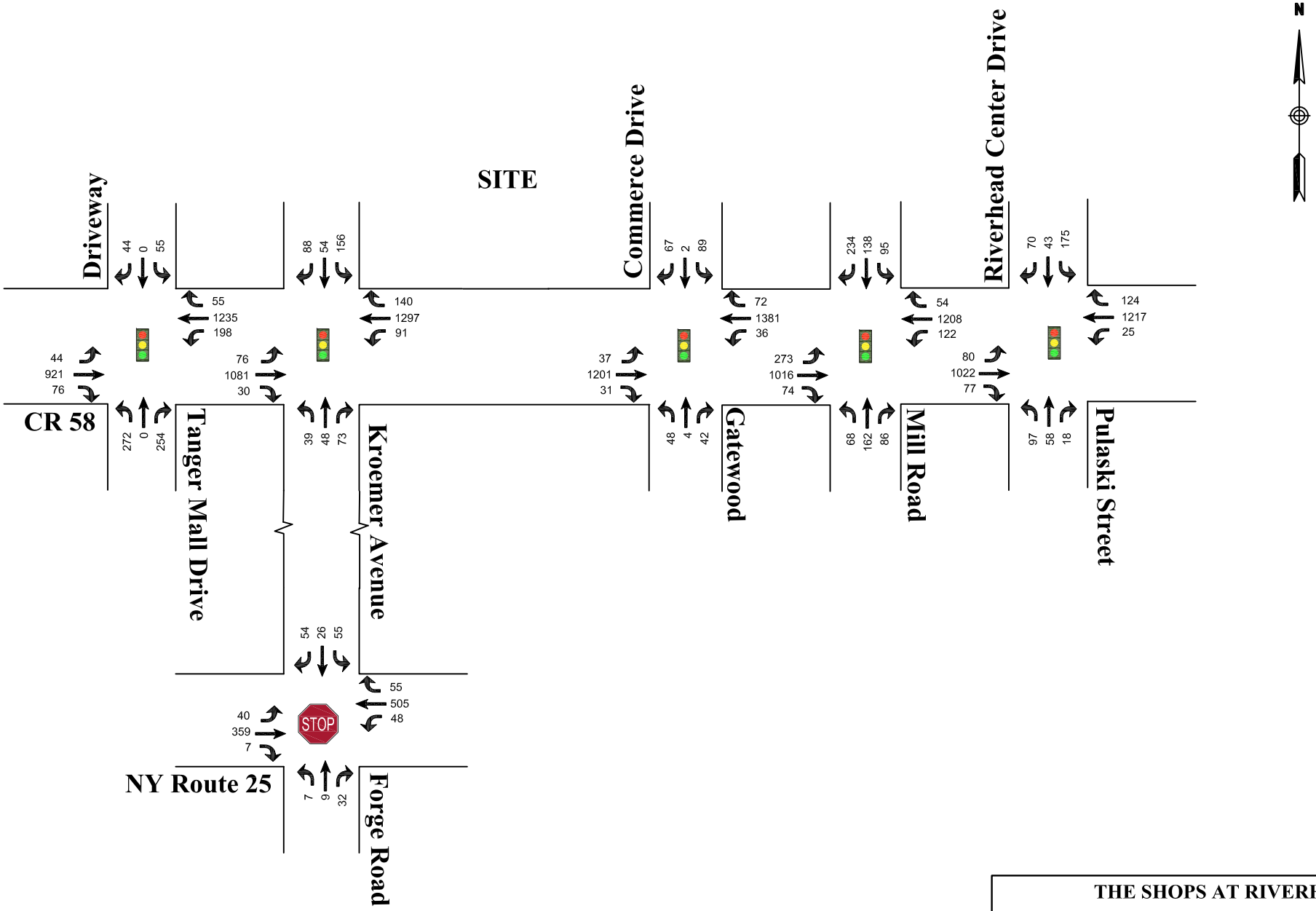
(Not to scale)

THE SHOPS AT RIVERHEAD

NO BUILD TRAFFIC VOLUMES
AM PEAK HOUR

VHB
Engineering, Surveying and Landscape Architecture, P.C.

FIGURE 5



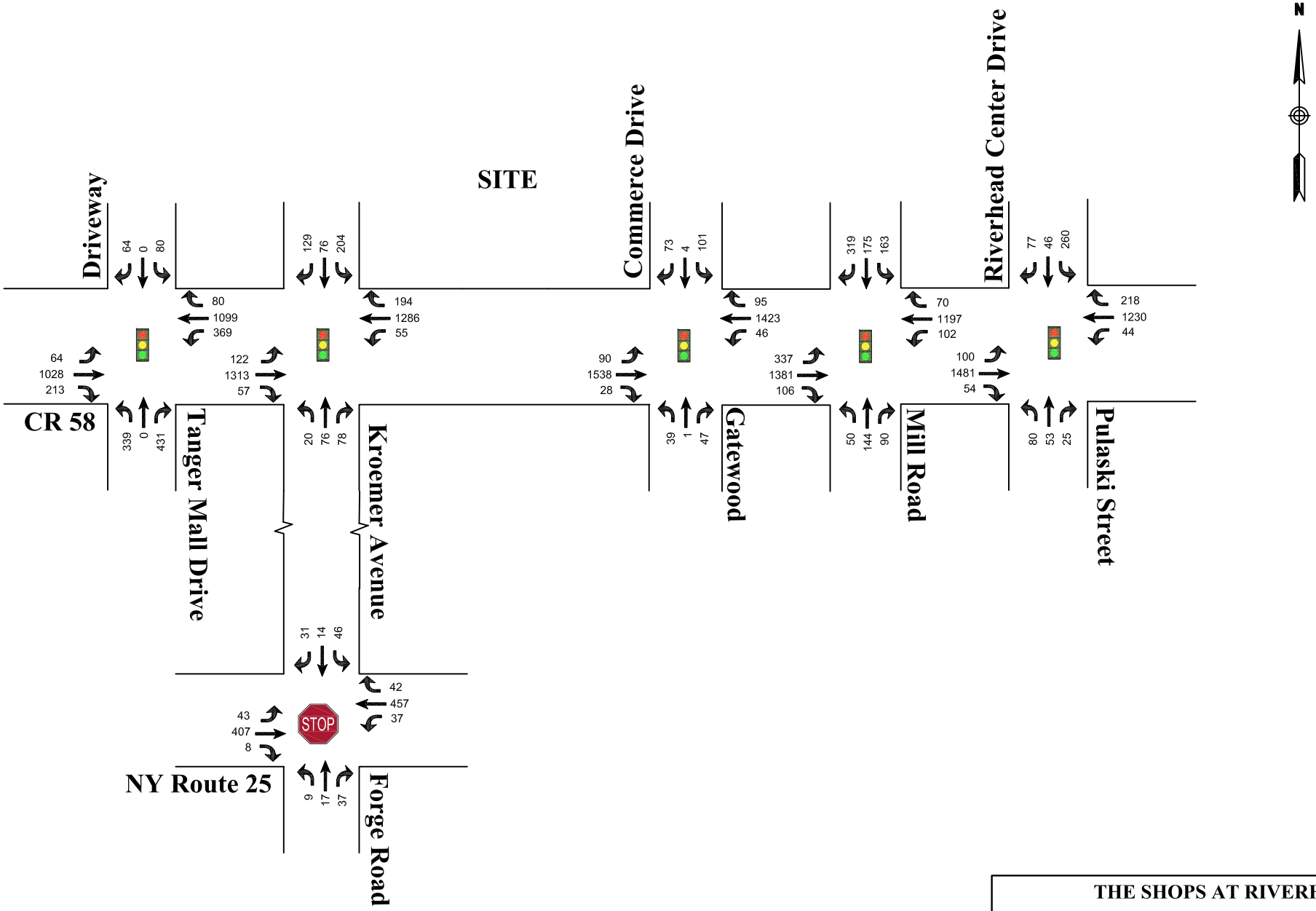
(Not to scale)

THE SHOPS AT RIVERHEAD

NO BUILD TRAFFIC VOLUMES
PM PEAK HOUR

VHB
Engineering, Surveying and Landscape Architecture, P.C.

FIGURE 6



(Not to scale)

THE SHOPS AT RIVERHEAD

NO BUILD TRAFFIC VOLUMES
SATURDAY PEAK HOUR

VHB
Engineering, Surveying and Landscape Architecture, P.C.

FIGURE 7

Build Condition

To estimate the traffic impact of the proposed development, it is necessary to determine the traffic volumes expected to be generated by the proposed project.

Development Mix

The Shops at Riverhead development is being proposed with the following mix:

- Costco – Wholesale Discount Club with Gasoline Sales: 135,559 SF
- Retail Shopping Center (including a Drive-in Bank): 113,632 SF

Trip Generation

To estimate the project-generated traffic for the proposed development mix, a review was undertaken of the available trip generation data sources, including the reference published by the Institute of Transportation Engineers ("ITE"), Trip Generation, 8th Edition. This widely utilized reference source contains trip generation rates for related uses, "Retail Shopping Center" (Land Use Code #820). It was found that ITE did not accurately portray the rates for Wholesale Discount Club with Gasoline sales. Through research on the topic VHB found that the Pennsylvania Department of Transportation has a recommended policy for this specific land use. The Penn DOT rates were available only for PM peak and Saturday peak periods. For the AM peak, ITE Trip Generation rates (Land Use Code #857) for a Discount Club with Gasoline Store were used. Table 2 summarizes the trip generation for the proposed development. The Penn DOT approval methodology can be found in Appendix B.

Table 2 – Trip Generation

Project Component	Size	AM Peak Hour [1]		PM Peak Hour		Saturday Peak Hour	
DISCOUNT CLUB WITH GASOLINE SALES Penn DOT Methodology	135,559 SF	Rate =	0.56	Rate =	4.21	Rate =	5.56
		Entering	Exiting	Entering	Exiting	Entering	Exiting
		71%	29%	50%	50%	50%	50%
		54	22	285	286	377	377
		Total =	76	Total =	571	Total =	754
RETAIL SHOPPING CENTER ITE # 820 (Retail space includes Drive-in Bank)	113,632 SF	Rate =	1.00	Rate =	3.73	Rate =	4.89
		Entering	Exiting	Entering	Exiting	Entering	Exiting
		61%	39%	49%	51%	52%	48%
		70	44	208	216	289	267
		Total =	114	Total =	424	Total =	556
TOTALS		AM Peak Hour Trips		PM Peak Hour Trips		Saturday Peak Hour Trips	
		Entering	Exiting	Entering	Exiting	Entering	Exiting
		124	66	493	502	666	644
		190		995		1,310	

Pass-by Trips

ITE defines pass-by trips as *trips made as intermediate stops on the way from and origin to a primary trip destination without diversion*. Pass-by trips are attracted from the adjacent street in this case from CR 58. Pass-by trip rates would depend on the type and size of the development.

The pass-by trip rate for this study was adopted from the Penn DOT methodology, which is 37% for PM peak and 30% for Saturday peak. Since there was no mention of the rates for AM peak, the Saturday rate was used. Thus, pass-by rates of 30%, 37% and 30% were applied respectively to AM peak, PM peak and Saturday peak hours to come up with the pass-by volumes. These volumes were reduced from the total number of trips generated by the site to come up with the volume of primary trips to the site.

Table 3 summarizes the primary trip calculation.

Table 3 – Pass-by Trips & Estimated Primary Trips

Total Trips	AM Peak Hour Trips		PM Peak Hour Trips		Saturday Peak Hour Trips	
	Entering	Exiting	Entering	Exiting	Entering	Exiting
Generated by site	124	66	493	502	666	644
Less Pass-by	37	37	182	182	200	200
Net of Pass-by (Estimated Primary Trips)	87	29	311	320	466	444

[1] ITE Rates for Land Use Code 857 used only in AM peak.

Table 4 is a comparison of the FEIS trip generation to the DEIS trip generation.

Table 4 – Trip Generation FEIS vs. DEIS (Net of Pass-by)

Study (Year)	Size of Development (SF)	AM Peak Hour Trips			PM Peak Hour Trips			Saturday Peak Hour Trips		
		Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Total
DEIS(2007)	530,420	194	116	310	652	689	1341	1040	1000	2041
FEIS(2011)[2]	249,191	87	29	116	311	320	631	466	444	910

As shown in the table, this is a very substantial reduction in the traffic generation!

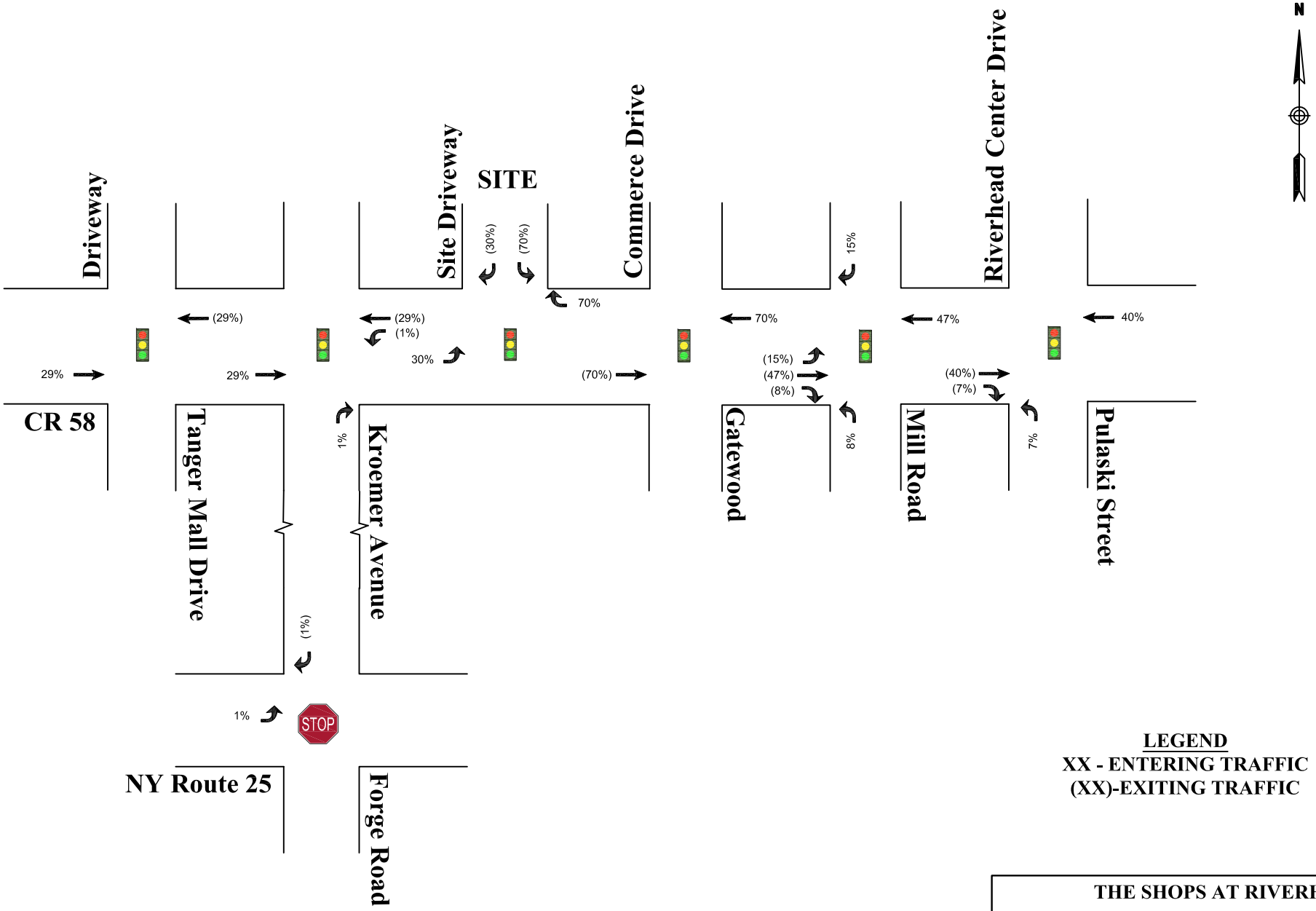
Trip Distribution and Assignment

The net primary trips generated by the proposed shopping center were distributed to the adjacent roadways based on demographic configuration. At the site access the estimated number of pass-by trips were reduced for the through traffic on CR 58 and added to left turns / right turns into the site. For a more conservative analysis it was assumed that the same number of pass-by trips that enter the site, exit the development during the same hour and rejoin the traffic travelling in the same direction as before. This denotes that vehicles that were travelling on CR 58 would stop at the site, exit and continue in the same direction.

The trip distribution percentages, which were applied to the primary trips generated by the site and then assigned to local roadway network, are shown in Figure 8. The resulting site generated traffic volumes for the weekday AM, PM and Saturday peak hours are shown in Figures 9, 10 and 11, respectively.

To determine the 2013 Build traffic volumes, the primary trips generated by the site were added to the No-Build traffic volumes at the key intersections. The resulting 2013 Build traffic volumes for the weekday AM and PM peak hours are shown in Figures 12, 13 and 14, respectively.

[2] The FEIS is based on a net reduction of from the DEIS of 281,229 sq feet of development.



LEGEND
XX - ENTERING TRAFFIC
(XX)-EXITING TRAFFIC

(Not to scale)

THE SHOPS AT RIVERHEAD
TRIP DISTRIBUTION

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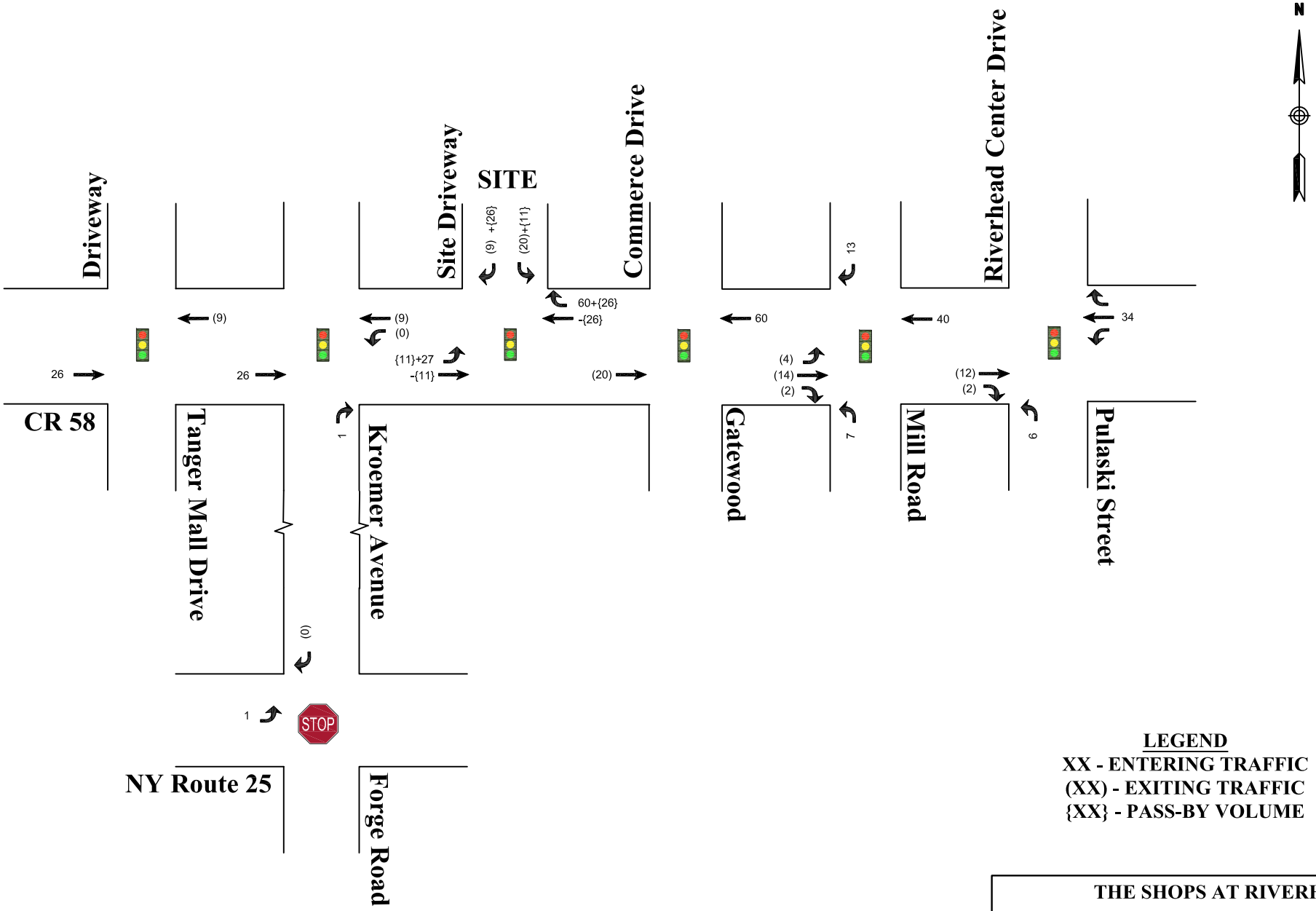
FIGURE 8



LEGEND
XX - ENTERING TRAFFIC
(XX) - EXITING TRAFFIC
{XX} - PASS-BY VOLUME

(Not to scale)

THE SHOPS AT RIVERHEAD
SITE GENERATED TRAFFIC
AM PEAK HOUR

VHB
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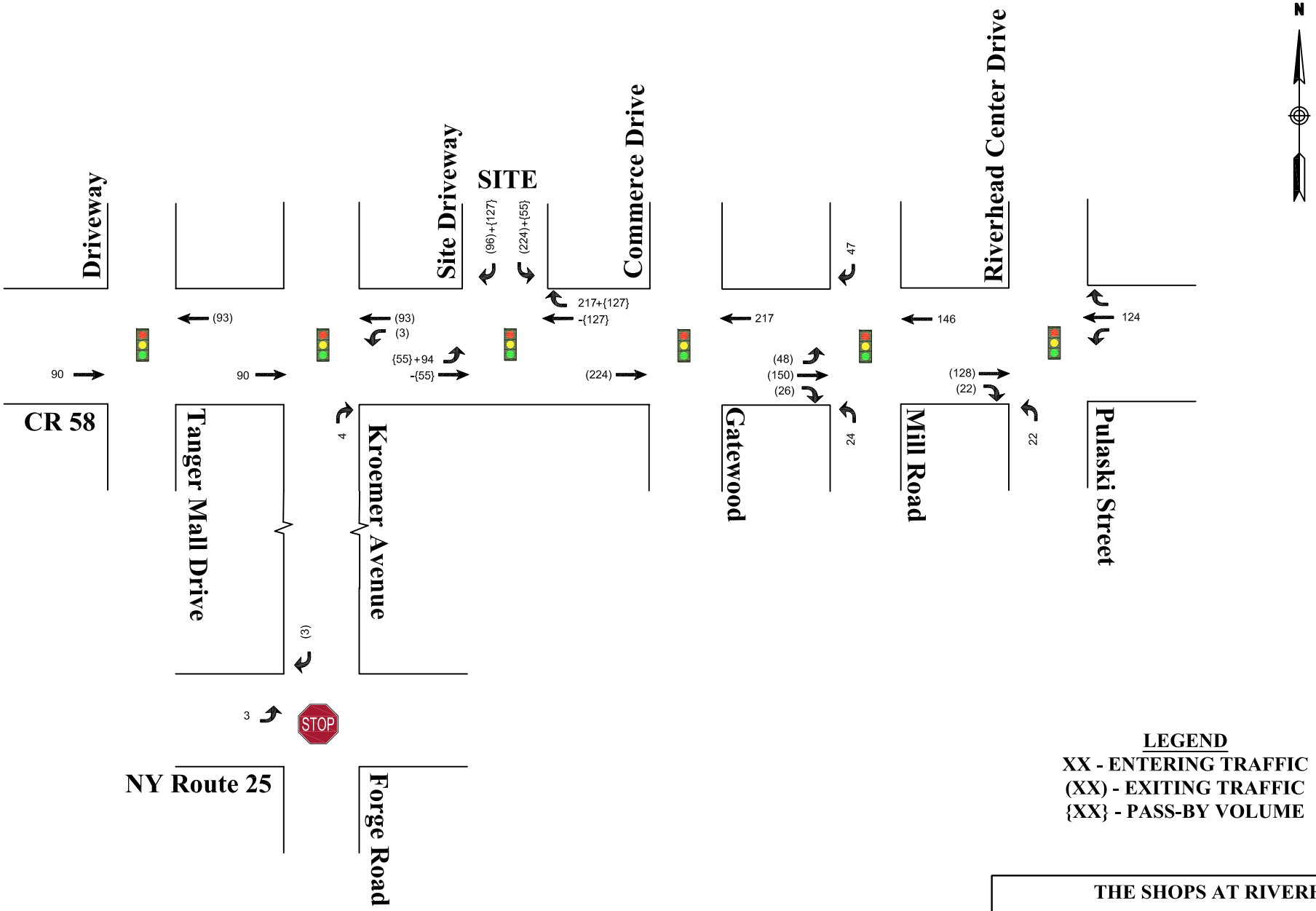
FIGURE 9



LEGEND
XX - ENTERING TRAFFIC
(XX) - EXITING TRAFFIC
{XX} - PASS-BY VOLUME

(Not to scale)

THE SHOPS AT RIVERHEAD
SITE GENERATED TRAFFIC
PM PEAK HOUR

VHB
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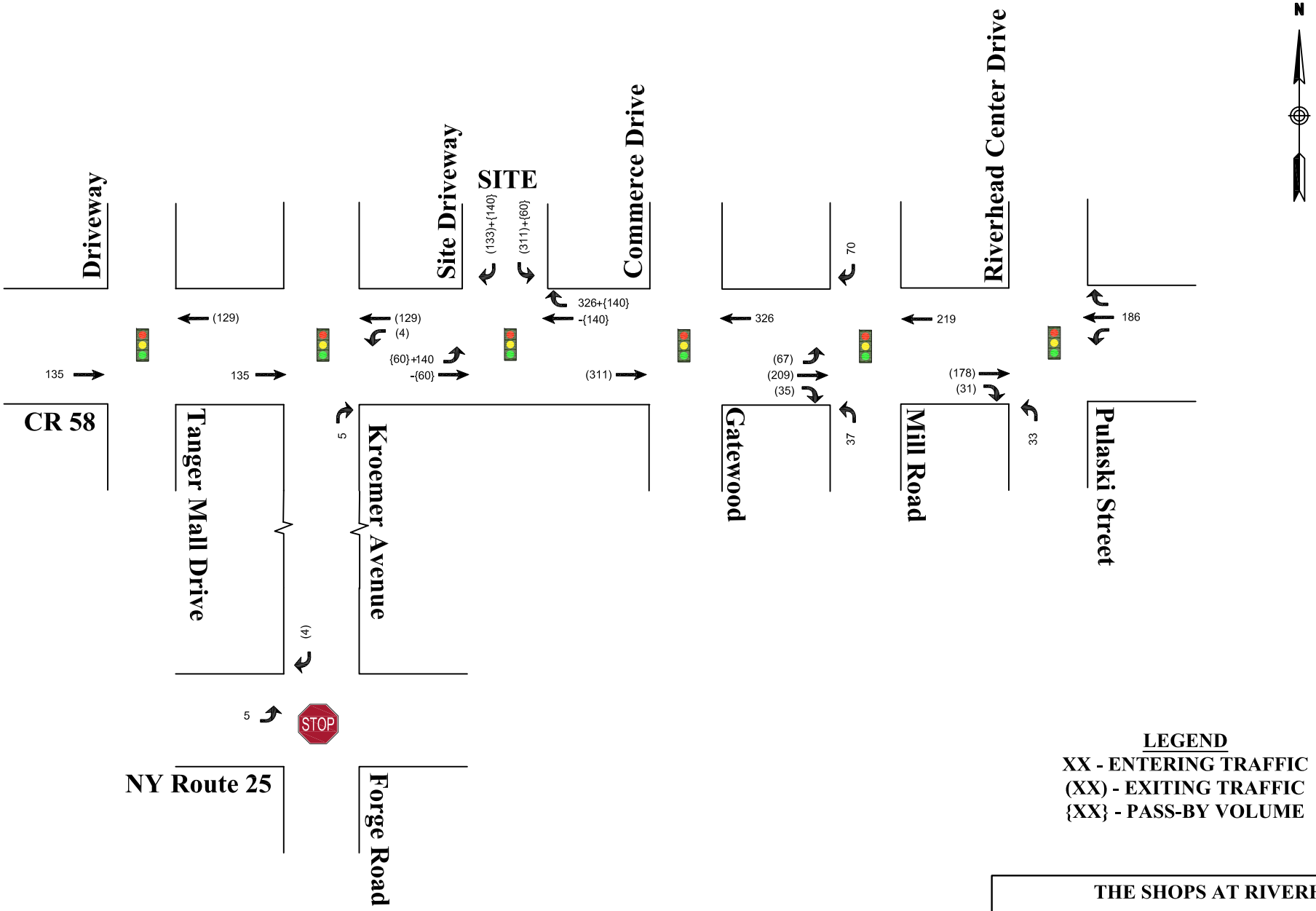
FIGURE 10



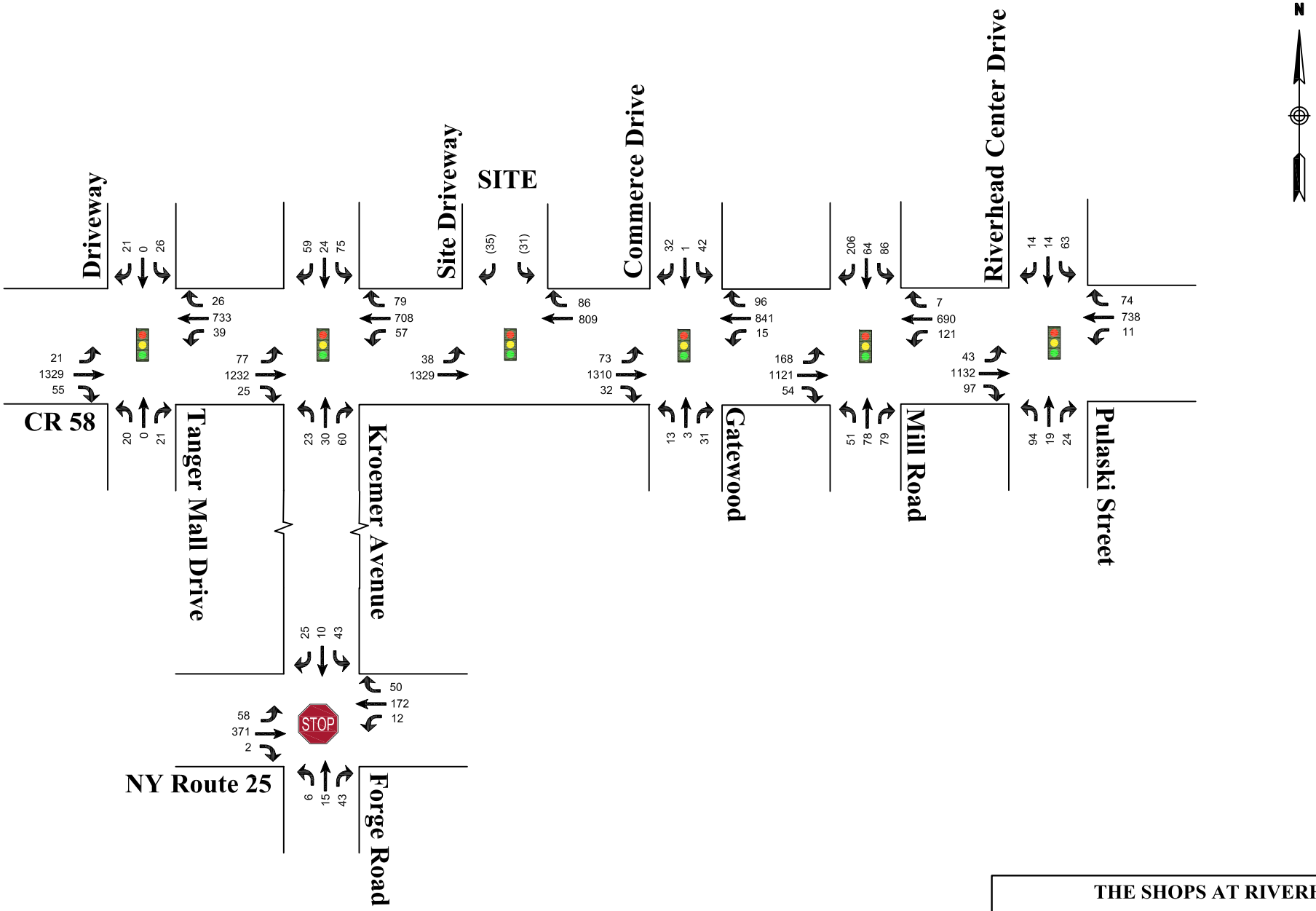
LEGEND
XX - ENTERING TRAFFIC
(XX) - EXITING TRAFFIC
{XX} - PASS-BY VOLUME

(Not to scale)

THE SHOPS AT RIVERHEAD
SITE GENERATED TRAFFIC
SATURDAY PEAK HOUR

VHB
Engineering, Surveying and Landscape Architecture, P.C.

FIGURE 11



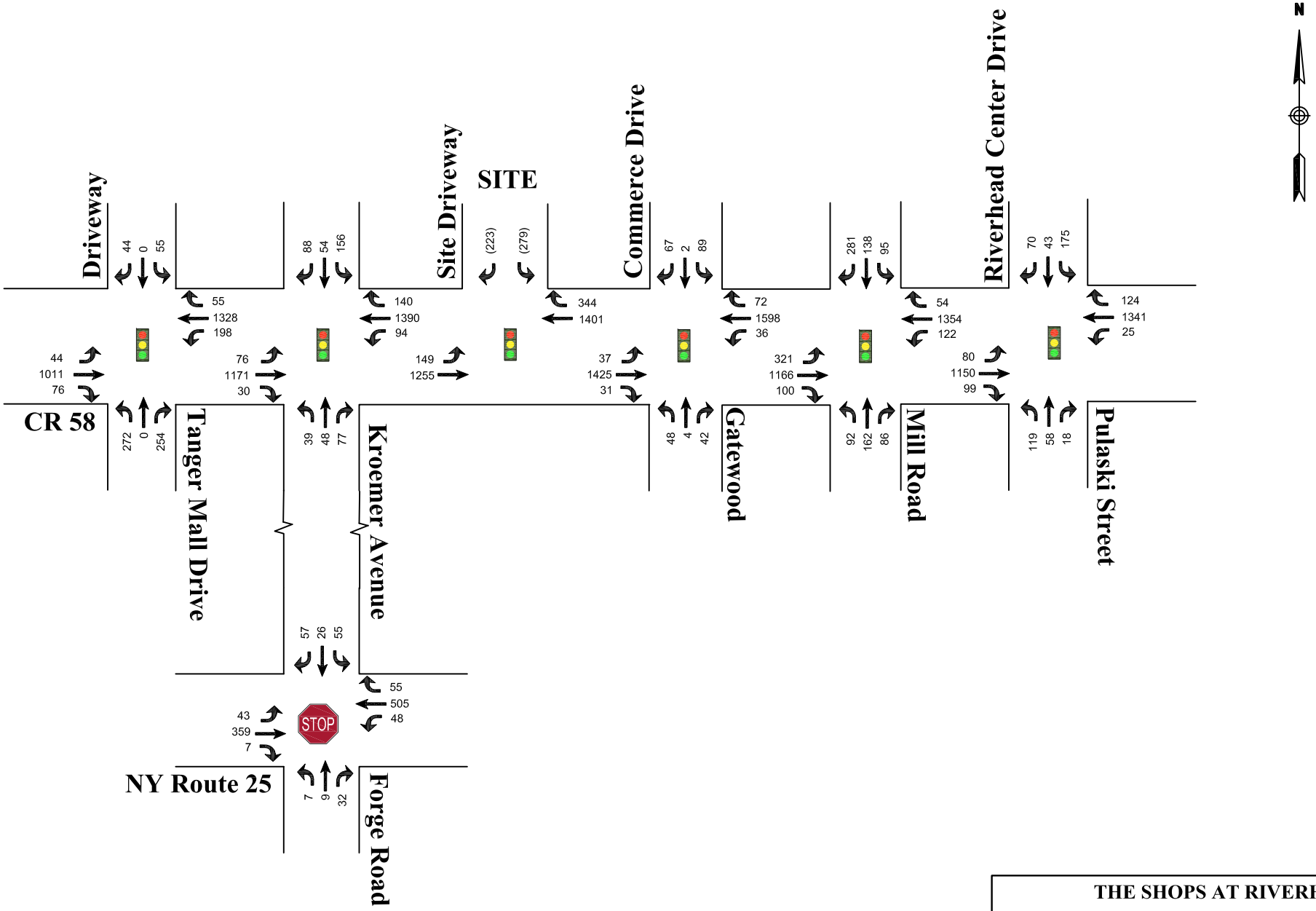
(Not to scale)

THE SHOPS AT RIVERHEAD

BUILD TRAFFIC VOLUMES
AM PEAK HOUR

VHB
Engineering, Surveying and Landscape Architecture, P.C.

FIGURE 12



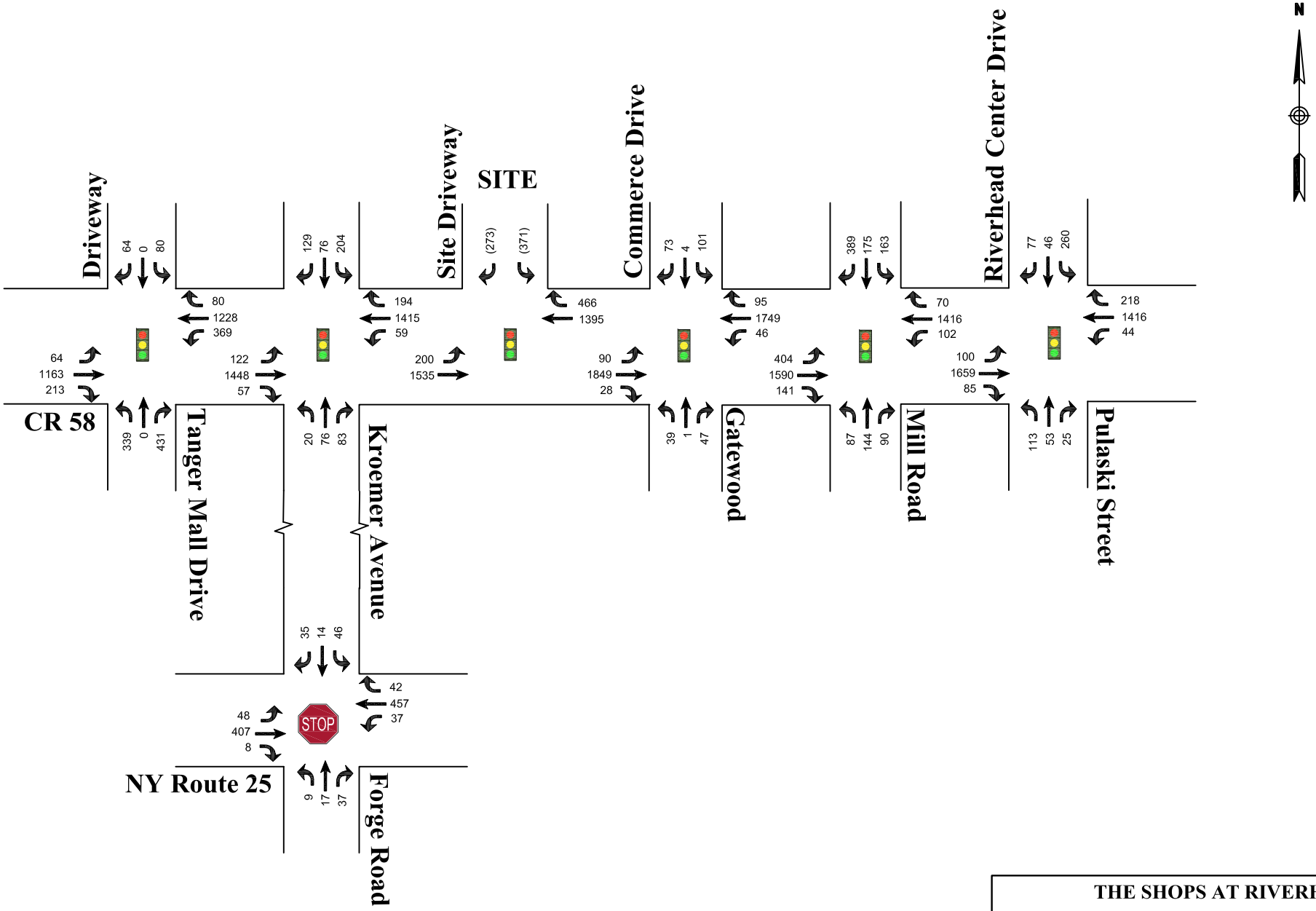
(Not to scale)

THE SHOPS AT RIVERHEAD

BUILD TRAFFIC VOLUMES
PM PEAK HOUR

VHB
Engineering, Surveying and Landscape Architecture, P.C.

FIGURE 13



(Not to scale)

THE SHOPS AT RIVERHEAD

BUILD TRAFFIC VOLUMES
SATURDAY PEAK HOUR

VHB
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FIGURE 14

4

Traffic Operations Analysis

To assess quality of traffic flow in the area, roadway capacity analyses were conducted with respect to the Existing condition and No-Build and future Build conditions. These capacity analyses provide an indication of the adequacy of the roadway facilities to serve the anticipated traffic demands.

Level of Service and Delay Criteria

The evaluation criteria used to analyze area intersections in this traffic study are based on the 2000 Highway Capacity Manual ("HCM"). The term "level of service" ("LOS") is used to denote the different operating conditions that occur at an intersection under various traffic volume loads. It is a qualitative measure that considers a number of factors including roadway geometry, speed, travel delay, and freedom to maneuver. LOS provides an index to the operational qualities of a roadway segment or an intersection. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

Detailed Level of Service definitions can be found in Appendix C.

Software

The capacity analyses were conducted using the traffic analysis and simulation software Synchro, *version 7,* a computer program developed by Trafficware Ltd. Synchro is a complete software package for modeling and optimizing traffic signal timing. Synchro adheres to and implements the guidelines and methods set forth in the 2000 Highway Capacity Manual, Chapters 16 and 17. This analysis methodology was used to evaluate the ability of an intersection or roadway to efficiently handle the number of vehicles using the facility. Synchro was used to model and analyze the Existing, No-Build and Build conditions at the key intersections. For simulating the

model, its companion traffic simulation software, SimTraffic, also developed by Trafficware, was used. SimTraffic is a traffic simulation and animation software program that includes vehicle and driver performance characteristics as developed by the Federal Highway Administration (FHWA).

Level of Service Analysis

Level of Service (LOS) analyses were conducted for the Existing, 2013 No-Build and 2013 Build conditions for each of the key intersections.

Peak Hour Factor

The existing approach peak hour factors (PHFs) for all of the study intersections were calculated based on the existing turning movement counts for use in the analysis of the existing conditions. Future conditions involve background growth and the project generated traffic. Since accurate measurement of field data for future conditions is not possible, use of the existing PHF would not be representative of future conditions. Typically, as overall volumes increase, traffic is more evenly distributed throughout the peak period and the peak hour factors increase accordingly. Hence all approach peak hour factors less than 0.92 in the existing conditions were increased to 0.92 in the future conditions, as recommended by the Highway Capacity Manual. All existing PHF greater than 0.92 in the existing conditions were left as is.

Analysis Results

The results of the capacity analyses for AM, PM and Saturday peak periods, for the five signalized study intersection, are summarized in Tables 5, 6 and 7, respectively, The results of the capacity analyses for the unsignalized study intersection, are summarized in Tables 5A, 6A and 7A, respectively. The detailed capacity analysis worksheets are contained in Appendix D.

Table 5 – Signalized Intersections Level of Service – AM Peak Hour

Intersection	Movement	Lane Group	Existing 2011		No Build		Build	
			Delay	LOS	Delay	LOS	Delay	LOS
CR 58 & Tanger Mall Drive	EB	L	N/A	N/A	4.9	A	4.9	A
		T	5.5	A	12.7	B	13.0	B
		R	0.0	A	0.1	A	0.1	A
		Approach	5.3	A	12.0	B	12.3	B
	WB	L	2.2	A	6.8	A	8.0	A
		T	1.4	A	12.9	A	15.2	B
		R	N/A	N/A	8.4	A	10.0	A
		Approach	1.5	A	12.5	B	14.7	B
	NB	L	35.9	D	35.9	D	35.9	D
		R	0.1	A	0.0	A	0.0	A
		Approach	17.4	B	17.6	B	17.6	B
	SB	L	N/A	N/A	36.2	D	36.2	D
		TR	N/A	N/A	16.8	B	16.8	B
		Approach	N/A	N/A	27.3	C	27.3	C
	Overall		4.3	A	12.6	B	13.6	B
CR 58 & Kroemer Avenue	EB	L	2.5	A	1.5	A	1.6	A
		TR	6.6	A	5.9	A	6.2	A
		Approach	6.5	A	5.7	A	5.9	A
	WB	L	8.9	A	10.7	B	13.8	B
		T	12.0	B	15.7	B	23.6	C
		R	10.8	B	9.1	A	15.1	B
		Approach	11.7	B	14.8	B	22.2	C
	NB	L	39.2	D	33.2	C	33.2	C
		TR	17.4	B	19.1	B	19.0	B
		Approach	23.1	C	22.0	C	21.9	C
	SB	L	34.0	C	47.0	D	47.0	D
		T	33.0	C	31.4	C	31.4	C
		R	22.5	B	11.7	B	11.7	B
		Approach	29.2	C	31.5	C	31.5	C
	Overall		9.1	A	11.3	B	13.9	B
CR 58 & Commerce Drive/Gatewood	EB	L	1.2	A	1.5	A	2.8	A
		T	1.8	A	4.0	A	4.9	A
		R	0.2	A	0.7	A	2.0	A
		Approach	1.8	A	3.8	A	4.8	A
	WB	L	1.9	A	1.9	A	1.9	A
		TR	3.9	A	4.0	A	4.1	A
		Approach	3.8	A	4.0	A	4.1	A
	NB	L	33.8	C	33.3	C	33.3	C
		TR	14.8	B	14.2	B	14.2	B
		Approach	20.2	C	19.4	B	19.4	B
	SB	L	43.6	D	44.1	D	44.1	D
		TR	14.0	B	13.3	B	13.3	B
		Approach	30.4	C	30.6	C	30.6	C
	Overall		4.1	A	5.4	A	6.0	A

Table 5 – Signalized Intersections Level of Service – AM Peak Hour…continued

Intersection	Movement	Lane Group	Existing 2011		No Build		Build	
			Delay	LOS	Delay	LOS	Delay	LOS
CR 58 & Mill Road	EB	L	5.7	A	4.7	A	5.3	A
		T	12.4	B	14.1	B	15.0	B
		R	7.7	A	6.9	A	7.4	A
		Approach	11.4	B	12.6	B	13.5	B
	WB	L	6.7	A	10.0	B	12.3	B
		T	11.8	B	11.4	B	12.0	B
		R	0.0	A	0.0	A	0.0	A
		Approach	10.9	B	11.0	A	11.9	B
	NB	L	25.6	C	25.7	C	26.3	C
		T	37.0	D	37.0	D	37.0	D
		R	15.7	B	15.5	B	17.3	B
		Approach	26.1	C	26.1	C	26.9	C
	SB	L	28.7	C	28.8	C	30.5	C
		T	37.0	D	37.2	D	38.0	D
		R	0.2	A	0.2	A	0.3	A
		Approach	14.2	B	14.3	B	14.4	B
	Overall		12.8	B	13.4	B	14.1	C
CR 58 & Pulaski Street/RH Center Driveway	EB	L	7.3	A	8.7	A	9.1	A
		TR	14.5	B	18.3	B	18.7	B
		Approach	14.3	B	18.0	B	18.4	B
	WB	L	8.6	A	8.9	A	9.3	A
		T	7.6	A	7.9	A	8.3	A
		R	2.5	A	2.5	A	2.5	A
		Approach	7.1	A	7.4	A	7.8	A
	NB	L	42.8	D	43.2	D	43.7	D
		TR	17.5	B	17.6	B	17.8	B
		Approach	34.5	C	34.7	C	35.5	D
	SB	LT	36.7	D	36.6	D	37.6	D
		R	13.3	B	13.3	B	13.3	B
		Approach	33.0	C	33.0	C	33.8	C
	Overall		14.0	B	15.9	B	16.3	B

Table 5A – Unsignalized Intersections Level of Service – AM Peak Hour

Intersection	Critical Approach	Existing 2011		No Build 2013		Build 2013	
		Delay	LOS	Delay	LOS	Delay	LOS
Route 25 & Kroemer Avenue/Forge Road	NB	13.1	B	13.4	B	13.4	B
	SB	18.0	C	18.7	C	18.7	C

Table 5 and 5A show that under the future Build Conditions during AM peak hour all of the intersections will operate at service levels consistent with the future No-Build condition.

Table 6 – Signalized Intersections Level of Service – PM Peak Hour

Intersection	Movement	Lane Group	Existing 2011		No Build		Build	
			Delay	LOS	Delay	LOS	Delay	LOS
CR 58 & Tanger Mall Drive	EB	L	N/A	N/A	11.9	B	11.9	B
		T	13.1	B	26.1	C	29.0	C
		R	0.1	A	0.1	A	0.1	A
		Approach	12.1	B	23.6	C	26.4	C
	WB	L	11.5	B	24.4	C	32.5	C
		T	16.6	B	19.5	B	20.8	C
		R	N/A	N/A	2.7	A	2.7	A
		Approach	15.9	B	19.5	B	21.6	C
	NB	L	37.2	D	37.2	D	37.2	D
		R	0.3	A	0.3	A	0.3	A
		Approach	19.4	B	19.4	B	19.4	B
	SB	L	N/A	N/A	38.2	D	38.2	D
		TR	N/A	N/A	13.8	B	13.8	B
		Approach	N/A	N/A	27.2	C	27.2	C
	Overall		15.2	B	21.1	C	23.0	C
CR 58 & Kroemer Avenue	EB	L	2.7	A	17.7	B	18.3	B
		TR	5.7	A	14.8	B	15.5	B
		Approach	5.7	A	15.0	B	15.7	B
	WB	L	6.0	A	12.4	B	13.0	B
		T	11.5	B	24.3	C	30.6	C
		R	6.3	B	6.8	B	8.5	B
		Approach	11.1	B	22.0	C	27.7	C
	NB	L	41.1	D	30.8	C	32.4	C
		TR	13.2	B	17.0	B	17.8	B
		Approach	22.9	C	20.4	C	21.3	C
	SB	L	42.2	D	48.8	D	54.8	D
		T	31.7	C	29.3	C	30.7	C
		R	13.5	B	8.9	A	9.4	A
		Approach	28.9	C	33.5	C	37.0	D
	Overall		10.1	B	20.4	C	23.7	C
CR 58 & Commerce Drive/Gatewood	EB	L	2.4	A	4.4	A	7.4	A
		T	2.6	A	7.4	A	13.0	B
		R	0.4	A	1.2	A	5.3	A
		Approach	2.5	A	7.1	A	12.7	B
	WB	L	3.5	A	2.7	A	3.0	A
		TR	8.7	A	9.7	A	11.0	B
		Approach	8.5	A	9.5	A	10.8	B
	NB	L	34.8	C	36.6	D	37.2	D
		TR	11.8	B	12.0	B	12.2	B
		Approach	23.6	C	24.5	C	24.9	C
	SB	L	47.4	D	52.8	D	54.6	D
		TR	10.5	B	10.8	B	10.9	B
		Approach	31.2	C	34.4	C	35.5	D
	Overall		8.2	A	10.7	B	13.5	B

Table 6 – Signalized Intersections Level of Service – PM Peak Hour…continued

Intersection	Movement	Lane Group	Existing 2011		No Build		Build	
			Delay	LOS	Delay	LOS	Delay	LOS
CR 58 & Mill Road	EB	L	16.2	B	23.3	C	27.1	C
		T	13.9	B	14.0	B	20.6	C
		R	6.9	A	8.4	A	11.1	B
		Approach	14.0	B	15.6	B	21.3	C
	WB	L	5.8	A	9.6	A	16.2	B
		T	11.4	B	13.1	B	18.9	B
		R	0.0	A	0.0	A	0.0	A
		Approach	10.4	B	12.3	C	18.0	B
	NB	L	22.5	C	22.8	C	24.6	C
		T	34.3	C	34.8	C	34.8	C
		R	10.8	B	10.9	B	10.9	B
		Approach	25.3	C	25.7	C	26.0	C
	SB	L	24.8	C	24.7	C	24.7	C
		T	47.1	D	46.4	D	46.4	D
		R	0.2	A	0.2	A	0.3	A
		Approach	19.0	B	18.8	B	17.2	B
	Overall		14.5	B	15.7	B	19.9	B
CR 58 & Pulaski Street/RH Center Driveway	EB	L	13.5	B	18.8	B	21.2	C
		TR	14.4	B	16.8	B	17.1	B
		Approach	14.3	B	16.9	B	17.3	B
	WB	L	12.0	B	12.3	B	12.7	B
		T	15.9	B	18.2	B	19.4	B
		R	2.7	A	2.4	A	2.4	A
		Approach	14.6	B	16.7	B	17.9	B
	NB	L	36.5	D	37.2	D	47.6	D
		TR	21.6	C	21.7	B	22.9	C
		Approach	30.0	C	30.3	C	37.9	D
	SB	LT	43.7	D	44.6	D	48.4	D
		R	7.9	A	8.0	A	8.5	A
		Approach	34.9	C	35.7	D	38.8	D
	Overall		17.4	B	19.4	B	20.7	C

Table 6A – Unsignalized Intersections Level of Service – PM Peak Hour

Intersection	Critical Approach	Existing 2011		No Build 2013		Build 2013	
		Delay	LOS	Delay	LOS	Delay	LOS
Route 25 & Kroemer Avenue/Forge Road	NB	16.9	C	18.8	C	19.0	C
	SB	34.0	D	43.3	E	43.7	E

Table 6 and 6A show that under the future Build Conditions during PM peak hour all of the intersections will operate at service levels consistent with the future No-Build condition.

Table 7 – Signalized Intersections Level of Service – Saturday Peak Hour

Intersection	Movement	Lane Group	Existing 2011		No Build 2013		Build 2013	
			Delay	LOS	Delay	LOS	Delay	LOS
CR 58 & Tanger Mall Drive	EB	L	N/A	N/A	10.1	B	10.9	B
		T	23.3	C	31.0	C	38.0	D
		R	0.2	A	0.2	A	0.2	A
		Approach	19.4	B	25.0	C	31.2	C
	WB	L	26.1	C	65.7	E	66.5	E
		T	16.7	B	8.8	A	10.2	B
		R	N/A	N/A	2.7	B	2.8	A
		Approach	19.0	B	22.1	C	22.3	C
	NB	L	36.9	D	45.7	D	62.0	E
		R	0.4	A	0.5	A	0.5	A
		Approach	16.5	B	20.4	C	27.5	C
	SB	L	N/A	N/A	67.5	E	73.5	E
		TR	N/A	N/A	17.4	B	18.0	B
		Approach	N/A	N/A	45.0	D	48.6	D
	Overall		18.6	B	23.6	C	27.5	C
CR 58 & Kroemer Avenue	EB	L	4.8	A	16.5	B	16.5	B
		TR	12.8	B	28.1	C	31.5	C
		Approach	12.7	B	27.1	C	30.4	C
	WB	L	4.6	A	11.8	B	11.8	B
		T	10.8	B	29.0	C	34.5	C
		R	6.8	A	8.4	A	9.0	A
		Approach	10.5	B	25.8	C	30.7	C
	NB	L	37.2	D	29.8	C	30.9	C
		TR	16.4	B	24.0	C	25.5	C
		Approach	20.3	C	24.6	C	26.1	C
	SB	L	38.7	D	61.7	E	83.9	F
		T	33.4	C	30.1	C	31.5	C
		R	15.4	B	8.1	A	8.6	A
		Approach	26.0	C	39.0	D	50.4	E
	Overall		12.2	B	27.8	C	32.5	C
CR 58 & Commerce Drive/Gatewood	EB	L	11.1	B	18.4	B	18.4	B
		T	4.2	A	11.7	B	22.6	C
		R	0.4	A	3.0	A	7.4	A
		Approach	4.5	A	11.9	B	22.2	C
	WB	L	4.4	A	9.7	A	10.1	B
		TR	11.0	B	10.2	B	19.8	B
		Approach	10.8	B	10.2	B	19.6	B
	NB	L	34.1	C	33.1	C	33.1	C
		TR	11.4	B	10.5	B	10.5	B
		Approach	21.6	C	20.7	C	20.7	C
	SB	L	51.4	D	50.0	D	50.0	D
		TR	11.7	B	10.8	B	10.8	B
		Approach	34.2	C	33.0	C	33.0	C
	Overall		9.5	A	12.6	B	21.5	C

Table 7 – Signalized Intersections Level of Service – Saturday Peak Hour…continued

Intersection	Movement	Lane Group	Existing 2011		No Build		Build	
			Delay	LOS	Delay	LOS	Delay	LOS
CR 58 & Mill Road	EB	L	25.6	C	28.2	C	32.2	C
		T	24.0	C	30.2	C	77.3	E
		R	11.7	B	13.4	B	14.9	B
		Approach	23.6	C	28.9	C	64.6	E
	WB	L	20.9	C	21.0	C	22.5	B
		T	12.7	B	16.8	B	57.2	E
		R	0.0	A	0.0	A	0.0	A
		Approach	12.7	B	16.3	B	52.4	D
	NB	L	21.1	C	21.2	C	22.6	C
		T	33.3	C	33.5	C	33.7	C
		R	10.8	B	10.6	B	10.6	B
		Approach	24.0	C	24.1	C	24.2	C
	SB	L	29.8	C	30.0	C	30.0	C
		T	37.5	D	37.5	D	41.4	D
		R	0.3	A	0.3	A	0.4	A
		Approach	17.5	B	17.6	B	16.9	B
	Overall		19.0	B	22.6	C	50.5	D
CR 58 & Pulaski Street/RH Center Driveway	EB	L	20.4	C	20.6	C	20.8	B
		TR	23.0	C	22.5	C	23.9	C
		Approach	22.8	C	22.4	C	23.7	B
	WB	L	33.6	C	39.5	D	40.4	D
		T	21.9	C	21.4	C	22.5	C
		R	2.5	A	2.3	A	2.3	A
		Approach	19.4	B	19.2	B	20.3	C
	NB	L	31.9	C	40.8	D	137.3	F
		TR	18.6	B	20.0	B	22.0	C
		Approach	25.3	C	30.5	C	90.2	F
	SB	LT	43.9	D	65.4	E	122.5	F
		R	7.4	A	7.7	A	8.5	A
		Approach	36.5	D	53.8	D	99.5	F
	Overall		23.0	C	24.7	C	32.6	C

Table 7A – Unsignalized Intersections Level of Service – Saturday Peak Hour

Intersection	Critical Approach	Existing 2010		No Build		Build	
		Delay	LOS	Delay	LOS	Delay	LOS
Route 25 & Kroemer Avenue/Forge Road	NB	18.4	C	19.2	C	19.5	C
	SB	35.1	E	35.0	E	35.1	E

Table 7 and 7A show that under the future Build Conditions during Saturday peak hour most of the intersections will operate at service levels consistent with the future No-Build condition. The change from No Build to Build condition is found to be larger during the Saturday peak hour because of the greater traffic volumes during that period

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Traffic Mitigation

The Build conditions were analyzed and it was found that the traffic network performance would improve by applying the following traffic signal mitigation measures:

1. Changes in phase-splits at intersections.
2. Improved signal progression on the corridor of CR 58 from Tanger Mall Drive to Pulaski Street.
3. At CR 58 and Kroemer Avenue, a fourth phase in the form of protected northbound/southbound left turn phase was added. It was found that a leading protected left was necessary in addition to the permitted left turns to accommodate the future traffic from the proposed Wal-Mart.

Table 8 summarizes and compares the overall delays and level of service at the five signalized intersections during the three peak periods analyzed under No Build, Build and Mitigated conditions. The detailed capacity analysis worksheets are contained in Appendix D.

Table 8 – Overall Intersection Delay / LOS - No Build, Build, and Mitigation Compared

Intersection	Overall Intersection Delay AM Peak			Overall Intersection Delay PM Peak			Overall Intersection Delay Saturday Peak		
	No Build 2013	Build 2013	Mitigation	No Build 2013	Build 2013	Mitigation	No Build 2013	Build 2013	Mitigation
CR 58 & Tanger Mall Drive	12.6 / B	13.6 / B	11.9 / B	21.1 / C	23.0 / C	18.9 / B	23.6 / C	27.5 / C	30.0 / C
CCR 58 & Kroemer Avenue	11.3 / B	13.9 / B	11.3 / B	20.4 / C	23.7 / C	18.2 / B	27.8 / C	32.5 / C	22.4 / C
CR 58 & Commerce Drive/Gatewood	5.4 / A	6.0 / A	8.0 / A	10.7 / B	13.5 / B	11.2 / B	12.6 / B	21.5 / C	19.7 / B
CR 58 & Mill Road	13.4 / B	14.1 / B	13.3 / B	15.7 / B	19.9 / B	19.8 / B	22.6 / C	50.5 / D	29.6 / C
CR 58 & Pulaski Street/RH Center Driveway	15.9 / B	16.3 / B	7.2 / A	19.4 / B	20.7 / C	18.0 / B	24.7 / C	32.6 / C	26.3 / C

Table 8 shows that just changes in signal operations are expected to improve performance of the segment of CR 58, in some cases to conditions better than No Build Condition.

Site Access

The site access driveway would form a signalized T-intersection with CR 58. The proposed configuration is as follows:

- Eastbound CR 58: An exclusive left turn lane and two through lanes

- Westbound CR 58: Two through lanes and an exclusive right turn lane
- Southbound Site Driveway: Two exclusive left turn lanes and a right turn lane

The recommended phasing is as follows:

Phase 1 - Protected eastbound left turn with southbound right turn overlap
Phase 2 - East-west throughs with permitted eastbound left turns
Phase 3 - Southbound movement

Table 9 summarizes the results of the capacity analysis during the three time periods.

Table 9 – Site Access Level of Services – Build Condition

Intersection	Movement	Lane Group	AM Peak		PM Peak		Saturday Peak	
			Delay	LOS	Delay	LOS	Delay	LOS
CR 58 & Site Access	EB	L	1.1	A	27.6	C	32.8	C
		T	1.3	A	7.0	A	10.5	B
		Approach	1.3	A	9.2	A	13.1	B
	WB	T	7.2	A	11.3	B	10.8	B
		R	2.0	A	2.0	A	4.1	A
		Approach	6.7	A	9.5	A	9.1	A
	SB	L	35.0	D	35.5	D	34.6	C
		R	27.0	C	25.7	C	24.4	C
		Approach	30.8	C	31.1	C	30.3	C
	Overall		4.2	A	12.3	B	13.9	B

Table 9 shows that the site driveway will operate very well during all three time periods analyzed.

Parking & Circulation

The parking requirements as specified by the Town of Riverhead, for this proposed land use is 1 stall for 200 SF. For the proposed size of the development a total of 1,235 stalls are required to comply with the Town specifications. As detailed on the latest version of the site plan by E.S. Kalogeras, P.E., Consulting Engineer, last revised September 27, 2011, a total of 1,418 parking stalls have been provided, which includes 48 handicap stalls. The number would exceed the Town requirement.

The location and the configuration of the site driveway would provide satisfactory ingress and egress to the site. The proposed parking layout and the location of the Costco gas pumps provides adequate circulation for the overall subject property.

6
Conclusions

Based on the results of the analyses conducted for the purpose of this report, VHB has arrived at the following conclusions:

- The proposed development would generate less traffic during AM peak, PM peak and Saturday peak hours than that originally proposed and analyzed in the DEIS.
- The traffic generated by the project can be accommodated by the proposed site access and the newly reconstructed CR 58.
- The intersections, with implementation of the proposed low cost traffic mitigation, would continue to operate well after the completion of the project.
- Minor changes in signal operations, such as phase-splits and signal progression are recommended to improve the performance of the network.
- The proposed number of parking spaces is adequate to meet the town requirement.
- The development of "The Shops at Riverhead" will have no significant adverse impact on the traffic operations of the local roadway network.

Appendix A

Description
Turning Movement Counts

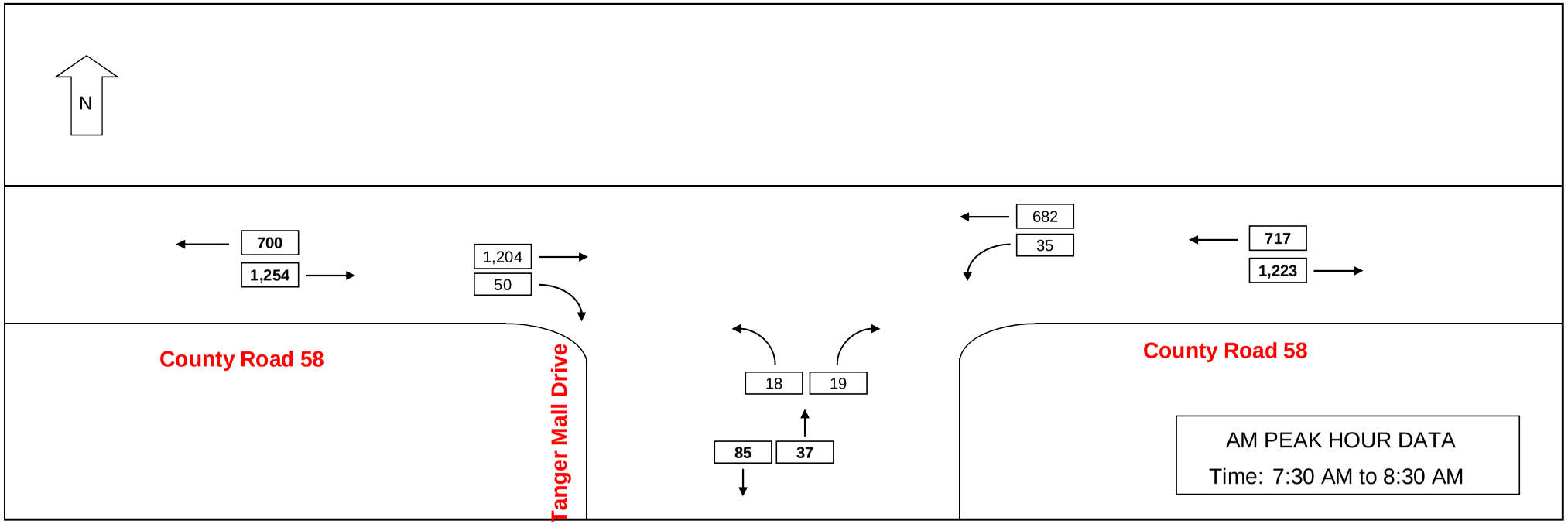
TRAFFIC VOLUME DATA

COUNTY ROAD 58 @ TANGER MALL DRIVE
RIVERHEAD, NY

VHB Engineering, Surveying and Landscape Architecture, PC

Date Collected: 6/9/2011 (Thursday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
7:30 AM		288	10	298	8	183		191	7		2	9					498	
7:45 AM		365	15	380	7	160		167	6		1	7					554	
8:00 AM		266	10	276	10	186		196	2		4	6					478	
8:15 AM		285	15	300	10	153		163	3		12	15					478	2,008
8:30 AM		262	18	280	23	148		171	5		14	19					470	1,980
8:45 AM		278	18	296	18	138		156	4		14	18					470	1,896
9:00 AM		209	10	219	17	140		157	3		11	14					390	1,808
9:15 AM		189	14	203	22	130		152	3		9	12					367	1,697
Peak Hour																		
7:30 AM to 8:30 AM		**1,204**	**50**	**1,254**	**35**	**682**		**717**	**18**		**19**	**37**					**2,008**	
PHF				0.83				0.91				0.62						
Heavy Vehicles		**6%**	**2%**	**6%**	**3%**	**11%**		**10%**	**0%**		**3%**	**2%**						



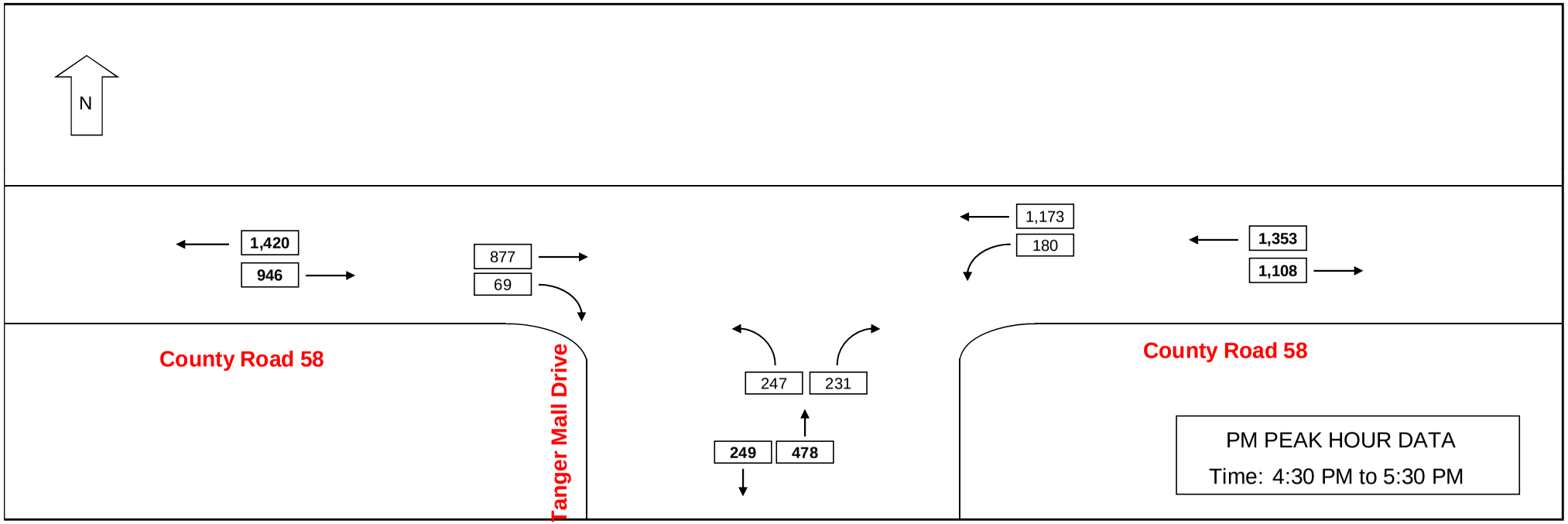
TRAFFIC VOLUME DATA

COUNTY ROAD 58 @ TANGER MALL DRIVE
RIVERHEAD, NY

VHB Engineering, Surveying and Landscape Architecture, PC

Date Collected: 6/9/2011 (Thursday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
4:00 PM		181	17	198	49	270		319	65		61	126					643	
4:15 PM		218	13	231	45	253		298	54		51	105					634	
4:30 PM		224	12	236	46	294		340	60		56	116					692	
4:45 PM		242	23	265	51	264		315	50		60	110					690	2,659
5:00 PM		197	19	216	54	309		363	70		62	132					711	2,727
5:15 PM		214	15	229	29	306		335	67		53	120					684	2,777
5:30 PM		192	11	203	34	252		286	45		30	75					564	2,649
5:45 PM		188	13	201	40	219		259	44		28	72					532	2,491
Peak Hour																		
4:30 PM to 5:30 PM		**877**	**69**	**946**	**180**	**1,173**		**1,353**	**247**		**231**	**478**					**2,777**	
PHF				0.89				0.93				0.91						
Heavy Vehicles		**2%**	**1%**	**2%**	**2%**	**4%**		**3%**	**1%**		**1%**	**1%**						



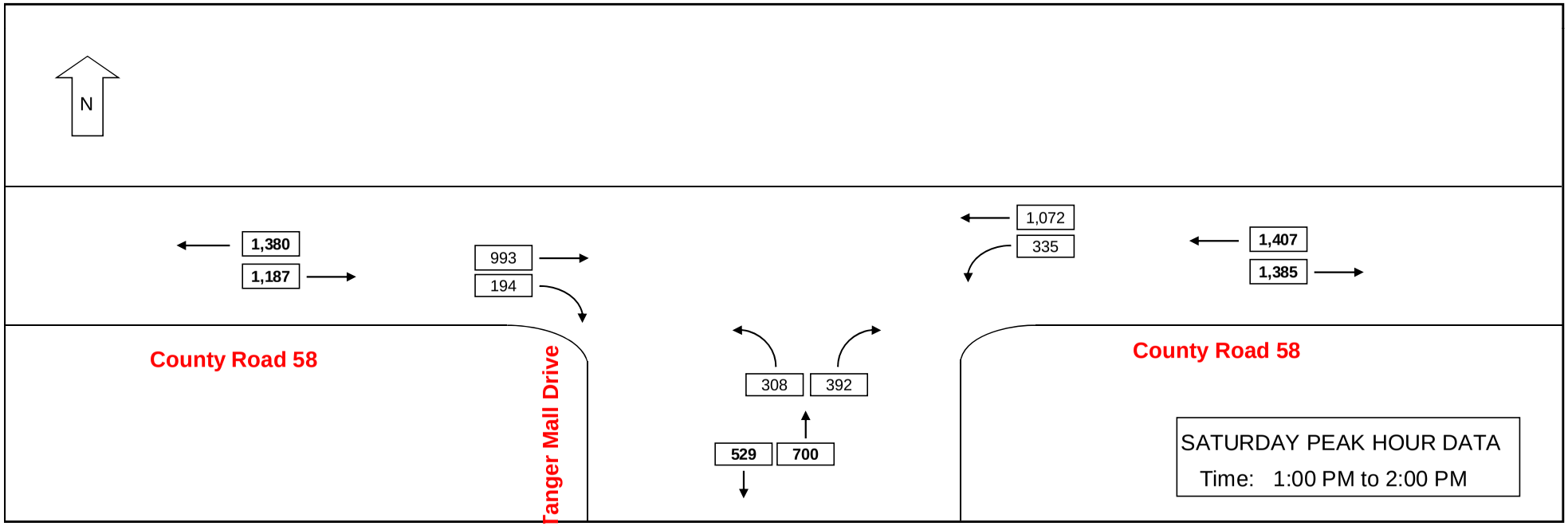
TRAFFIC VOLUME DATA

COUNTY ROAD 58 @ TANGER MALL DRIVE
RIVERHEAD, NY

HB Engineering, Surveying and Landscape Architecture, PC

Date Collected: 6/11/2011 (Saturday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
12:00 PM		221	40	261	60	204		264	47		62	109					634	
12:15 PM		210	32	242	68	203		271	58		72	130					643	
12:30 PM		233	42	275	81	276		357	58		80	138					770	
12:45 PM		268	51	319	85	249		334	70		68	138					791	2,838
1:00 PM		256	63	319	78	296		374	66		85	151					844	3,048
1:15 PM		243	41	284	82	265		347	79		105	184					815	3,220
1:30 PM		229	35	264	90	263		353	97		102	199					816	3,266
1:45 PM		265	55	320	85	248		333	66		100	166					819	3,294
2:00 PM		241	30	271	70	297		367	74		107	181					819	3,269
2:15 PM		200	17	217	81	293		374	94		97	191					782	3,236
2:30 PM		223	28	251	79	322		401	98		96	194					846	3,266
2:45 PM		236	26	262	70	352		422	65		70	135					819	3,266
3:00 PM		238	30	268	92	283		375	96		97	193					836	3,283
3:15 PM		191	27	218	75	274		349	81		92	173					740	3,241
3:30 PM		195	22	217	76	304		380	99		66	165					762	3,157
3:45 PM		187	40	227	72	296		368	81		70	151					746	3,084
Peak Hour																		
1:00 PM to 2:00 PM		**993**	**194**	**1,187**	**335**	**1,072**		**1,407**	**308**		**392**	**700**					**3,294**	
PHF				0.93				0.94				0.88						
Heavy Vehicles		**1%**	**0%**	**1%**	**0%**	**2%**		**2%**	**0%**		**0%**	**0%**						



27694.01
The Shops at Riverhead

9/14/2011

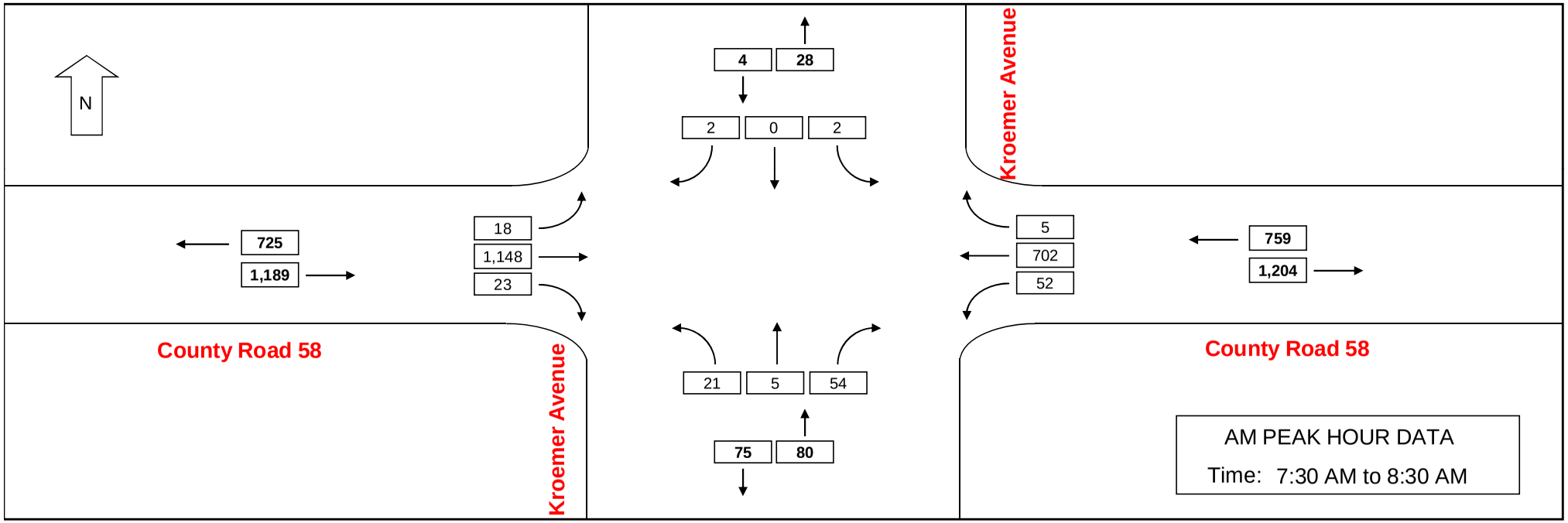
TRAFFIC VOLUME DATA

COUNTY ROAD 58 @ KROEMER AVENUE
RIVERHEAD, NY

VHB Engineering, Surveying and Landscape Architecture, PC

Date Collected: 6/9/2011 (Thursday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
7:30 AM	6	276	3	285	11	184	1	196	4	1	12	17	0	0	0	0	498	
7:45 AM	2	347	7	356	14	163	0	177	6	2	13	21	0	0	1	1	555	
8:00 AM	3	260	4	267	16	190	1	207	5	0	13	18	1	0	1	2	494	
8:15 AM	7	265	9	281	11	165	3	179	6	2	16	24	1	0	0	1	485	2,032
8:30 AM	2	187	7	196	14	165	8	187	3	0	24	27	1	0	0	1	411	1,945
8:45 AM	2	225	7	234	15	164	3	182	5	1	22	28	2	0	1	3	447	1,837
9:00 AM	1	170	7	178	11	131	0	142	5	0	14	19	2	0	0	2	341	1,684
9:15 AM	0	164	5	169	10	153	3	166	2	0	10	12	0	0	0	0	347	1,546
Peak Hour 7:30 AM to 8:30 AM	**18**	**1,148**	**23**	**1,189**	**52**	**702**	**5**	**759**	**21**	**5**	**54**	**80**	**2**	**0**	**2**	**4**	**2,032**	
PHF				0.83				0.92				0.83				0.50		
Heavy Vehicles	**0%**	**7%**	**8%**	**7%**	**10%**	**9%**	**0%**	**9%**	**14%**	**17%**	**8%**	**10%**	**0%**	**0%**	**0%**	**0%**		



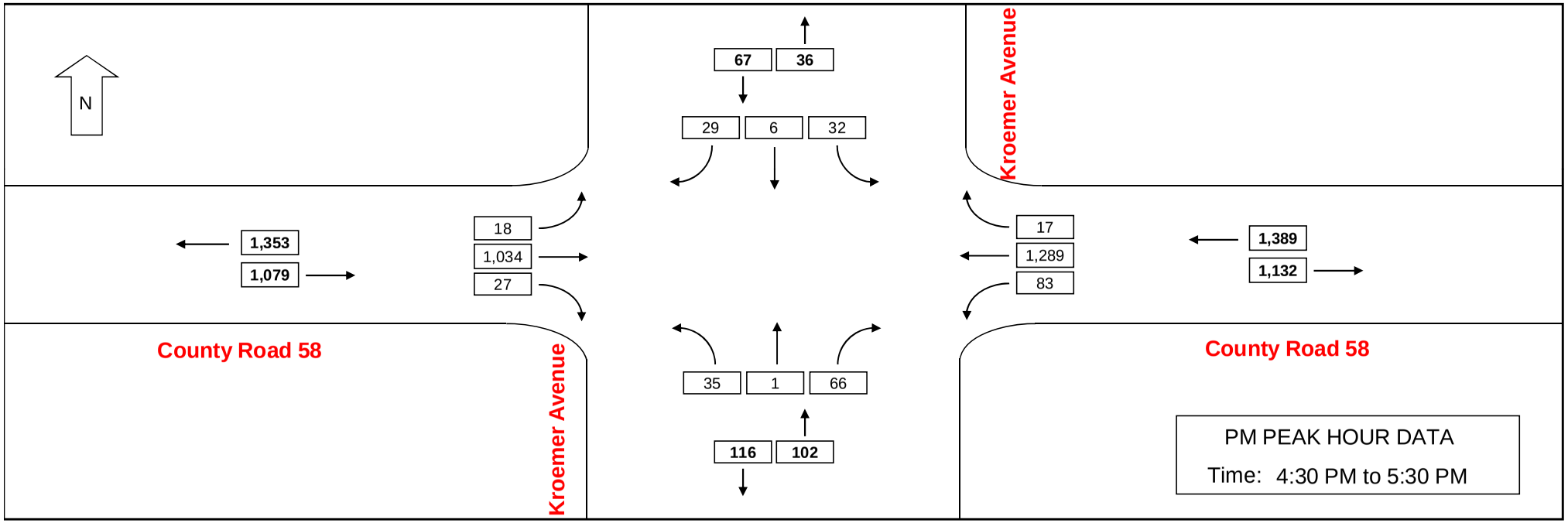
TRAFFIC VOLUME DATA

COUNTY ROAD 58 @ KROEMER AVENUE
RIVERHEAD, NY

VHB Engineering, Surveying and Landscape Architecture, PC

Date Collected: 6/9/2011 (Thursday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
4:00 PM	2	230	4	236	16	288	3	307	7	0	16	23	7	4	3	14	580	
4:15 PM	4	233	5	242	16	310	5	331	4	0	16	20	11	2	5	18	611	
4:30 PM	3	234	2	239	19	319	0	338	7	0	13	20	11	1	3	15	612	
4:45 PM	7	274	12	293	18	296	12	326	6	0	14	20	5	0	3	8	647	2,450
5:00 PM	4	254	6	264	23	355	0	378	14	1	19	34	9	4	12	25	701	2,571
5:15 PM	4	272	7	283	23	319	5	347	8	0	20	28	7	1	11	19	677	2,637
5:30 PM	3	199	12	214	19	264	3	286	5	0	21	26	18	0	5	23	549	2,574
5:45 PM	2	199	7	208	20	275	2	297	3	2	21	26	7	1	8	16	547	2,474
Peak Hour 4:30 PM to 5:30 PM	**18**	**1,034**	**27**	**1,079**	**83**	**1,289**	**17**	**1,389**	**35**	**1**	**66**	**102**	**32**	**6**	**29**	**67**	**2,637**	
PHF				0.92				0.92				0.75				0.67		
Heavy Vehicles	**0%**	**2%**	**2%**	**2%**	**3%**	**3%**	**3%**	**3%**	**0%**	**33%**	**3%**	**3%**	**0%**	**8%**	**3%**	**2%**		



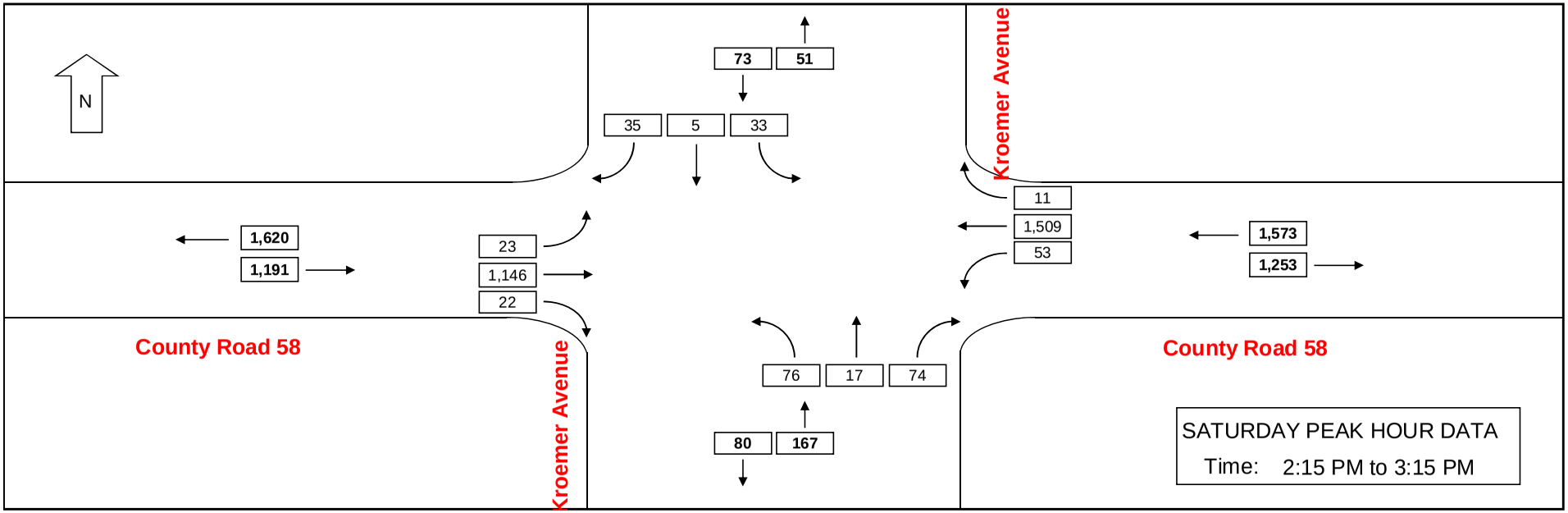
TRAFFIC VOLUME DATA

COUNTY ROAD 58 @ KROEMER AVENUE
RIVERHEAD, NY

Engineering, Surveying and Landscape Architecture, PC

Date Collected: 6/11/2011 (Saturday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
12:00 PM	5	296	6	307	15	254	3	272	5	0	20	25	5	0	4	9	613	
12:15 PM	7	317	3	327	20	270	1	291	4	3	22	29	2	2	3	7	654	
12:30 PM	5	290	10	305	20	365	3	388	4	1	24	29	1	0	2	3	725	
12:45 PM	11	287	12	310	10	333	7	350	7	3	11	21	3	3	6	12	693	2,685
1:00 PM	6	339	14	359	11	354	4	369	7	0	18	25	1	1	3	5	758	2,830
1:15 PM	2	305	12	319	13	350	2	365	8	3	15	26	6	0	11	17	727	2,903
1:30 PM	4	311	11	326	12	309	2	323	2	0	20	22	4	3	5	12	683	2,861
1:45 PM	5	332	15	352	14	324	0	338	1	2	18	21	6	1	5	12	723	2,891
2:00 PM	8	278	14	300	11	325	3	339	4	0	9	13	3	0	16	19	671	2,804
2:15 PM	8	260	11	279	8	346	2	356	19	14	20	53	10	1	15	26	714	2,791
2:30 PM	5	299	4	308	15	406	6	427	29	2	21	52	4	1	3	8	795	2,903
2:45 PM	2	276	4	282	11	411	2	424	23	1	18	42	8	2	11	21	769	2,949
3:00 PM	8	311	3	322	19	346	1	366	5	0	15	20	11	1	6	18	726	3,004
3:15 PM	4	277	13	294	11	289	0	300	6	1	11	18	3	0	1	4	616	2,906
3:30 PM	7	252	10	269	25	291	4	320	5	1	13	19	6	1	10	17	625	2,736
3:45 PM	7	252	12	271	15	282	2	299	7	1	12	20	7	0	5	12	602	2,569
Peak Hour 2:15 PM to 3:15 PM	**23**	**1,146**	**22**	**1,191**	**53**	**1,509**	**11**	**1,573**	**76**	**17**	**74**	**167**	**33**	**5**	**35**	**73**	**3,004**	
PHF				0.92				0.92				0.79				0.70		
Network Peak Hour 1:00 PM - 2:00 PM	**17**	**1287**	**52**	**1356**	**50**	**1337**	**8**	**1395**	**18**	**5**	**71**	**94**	**17**	**5**	**24**	**46**	**2891**	**2891**
PHF				**0.94**				**0.95**				**0.90**				**0.68**		
Heavy Vehicles	**1%**	**2%**	**3%**	**2%**	**1%**	**2%**	**0%**	**2%**	**7%**	**0%**	**3%**	**4%**	**0%**	**0%**	**2%**	**1%**		



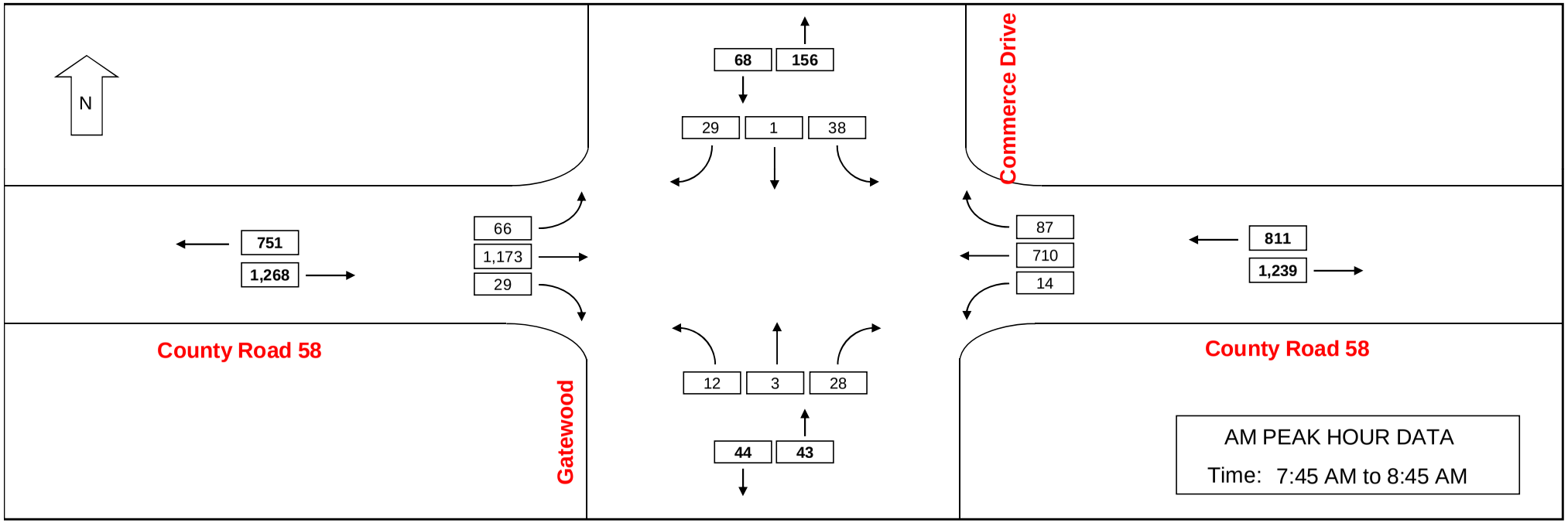
TRAFFIC VOLUME DATA

COUNTY ROAD 58 @ COMMERCE DRIVE / GATEWOOD
RIVERHEAD, NY

VHB Engineering, Surveying and Landscape Architecture, PC

Date Collected: 6/9/2011 (Thursday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
7:30 AM	11	263	2	276	2	200	16	218	3	0	2	5	9	0	5	14	513	
7:45 AM	12	351	7	370	1	180	23	204	3	1	4	8	10	0	0	10	592	
8:00 AM	20	261	4	285	5	197	20	222	2	0	6	8	7	0	7	14	529	
8:15 AM	18	282	9	309	6	168	20	194	4	1	6	11	12	0	6	18	532	2,166
8:30 AM	16	279	9	304	2	165	24	191	3	1	12	16	9	1	16	26	537	2,190
8:45 AM	18	275	7	300	14	144	47	205	9	3	6	18	10	0	6	16	539	2,137
9:00 AM	16	234	9	259	2	154	27	183	3	0	10	13	16	4	7	27	482	2,090
9:15 AM	11	186	6	203	8	155	20	183	4	0	7	11	13	1	6	20	417	1,975
Peak Hour 7:45 AM to 8:45 AM	**66**	**1,173**	**29**	**1,268**	**14**	**710**	**87**	**811**	**12**	**3**	**28**	**43**	**38**	**1**	**29**	**68**	**2,190**	
PHF				0.86				0.91				0.67				0.65		
Heavy Vehicles	**0%**	**6%**	**6%**	**6%**	**3%**	**8%**	**1%**	**7%**	**6%**	**0%**	**6%**	**6%**	**1%**	**0%**	**0%**	**1%**		



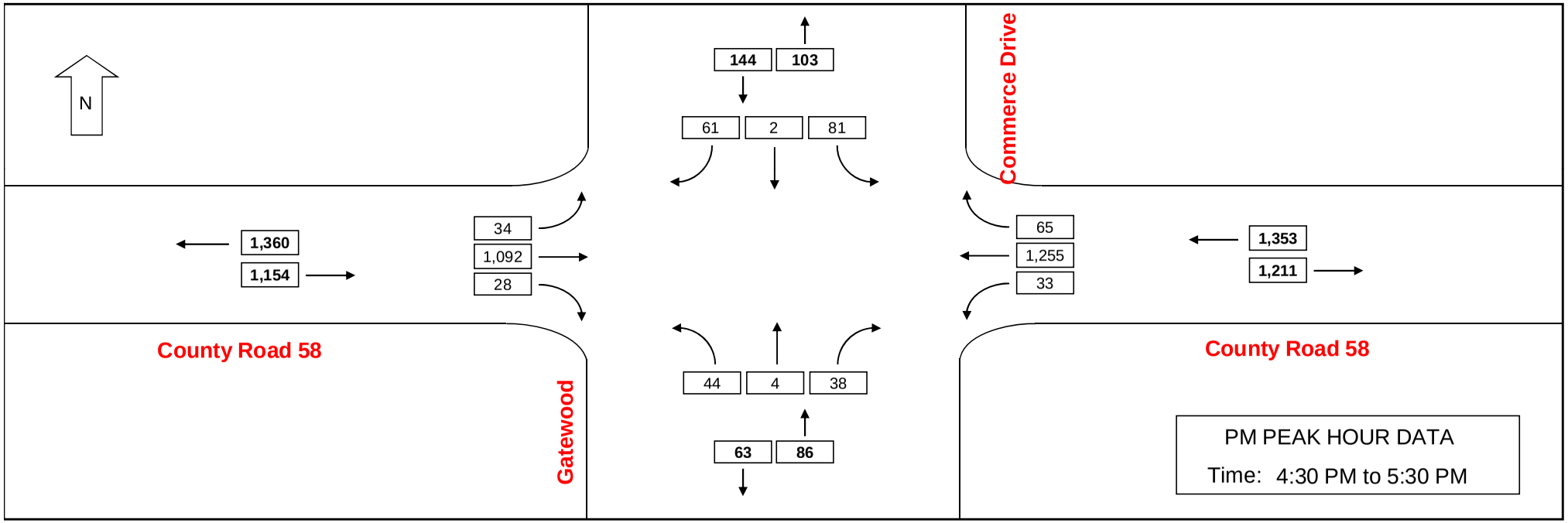
TRAFFIC VOLUME DATA

COUNTY ROAD 58 @ COMMERCE DRIVE / GATEWOOD
RIVERHEAD, NY

VHB Engineering, Surveying and Landscape Architecture, PC

Date Collected: 6/9/2011 (Thursday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
4:00 PM	14	275	4	293	6	295	19	320	6	1	11	18	25	1	11	37	668	
4:15 PM	16	266	7	289	6	277	15	298	7	0	5	12	17	3	17	37	636	
4:30 PM	14	276	8	298	10	286	20	316	16	1	11	28	22	2	19	43	685	
4:45 PM	3	294	7	304	12	316	17	345	6	2	12	20	13	0	12	25	694	2,683
5:00 PM	10	243	4	257	5	343	14	362	10	0	13	23	28	0	21	49	691	2,706
5:15 PM	7	279	9	295	6	310	14	330	12	1	2	15	18	0	9	27	667	2,737
5:30 PM	6	268	6	280	4	272	22	298	10	1	9	20	19	1	13	33	631	2,683
5:45 PM	10	235	2	247	4	274	14	292	10	0	10	20	11	0	8	19	578	2,567
Peak Hour 4:30 PM to 5:30 PM	**34**	**1,092**	**28**	**1,154**	**33**	**1,255**	**65**	**1,353**	**44**	**4**	**38**	**86**	**81**	**2**	**61**	**144**	**2,737**	
PHF				0.95				0.93				0.77				0.73		
Heavy Vehicles	**0%**	**1%**	**0%**	**1%**	**4%**	**2%**	**0%**	**2%**	**0%**	**17%**	**1%**	**1%**	**1%**	**0%**	**0%**	**1%**		



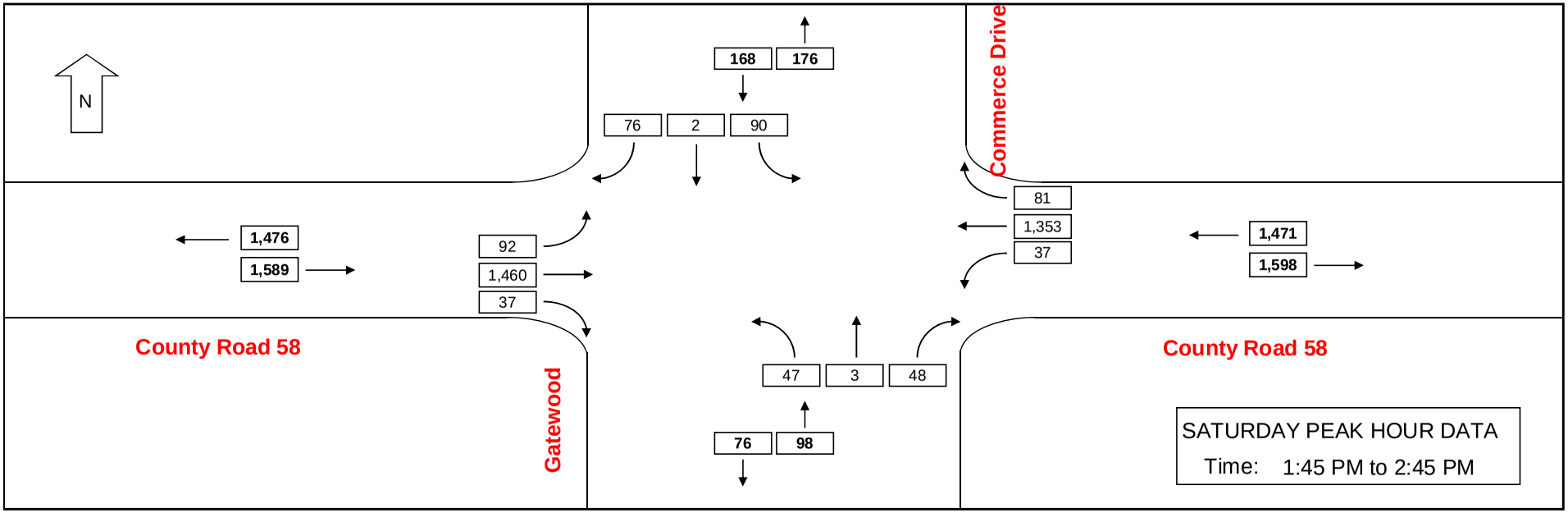
TRAFFIC VOLUME DATA

COUNTY ROAD 58 @ COMMERCE DRIVE / GATEWOOD
RIVERHEAD, NY

Engineering, Surveying and Landscape Architecture, PC

Date Collected: 6/11/2011 (Saturday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
12:00 PM	20	321	14	355	8	243	27	278	20	0	13	33	23	1	11	35	701	
12:15 PM	23	297	8	328	8	271	19	298	6	0	14	20	27	1	14	42	688	
12:30 PM	15	329	8	352	9	338	21	368	14	0	21	35	21	2	22	45	800	
12:45 PM	26	319	4	349	6	326	24	356	13	0	9	22	22	0	21	43	770	2,959
1:00 PM	19	322	6	347	9	329	23	361	12	0	12	24	18	2	16	36	768	3,026
1:15 PM	17	359	6	382	11	306	19	336	5	1	10	16	23	0	17	40	774	3,112
1:30 PM	27	333	11	371	9	295	20	324	7	0	11	18	20	1	16	37	750	3,062
1:45 PM	19	384	2	405	13	364	24	401	11	0	10	21	31	1	17	49	876	3,168
2:00 PM	24	355	14	393	6	342	17	365	16	0	17	33	19	1	20	40	831	3,231
2:15 PM	25	344	7	376	6	326	22	354	10	2	13	25	21	0	17	38	793	3,250
2:30 PM	24	377	14	415	12	321	18	351	10	1	8	19	19	0	22	41	826	3,326
2:45 PM	16	386	9	411	5	349	16	370	14	0	12	26	17	3	10	30	837	3,287
3:00 PM	14	324	11	349	10	356	13	379	11	0	11	22	13	2	18	33	783	3,239
3:15 PM	12	323	7	342	10	393	29	432	11	2	9	22	21	2	23	46	842	3,288
3:30 PM	11	314	6	331	14	348	21	383	13	1	8	22	18	0	16	34	770	3,232
3:45 PM	9	303	9	321	11	345	19	375	13	0	6	19	16	0	15	31	746	3,141
Peak Hour 1:45 PM to 2:45 PM	**92**	**1,460**	**37**	**1,589**	**37**	**1,353**	**81**	**1,471**	**47**	**3**	**48**	**98**	**90**	**2**	**76**	**168**	**3,326**	
PHF				0.96				0.92				0.74				0.86		
Network Peak Hour 1:00 PM - 2:00 PM	**82**	**1398**	**25**	**1505**	**42**	**1294**	**86**	**1422**	**35**	**1**	**43**	**79**	**92**	**4**	**66**	**162**	**3168**	
PHF				**0.93**				**0.89**				**0.82**				**0.83**		
Heavy Vehicles	**1%**	**1%**	**1%**	**1%**	**2%**	**2%**	**0%**	**2%**	**2%**	**0%**	**2%**	**2%**	**0%**	**0%**	**1%**	**1%**		



27694.01
The Shops at Riverhead

9/14/2011

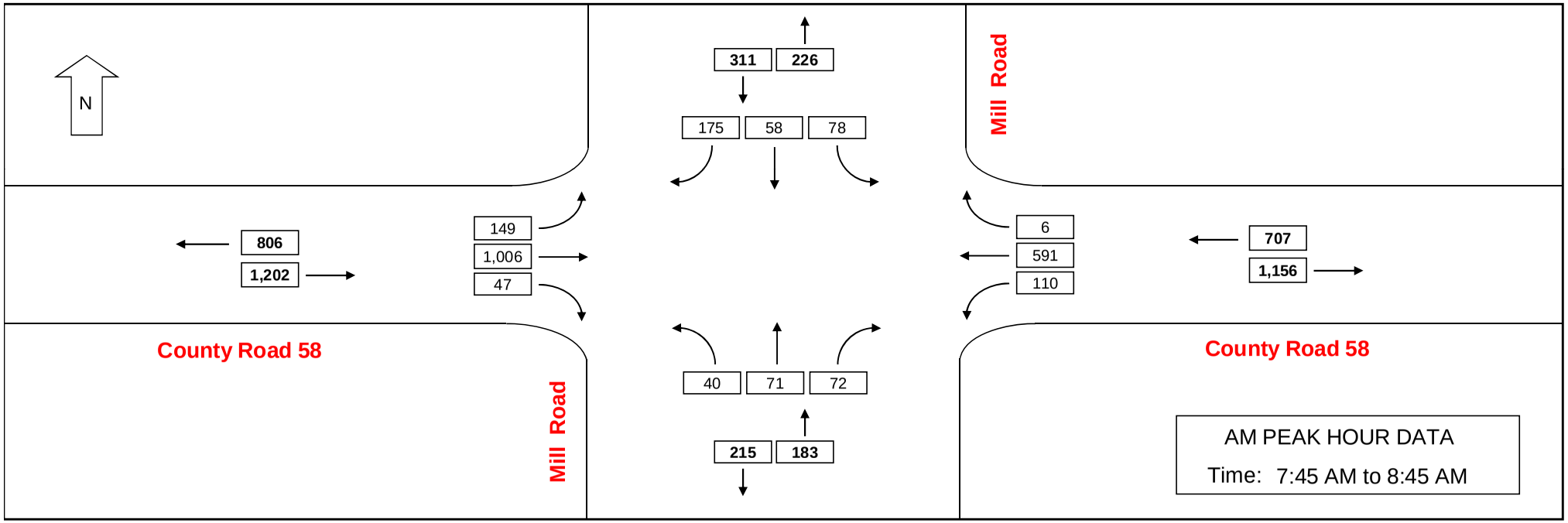
TRAFFIC VOLUME DATA

COUNTY ROAD 58 @ MILL ROAD
RIVERHEAD, NY

VHB Engineering, Surveying and Landscape Architecture, PC

Date Collected: 6/9/2011 (Thursday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
7:30 AM	20	255	8	283	19	172	5	196	9	13	7	29	16	11	37	64	572	
7:45 AM	40	285	13	338	23	151	4	178	14	23	15	52	24	18	40	82	650	
8:00 AM	39	237	5	281	32	162	1	195	7	19	13	39	20	9	47	76	591	
8:15 AM	41	241	12	294	16	147	0	163	10	13	18	41	16	14	35	65	563	2,376
8:30 AM	29	243	17	289	39	131	1	171	9	16	26	51	18	17	53	88	599	2,403
8:45 AM	44	230	13	287	32	137	2	171	12	10	23	45	14	21	49	84	587	2,340
9:00 AM	41	204	14	259	31	126	3	160	13	20	16	49	11	18	34	63	531	2,280
9:15 AM	27	171	3	201	29	146	0	175	12	23	17	52	13	13	38	64	492	2,209
Peak Hour 7:45 AM to 8:45 AM	**149**	**1,006**	**47**	**1,202**	**110**	**591**	**6**	**707**	**40**	**71**	**72**	**183**	**78**	**58**	**175**	**311**	**2,403**	
PHF				0.89				0.91				0.88				0.88		
Heavy Vehicles	**6%**	**7%**	**7%**	**7%**	**0%**	**11%**	**13%**	**10%**	**13%**	**11%**	**11%**	**11%**	**2%**	**3%**	**3%**	**3%**		



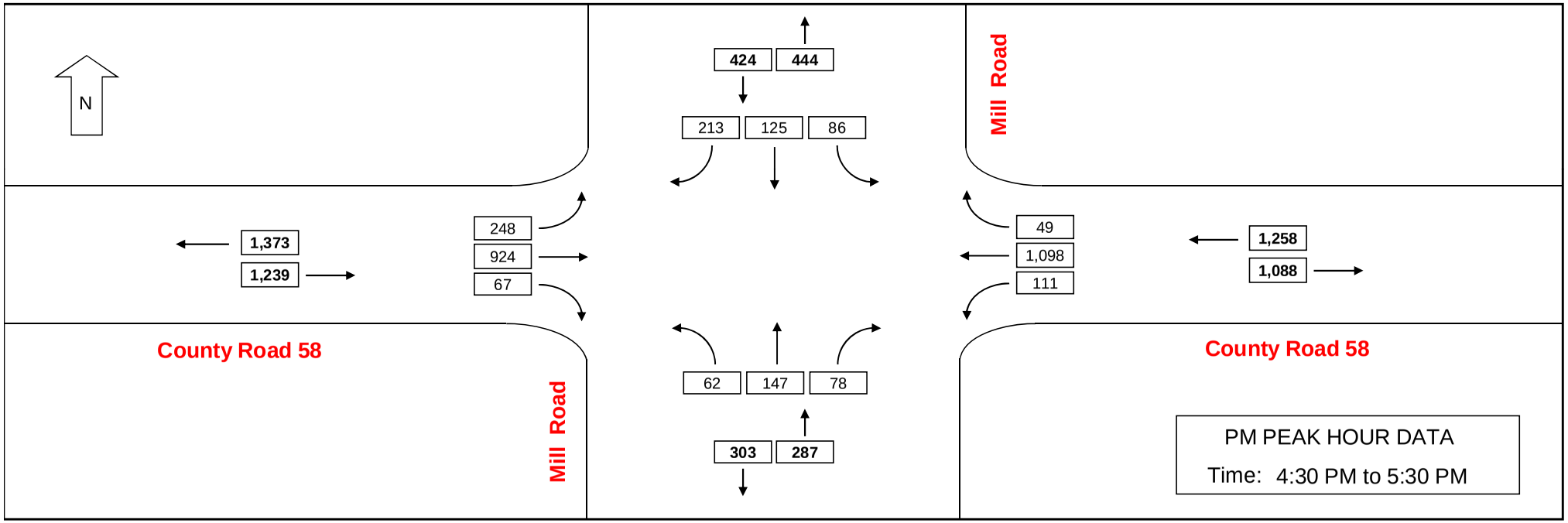
TRAFFIC VOLUME DATA

COUNTY ROAD 58 @ MILL ROAD
RIVERHEAD, NY

VHB Engineering, Surveying and Landscape Architecture, PC

Date Collected: 6/9/2011 (Thursday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
4:00 PM	42	219	18	279	50	252	6	308	17	31	14	62	21	26	38	85	734	
4:15 PM	45	214	21	280	33	225	11	269	12	30	13	55	27	28	54	109	713	
4:30 PM	72	224	13	309	55	262	10	327	21	34	22	77	10	22	40	72	785	
4:45 PM	50	248	22	320	14	267	9	290	13	48	21	82	31	40	67	138	830	3,062
5:00 PM	59	233	15	307	22	287	16	325	16	41	20	77	23	34	54	111	820	3,148
5:15 PM	67	219	17	303	20	282	14	316	12	24	15	51	22	29	52	103	773	3,208
5:30 PM	44	237	23	304	48	238	6	292	15	30	17	62	26	32	46	104	762	3,185
5:45 PM	55	192	18	265	32	244	9	285	13	25	19	57	17	26	59	102	709	3,064
Peak Hour 4:30 PM to 5:30 PM	**248**	**924**	**67**	**1,239**	**111**	**1,098**	**49**	**1,258**	**62**	**147**	**78**	**287**	**86**	**125**	**213**	**424**	**3,208**	
PHF				0.97				0.96				0.88				0.77		
Heavy Vehicles	**1%**	**3%**	**2%**	**2%**	**0%**	**4%**	**1%**	**3%**	**8%**	**1%**	**4%**	**3%**	**1%**	**1%**	**1%**	**1%**		

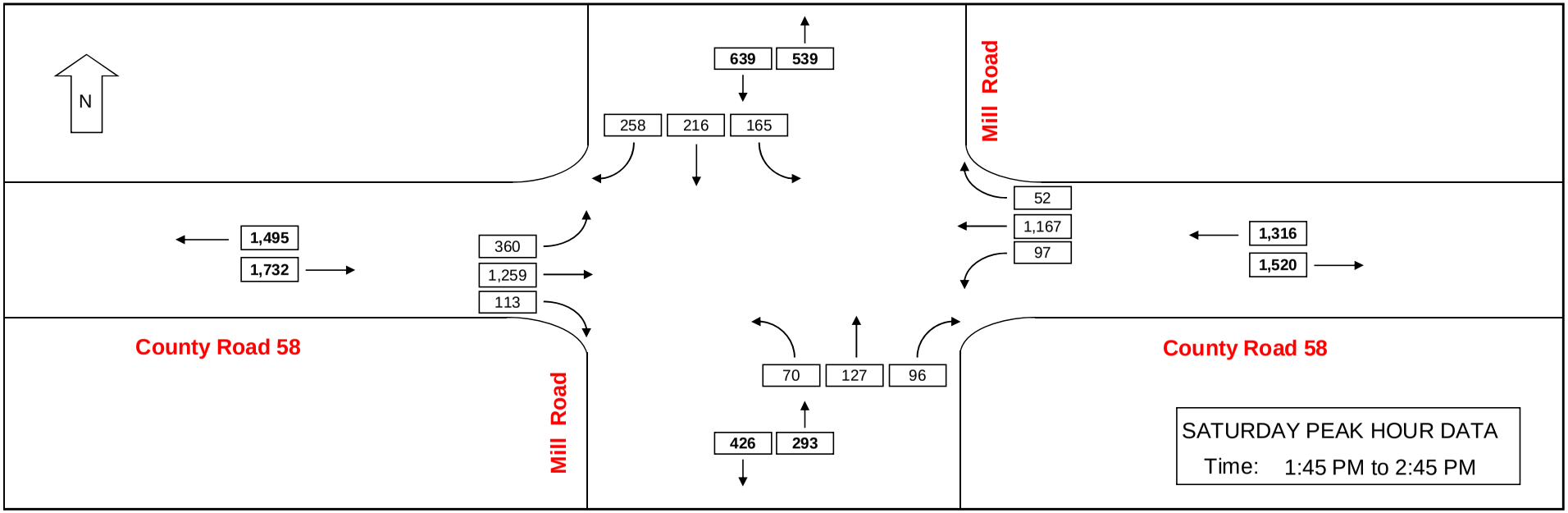


TRAFFIC VOLUME DATA

COUNTY ROAD 58 @ MILL ROAD
RIVERHEAD, NY

Date Collected: 6/11/2011 (Saturday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
12:00 PM	69	266	23	358	14	206	16	236	16	49	42	107	39	28	48	115	816	
12:15 PM	74	243	14	331	23	251	16	290	22	43	29	94	36	57	79	172	887	
12:30 PM	73	271	25	369	11	300	9	320	13	29	37	79	22	46	61	129	897	
12:45 PM	63	274	15	352	24	243	13	280	18	31	25	74	46	29	92	167	873	3,473
1:00 PM	81	292	22	395	27	262	17	306	18	29	24	71	31	39	75	145	917	3,574
1:15 PM	49	323	22	394	17	268	15	300	9	34	24	67	28	31	63	122	883	3,570
1:30 PM	86	306	30	422	37	244	11	292	4	28	17	49	40	44	72	156	919	3,592
1:45 PM	90	334	22	446	12	314	21	347	14	40	17	71	49	45	80	174	1,038	3,757
2:00 PM	81	313	31	425	32	276	10	318	27	31	29	87	33	63	61	157	987	3,827
2:15 PM	104	282	26	412	19	296	12	327	16	32	30	78	49	51	59	159	976	3,920
2:30 PM	85	330	34	449	34	281	9	324	13	24	20	57	34	57	58	149	979	3,980
2:45 PM	88	340	34	462	37	312	10	359	11	24	19	54	18	34	21	73	948	3,890
3:00 PM	57	273	28	358	9	283	7	299	11	21	19	51	33	37	76	146	854	3,757
3:15 PM	51	292	24	367	20	365	16	401	8	25	9	42	15	49	66	130	940	3,721
3:30 PM	50	312	23	385	17	320	13	350	7	10	12	29	26	29	61	116	880	3,622
3:45 PM	48	258	12	318	5	298	7	310	8	18	13	39	20	25	70	115	782	3,456
Peak Hour 1:45 PM to 2:45 PM	**360**	**1,259**	**113**	**1,732**	**97**	**1,167**	**52**	**1,316**	**70**	**127**	**96**	**293**	**165**	**216**	**258**	**639**	**3,980**	
PHF				0.96				0.95				0.84				0.92		
Network Peak Hour 1:00 PM - 2:00 PM	**306**	**1255**	**96**	**1657**	**93**	**1088**	**64**	**1245**	**45**	**131**	**82**	**258**	**148**	**159**	**290**	**597**	**3757**	**3757**
PHF				**0.93**				**0.90**				**0.91**				**0.86**		
Heavy Vehicles	**1%**	**1%**	**1%**	**1%**	**1%**	**2%**	**0%**	**2%**	**4%**	**2%**	**2%**	**2%**	**1%**	**1%**	**0%**	**0%**		



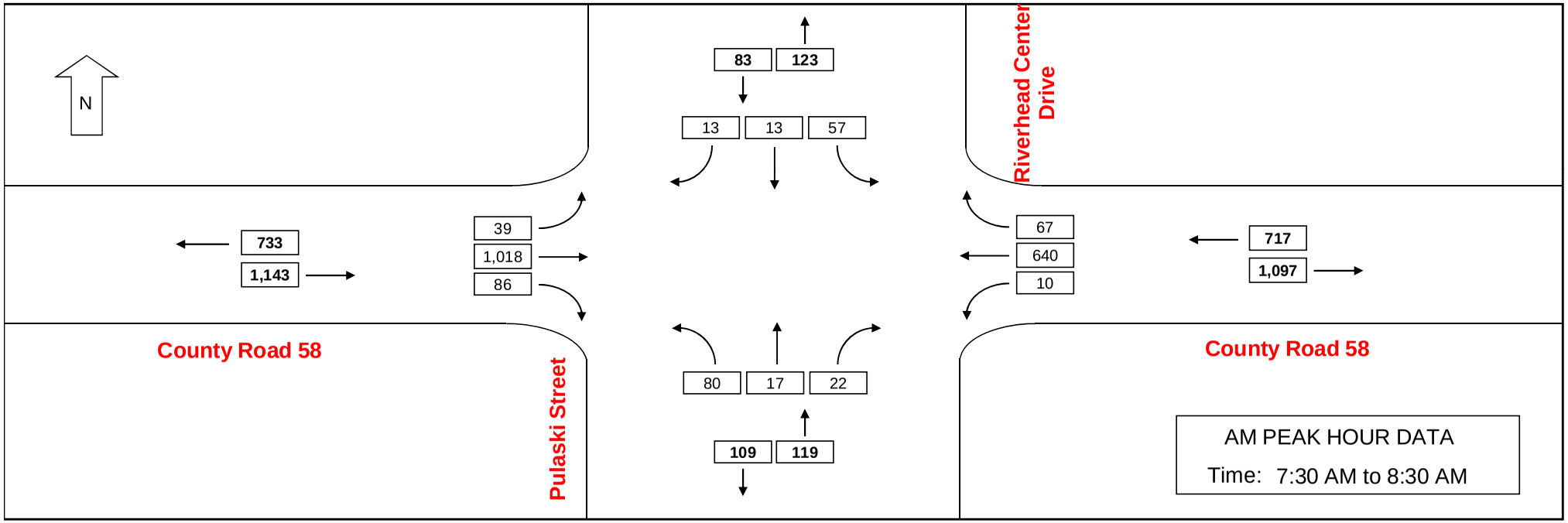
TRAFFIC VOLUME DATA

COUNTY ROAD 58 @ PULASKI STREET/RIVERHEAD CENTER DR
RIVERHEAD, NY

VHB Engineering, Surveying and Landscape Architecture, PC

Date Collected: 6/9/2011 (Thursday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
7:30 AM	7	256	15	278	1	181	11	193	14	3	6	23	10	0	2	12	506	
7:45 AM	11	293	16	320	1	151	17	169	25	5	6	36	14	4	3	21	546	
8:00 AM	9	231	28	268	5	164	21	190	25	6	4	35	16	5	4	25	518	
8:15 AM	12	238	27	277	3	144	18	165	16	3	6	25	17	4	4	25	492	2,062
8:30 AM	11	251	24	286	1	151	15	167	16	3	3	22	17	3	5	25	500	2,056
8:45 AM	9	228	23	260	2	148	16	166	15	9	2	26	21	5	10	36	488	1,998
9:00 AM	10	203	16	229	3	135	19	157	18	6	2	26	15	6	6	27	439	1,919
9:15 AM	7	183	18	208	2	155	18	175	12	5	1	18	28	4	7	39	440	1,867
Peak Hour 7:30 AM to 8:30 AM	**39**	**1,018**	**86**	**1,143**	**10**	**640**	**67**	**717**	**80**	**17**	**22**	**119**	**57**	**13**	**13**	**83**	**2,062**	
PHF				0.89				0.93				0.83				0.83		
Heavy Vehicles	**4%**	**7%**	**6%**	**7%**	**11%**	**10%**	**5%**	**9%**	**15%**	**5%**	**13%**	**13%**	**4%**	**13%**	**10%**	**7%**		



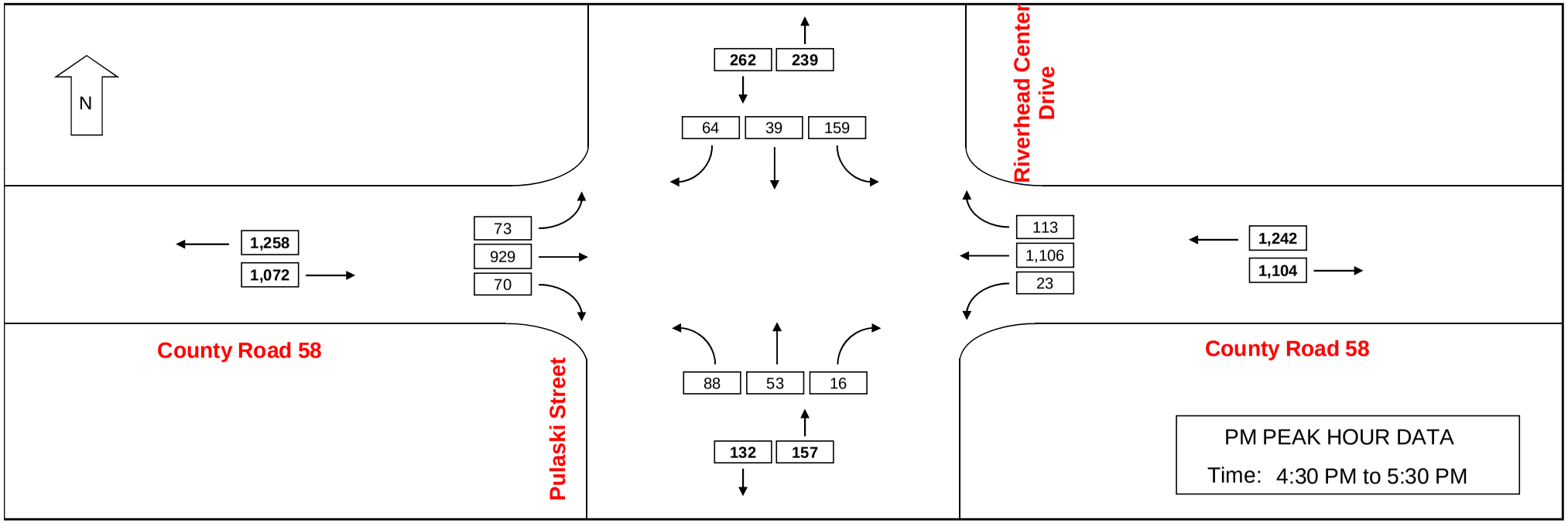
TRAFFIC VOLUME DATA

COUNTY ROAD 58 @ PULASKI STREET/RIVERHEAD CENTER DR
RIVERHEAD, NY

VHB Engineering, Surveying and Landscape Architecture, PC

Date Collected: 6/9/2011 (Thursday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
4:00 PM	9	229	16	254	7	280	24	311	23	8	3	34	36	10	5	51	650	
4:15 PM	27	206	15	248	3	225	28	256	28	2	3	33	40	4	16	60	597	
4:30 PM	20	223	12	255	2	299	25	326	21	15	2	38	35	11	9	55	674	
4:45 PM	20	251	21	292	8	245	35	288	23	16	8	47	39	8	20	67	694	2,615
5:00 PM	16	237	22	275	7	285	30	322	23	9	3	35	42	10	19	71	703	2,668
5:15 PM	17	218	15	250	6	277	23	306	21	13	3	37	43	10	16	69	662	2,733
5:30 PM	16	245	22	283	4	249	36	289	19	7	5	31	32	9	27	68	671	2,730
5:45 PM	14	194	22	230	2	240	25	267	17	8	3	28	33	6	20	59	584	2,620
Peak Hour 4:30 PM to 5:30 PM	**73**	**929**	**70**	**1,072**	**23**	**1,106**	**113**	**1,242**	**88**	**53**	**16**	**157**	**159**	**39**	**64**	**262**	**2,733**	
PHF				0.92				0.95				0.84				0.92		
Heavy Vehicles	**4%**	**7%**	**6%**	**7%**	**5%**	**4%**	**1%**	**4%**	**3%**	**0%**	**0%**	**2%**	**0%**	**1%**	**2%**	**1%**		

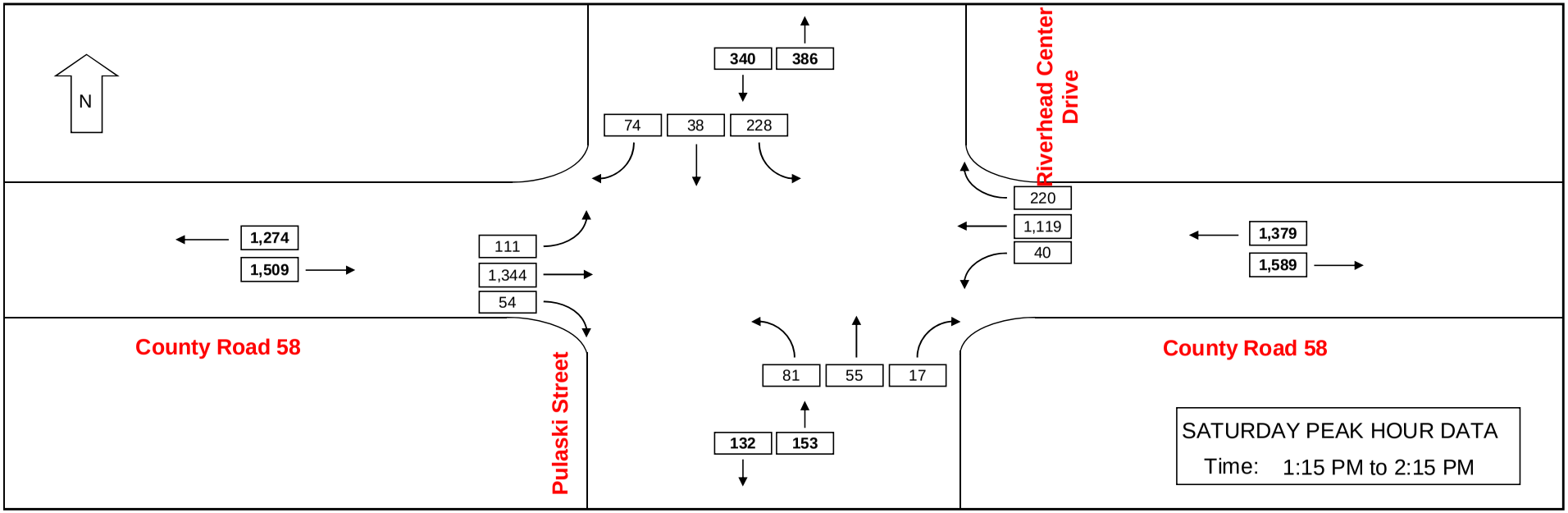


TRAFFIC VOLUME DATA

COUNTY ROAD 58 @ PULASKI STREET/RIVERHEAD CENTER DR
RIVERHEAD, NY

Date Collected: 6/11/2011 (Saturday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
12:00 PM	24	303	18	345	5	207	45	257	17	22	9	48	60	11	15	86	736	
12:15 PM	22	281	7	310	5	261	47	313	27	21	13	61	51	11	9	71	755	
12:30 PM	22	296	8	326	6	285	45	336	20	16	3	39	60	9	17	86	787	
12:45 PM	25	295	23	343	7	248	39	294	17	13	10	40	50	9	17	76	753	3,031
1:00 PM	16	321	12	349	8	275	39	322	15	12	7	34	69	11	16	96	801	3,096
1:15 PM	23	345	4	372	14	248	58	320	16	10	6	32	60	9	20	89	813	3,154
1:30 PM	26	325	17	368	12	288	45	345	15	11	7	33	58	10	19	87	833	3,200
1:45 PM	26	355	16	397	6	307	56	369	27	15	3	45	49	12	15	76	887	3,334
2:00 PM	36	319	17	372	8	276	61	345	23	19	1	43	61	7	20	88	848	3,381
2:15 PM	22	331	10	363	6	274	39	319	25	15	5	45	53	4	25	82	809	3,377
2:30 PM	24	343	16	383	5	289	46	340	16	15	4	35	51	7	16	74	832	3,376
2:45 PM	14	318	53	385	3	305	49	357	28	26	4	58	48	14	22	84	884	3,373
3:00 PM	24	264	39	327	3	253	43	299	25	9	0	34	58	11	25	94	754	3,279
3:15 PM	26	268	17	311	7	331	42	380	21	11	2	34	53	10	29	92	817	3,287
3:30 PM	20	281	20	321	2	311	48	361	12	6	1	19	53	12	22	87	788	3,243
3:45 PM	27	278	10	315	4	265	41	310	26	20	10	56	51	6	24	81	762	3,121
Peak Hour 1:15 PM to 2:15 PM	**111**	**1,344**	**54**	**1,509**	**40**	**1,119**	**220**	**1,379**	**81**	**55**	**17**	**153**	**228**	**38**	**74**	**340**	**3,381**	
PHF				0.95				0.93				0.85				0.96		
Network Peak Hour 1:00 PM - 2:00 PM	**91**	**1346**	**49**	**1486**	**40**	**1118**	**198**	**1356**	**73**	**48**	**23**	**144**	**236**	**42**	**70**	**348**	**3334**	**3334**
PHF				**0.94**				**0.92**				**0.80**				**0.91**		
Heavy Vehicles	**1%**	**1%**	**1%**	**1%**	**1%**	**2%**	**0%**	**2%**	**1%**	**0%**	**0%**	**0%**	**1%**	**1%**	**1%**	**1%**		



27694.01
The Shops at Riverhead

9/14/2011

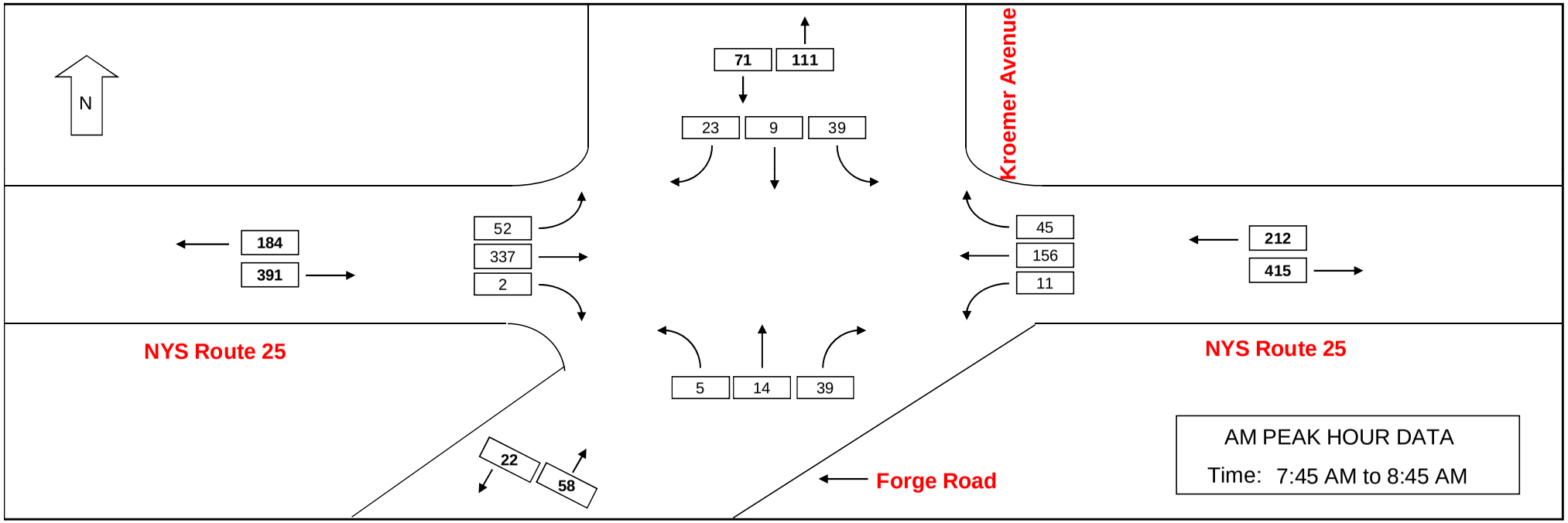
TRAFFIC VOLUME DATA

NYS ROUTE 25 @ KROEMER AVENUE / FORGE ROAD
RIVERHEAD, NY

VHB Engineering, Surveying and Landscape Architecture, PC

Date Collected: 6/9/2011 (Thursday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
7:30 AM	9	77	0	86	4	43	6	53	1	5	10	16	6	4	2	12	167	
7:45 AM	16	97	0	113	3	42	16	61	1	3	10	14	12	3	6	21	209	
8:00 AM	11	88	0	99	4	38	14	56	2	1	10	13	10	3	5	18	186	
8:15 AM	8	77	1	86	3	36	7	46	1	5	13	19	5	2	7	14	165	727
8:30 AM	17	75	1	93	1	40	8	49	1	5	6	12	12	1	5	18	172	732
8:45 AM	16	102	1	119	3	36	6	45	1	4	2	7	6	6	7	19	190	713
9:00 AM	6	101	0	107	3	29	13	45	1	3	5	9	4	2	3	9	170	697
9:15 AM	6	79	0	85	5	55	6	66	2	2	3	7	10	1	7	18	176	708
Peak Hour 7:45 AM to 8:45 AM	**52**	**337**	**2**	**391**	**11**	**156**	**45**	**212**	**5**	**14**	**39**	**58**	**39**	**9**	**23**	**71**	**732**	
PHF				0.87				0.87				0.76				0.85		
Heavy Vehicles	**7%**	**8%**	**0%**	**8%**	**12%**	**9%**	**7%**	**9%**	**30%**	**4%**	**5%**	**7%**	**14%**	**9%**	**14%**	**13%**		



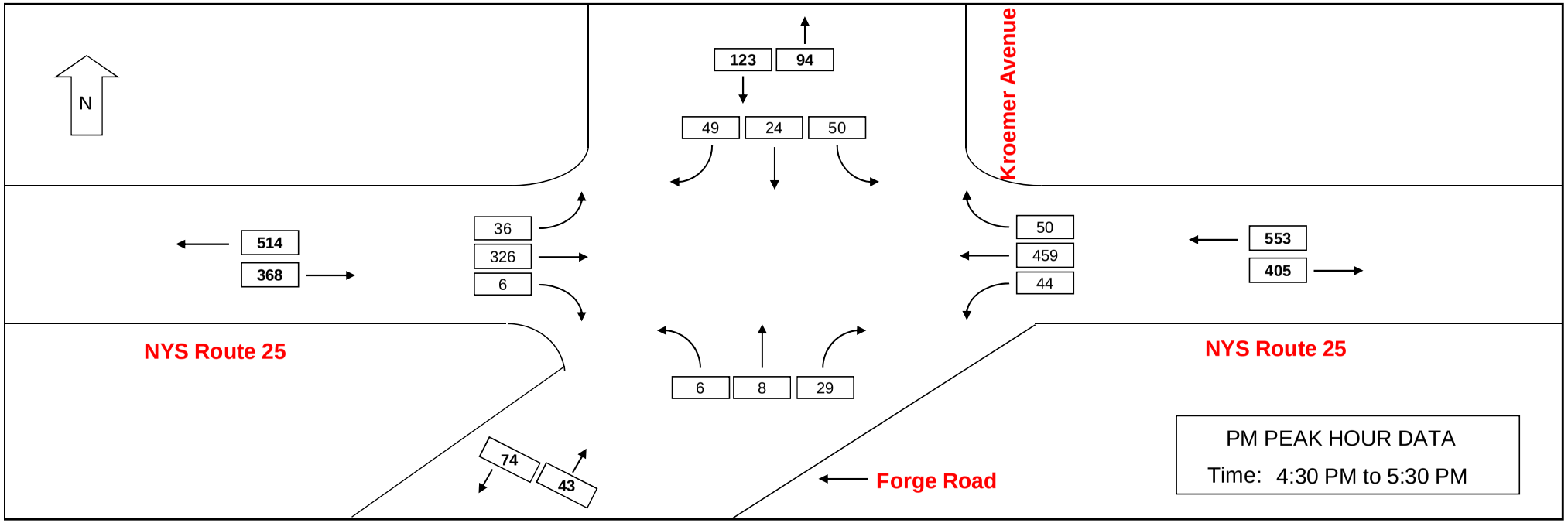
TRAFFIC VOLUME DATA

NYS ROUTE 25 @ KROEMER AVENUE / FORGE ROAD
RIVERHEAD, NY

VHB Engineering, Surveying and Landscape Architecture, PC

Date Collected: 6/9/2011 (Thursday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
4:00 PM	8	91	3	102	11	99	19	129	5	5	10	20	17	6	10	33	284	
4:15 PM	10	72	2	84	8	103	15	126	1	2	10	13	8	3	10	21	244	
4:30 PM	3	90	1	94	10	111	13	134	0	1	10	11	15	3	14	32	271	
4:45 PM	7	71	1	79	7	121	16	144	1	2	3	6	15	8	8	31	260	1,059
5:00 PM	14	84	3	101	19	130	10	159	1	0	6	7	13	7	15	35	302	1,077
5:15 PM	12	81	1	94	8	97	11	116	4	5	10	19	7	6	12	25	254	1,087
5:30 PM	8	67	0	75	9	74	10	93	3	1	12	16	10	8	8	26	210	1,026
5:45 PM	6	72	0	78	15	67	8	90	0	3	13	16	10	4	6	20	204	970
Peak Hour 4:30 PM to 5:30 PM	**36**	**326**	**6**	**368**	**44**	**459**	**50**	**553**	**6**	**8**	**29**	**43**	**50**	**24**	**49**	**123**	**1,087**	
PHF				0.91				0.87				0.57				0.88		
Heavy Vehicles	4%	4%	18%	4%	2%	4%	6%	4%	0%	5%	1%	2%	1%	2%	1%	1%		



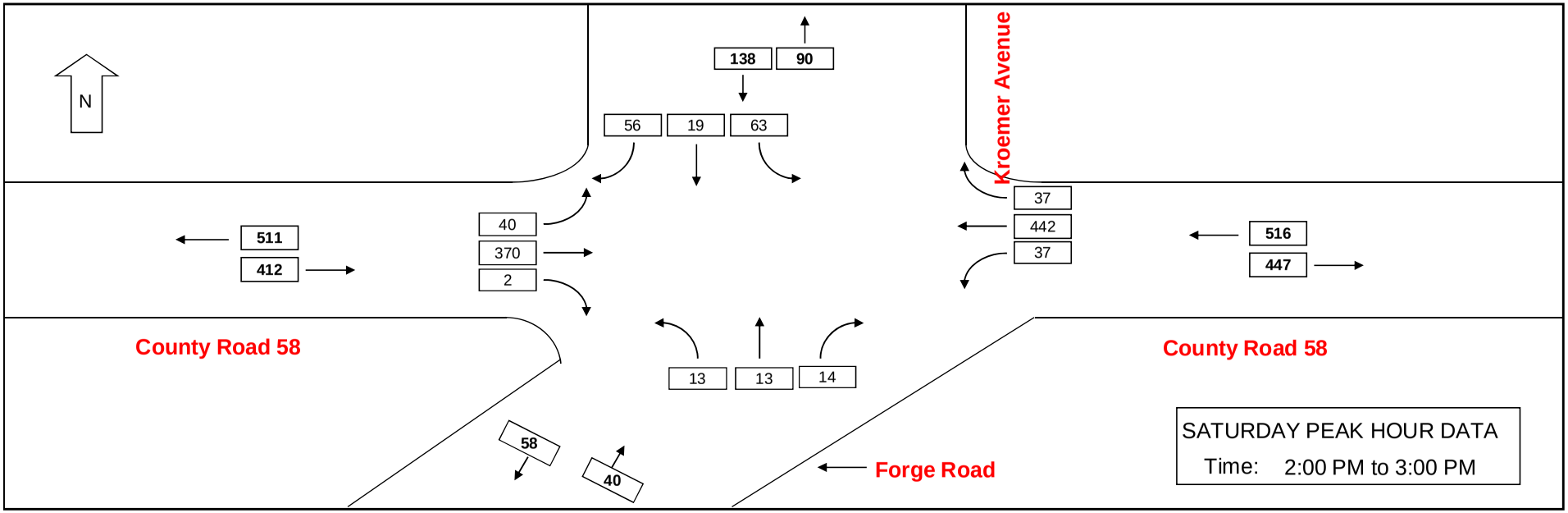
TRAFFIC VOLUME DATA

NYS ROUTE 25 @ KROEMER AVENUE / FORGE ROAD
RIVERHEAD, NY

Engineering, Surveying and Landscape Architecture, PC

Date Collected: 6/11/2011 (Saturday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
12:00 PM	5	89	2	96	8	91	11	110	2	2	9	13	9	0	4	13	232	
12:15 PM	14	91	0	105	10	101	13	124	3	9	5	17	12	8	12	32	278	
12:30 PM	7	93	1	101	9	107	10	126	2	2	10	14	6	7	11	24	265	
12:45 PM	8	110	1	119	6	112	9	127	3	4	5	12	7	2	5	14	272	1,047
1:00 PM	6	92	1	99	11	95	8	114	0	5	7	12	8	2	4	14	239	1,054
1:15 PM	9	110	2	121	6	123	11	140	1	3	7	11	7	6	6	19	291	1,067
1:30 PM	13	76	4	93	5	100	7	112	4	3	9	16	10	3	9	22	243	1,045
1:45 PM	11	92	0	103	12	97	12	121	3	4	11	18	17	2	9	28	270	1,043
2:00 PM	15	89	0	104	5	110	9	124	2	4	3	9	14	7	8	29	266	1,070
2:15 PM	9	98	1	108	9	108	9	126	2	4	3	9	12	3	7	22	265	1,044
2:30 PM	7	95	1	103	10	102	12	124	3	2	6	11	23	3	29	55	293	1,094
2:45 PM	9	88	0	97	13	122	7	142	6	3	2	11	14	6	12	32	282	1,106
3:00 PM	5	101	0	106	2	117	9	128	1	4	6	11	8	5	5	18	263	1,103
3:15 PM	8	74	2	84	6	106	5	117	1	5	3	9	7	0	12	19	229	1,067
3:30 PM	4	70	1	75	3	110	5	118	2	3	2	7	8	5	11	24	224	998
3:45 PM	6	69	0	75	8	113	9	130	1	3	4	8	9	6	7	22	235	951
Peak Hour 2:00 PM to 3:00 PM	**40**	**370**	**2**	**412**	**37**	**442**	**37**	**516**	**13**	**13**	**14**	**40**	**63**	**19**	**56**	**138**	**1,106**	
PHF				0.95				0.91				0.91				0.63		
Network Peak Hour 1:00 PM - 2:00 PM	**39**	**370**	**7**	**416**	**34**	**415**	**38**	**487**	**8**	**15**	**34**	**57**	**42**	**13**	**28**	**83**	**1043**	**1043**
PHF				**0.86**				**0.87**				**0.79**				**0.74**		
Heavy Vehicles	**4%**	**2%**	**6%**	**2%**	**1%**	**2%**	**4%**	**2%**	**3%**	**2%**	**0%**	**1%**	**4%**	**0%**	**1%**	**2%**		



Appendix B

Description
ATR Data
Penn DOT Trip Generation
List of Other Planned Developments

VHB Engineering, Surveying and Landscape Architecture, P.C.
2150 Joshua's Path, Hauppauge, NY 11788
ATR Data Location:
On CR 58 in front of proposed "Shops at Riverhead Access"

Page 1

CR 58 Westbound

	Mon	Tue	Wed	Thu	Fri		Average		Sat	Sun		Week
	06-Jun-11	07-Jun-11	08-Jun-11	09-Jun-11	10-Jun-11		Day		11-Jun-11	12-Jun-11		Average
12:00 AM				74	71		73		139	155		110
01:00				45	44		45		71	69		57
02:00				22	48		35		53	47		43
03:00				40	63		52		46	31		45
04:00				111	114		113		70	45		85
05:00				200	218		209		114	53		146
06:00				412	432		422		232	103		295
07:00				647	660		654		430	230		492
08:00				693	722		708		532	364		578
09:00				586	603		595		640	568		599
10:00				543	628		586		832	801		701
11:00				583	764		674		1023	1017		847
12:00 PM				567	719		643		1262	1234		946
01:00				587	700		644		1426	1316		1007
02:00				770	766		768		1442	1349		1082
03:00				938	961		950		1510	1333		1186
04:00				1244	1216		1230		1253	1257		1243
05:00				1227	1266		1247		1093	1108		1174
06:00				1017	900		959		968	971		964
07:00				760	762		761		764	733		755
08:00				543	709		626		626	645		631
09:00				385	589		487		628	476		520
10:00			229	262	350		280		405	284		306
11:00			162	168	294		208		331	187		228
Day Total	0	0	391	12424	13599		12963		15890	14376		14036
% Avg. Wk	0.0%	0.0%	3.0%	95.8%	104.9%							
% Avg. We	0.0%	0.0%	2.8%	88.5%	96.9%		92.4%		113.2%	102.4%		

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1				VHB Engineering, Surveying and Landscape Architecture, P.C.										Page 2		
2				2150 Joshua's Path, Hauppauge, NY 11788												
3				ATR Data Location:												
4				On CR 58 in front of proposed "Shops at Riverhead Access"										CR 58 Westbound		
5																
6																
7																
8																
9																
10		Mon	Tue	Wed	Thu	Fri		Average		Sat	Sun		Week			
11		13-Jun-11	14-Jun-11	15-Jun-11	16-Jun-11	17-Jun-11		Day		18-Jun-11	19-Jun-11		Average			
12	12:00 AM	84	88	94	110			94					94			
13	01:00	34	41	45	50			43					43			
14	02:00	31	45	24	43			36					36			
15	03:00	45	38	46	40			42					42			
16	04:00	118	89	103	100			103					103			
17	05:00	253	246	226	238			241					241			
18	06:00	494	498	490	505			497					497			
19	07:00	669	717	697	716			700					700			
20	08:00	661	742	654	732			697					697			
21	09:00	653	689	635	593			643					643			
22	10:00	603	801	595	604			651					651			
23	11:00	698	758	622	732			703					703			
24	12:00 PM	728	819	693	618			715					715			
25	01:00	680	816	663	565			681					681			
26	02:00	953	843	691	749			809					809			
27	03:00	1087	953	888	974			976					976			
28	04:00	1229	1268	1199	1193			1222					1222			
29	05:00	1231	1240	1209	1239			1230					1230			
30	06:00	866	892	881				880					880			
31	07:00	742	709	705				719					719			
32	08:00	549	597	642				596					596			
33	09:00	402	459	511				457					457			
34	10:00	282	262	311				285					285			
35	11:00	174	181	192				182					182			
36	Day Total	13266	13791	12816	9801	0		13198		0	0		13198			
37	% Avg. Wk	100.5%	104.5%	97.1%	74.3%	0.0%										
38	% Avg. We	100.5%	104.5%	97.1%	74.3%	0.0%		100.0%		0.0%	0.0%					
39																
40																
42	Grand Tota	13266	13791	13207	22225	13599		26161		15890	14376		27235			

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
1				VHB Engineering, Surveying and Landscape Architecture, P.C.										Page 1	
2				2150 Joshua's Path, Hauppauge, NY 11788											
3				ATR Data Location:											
4				On CR 58 in front of proposed "Shops at Riverhead Access"										CR 58 EB	
5															
6															
7															
8															
9															
10		Mon	Tue	Wed	Thu	Fri		Average		Sat	Sun		Week		
11		06-Jun-11	07-Jun-11	08-Jun-11	09-Jun-11	10-Jun-11		Day		11-Jun-11	12-Jun-11		Average		
12	12:00 AM				64	57		61		106	96		81		
13	01:00				40	39		40		52	36		42		
14	02:00				23	29		26		32	29		28		
15	03:00				41	44		43		33	20		35		
16	04:00				50	90		70		54	33		57		
17	05:00				198	152		175		107	48		126		
18	06:00				473	431		452		230	86		305		
19	07:00				992	912		952		364	190		615		
20	08:00				988	1065		1027		524	315		723		
21	09:00				734	766		750		638	499		659		
22	10:00				676	717		697		778	741		728		
23	11:00				754	773		764		970	885		846		
24	12:00 PM				811	885		848		1255	1081		1008		
25	01:00				746	797		772		1249	1219		1003		
26	02:00				702	733		718		1106	1283		956		
27	03:00				767	790		779		1087	1248		973		
28	04:00				843	918		881		1039	1218		1005		
29	05:00				907	911		909		1004	1001		956		
30	06:00				744	716		730		844	890		799		
31	07:00				550	564		557		698	732		636		
32	08:00				410	466		438		600	556		508		
33	09:00				278	334		306		525	396		383		
34	10:00			205	208	196		203		360	244		243		
35	11:00			135	104	112		117		240	122		143		
36	Day Total	0	0	340	12103	12497		12310		13895	12968		12854		
37	% Avg. Wk	0.0%	0.0%	2.8%	98.3%	101.5%									
38	% Avg. We	0.0%	0.0%	2.6%	94.2%	97.2%		95.8%		108.1%	100.9%				
39															
40															
42															

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1				VHB Engineering, Surveying and Landscape Architecture, P.C.										Page 2		
2				2150 Joshua's Path, Hauppauge, NY 11788												
3				ATR Data Location:												
4				On CR 58 in front of proposed "Shops at Riverhead Access"										CR 58 EB		
5																
6																
7																
8																
9																
10		Mon	Tue	Wed	Thu	Fri		Average		Sat	Sun		Week			
11		13-Jun-11	14-Jun-11	15-Jun-11	16-Jun-11	17-Jun-11		Day		18-Jun-11	19-Jun-11		Average			
12	12:00 AM	53	35	33	37			40					40			
13	01:00	34	24	18	29			26					26			
14	02:00	18	32	26	21			24					24			
15	03:00	40	31	36	41			37					37			
16	04:00	61	53	66	62			61					61			
17	05:00	171	155	141	137			151					151			
18	06:00	422	403	357	366			387					387			
19	07:00	953	932	891	912			922					922			
20	08:00	988	978	963	930			965					965			
21	09:00	733	734	733	700			725					725			
22	10:00	659	626	605	634			631					631			
23	11:00	726	691	669	667			688					688			
24	12:00 PM	725	755	727	664			718					718			
25	01:00	727	706	676	667			694					694			
26	02:00	653	672	618	631			644					644			
27	03:00	731	741	745	736			738					738			
28	04:00	782	836	902	729			812					812			
29	05:00	834	917	917	877			886					886			
30	06:00	722	707	663				697					697			
31	07:00	627	513	488				543					543			
32	08:00	427	352	351				377					377			
33	09:00	236	271	238				248					248			
34	10:00	201	188	184				191					191			
35	11:00	83	95	62				80					80			
36	Day Total	11606	11447	11109	8840	0		11285		0	0		11285			
37	% Avg. Wk	102.8%	101.4%	98.4%	78.3%	0.0%										
38	% Avg. We	102.8%	101.4%	98.4%	78.3%	0.0%		100.0%		0.0%	0.0%					
39																
40																
42	Grand Tota	11606	11447	11449	20943	12497		23595		13895	12968		24139			

OS-2 (10-08)

pennsylvania
DEPARTMENT OF TRANSPORTATION
www.dot.state.pa.us

RECEIVED
JAN 31 2011
McMahon Associates, Inc.

January 21, 2011

Mr. John Yurick, P.E., PTOE
McMahon Associates, Inc.
840 Springdale Drive
Exton, PA 19341

Re: Trip generation and pass-by rates for Discount Club with Gasoline Sales

Dear Mr. Yurick:

This is in response to your Trip Generation Study submission for the "Discount Club with Gasoline Sales" land use. It is McMahon's contention that the rates in the latest version of *ITE Trip Generation Manual* do not accurately portray the actual conditions.

A thorough review of the study and *ITE Trip Generation Manual* has been completed. Based on the information available in the ITE Manual for the Discount Club with Gasoline Sales land use and the data provided in your study, the Department will allow the following rates to be used:

WEIGHTED AVERAGE RATES			
Weekday Afternoon Peak Hour		Saturday Midday Peak Hour	
Trips per 1,000 SF	Pass-By Rate	Trips per 1,000 SF	Pass-by Rate
4.21	37%	5.56	30%

These rates have been conditionally approved statewide for all Discount Clubs with Gasoline Sales. This letter must be submitted with all transportation impact studies electing to use this conditional approval. The rates will only be valid until the next edition of ITE Trip Generation is published (9th edition).

If you have any question regarding this matter, please contact Mike Dzurko, Manager, Central Permits Office, Bureau of Highway Safety and Traffic Engineering at (717) 783-6080.

Sincerely,

Glenn C. Rowe, P.E., Chief
Traffic Operations Division
Bureau of Highway Safety and Traffic Engineering

Appendix C

Description

Level of Service Definitions

Level of Service Definitions

Signal Controlled Intersections

The level of service and capacity of a signalized intersection are the criteria by which the quality of traffic service is measured. The levels of service range between level of service A (relatively congestion-free) and level of service F (congested).

The capacity of a signalized intersection is based upon the concepts of saturation flow and saturation flow rate. This is the maximum rate of flow that can pass through a given lane group under prevailing traffic and roadway conditions. The volume-to-capacity ratio is the ratio of the traffic flow for a given lane group or approach to the capacity. A V/C ratio of 1.0 indicates that the flow rate equals the capacity. Values over 1.0 indicate a temporary excess of demand. This does not necessarily indicate an intersection failure.

The level of service of a signalized intersection is evaluated on the basis of average control delay per vehicle for various movements within the intersection. The control delay is a function of the arrivals, delay from queuing and over saturation.
The following general statements may be made regarding the level of service of a signalized intersection.

- ***Level of service A*** describes operations with a very low delay. This occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short traffic signal cycles may contribute to low delay.
- ***Level of service B*** generally occurs with good progression and/or short traffic signal cycle lengths. More vehicles stop than for level of service A, causing higher average delays.
- ***Level of service C*** has higher delays than level of service B. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures, where motorists are required to wait through an entire signal cycle, may

begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.

- ***Level of service D*** means the influence of congestion has become more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths or high volume to capacity ratios. Many vehicles stop and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
- ***Level of service E*** is considered the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and high volume to capacity ratios. Individual cycle failures are frequent occurrences.
- ***Level of Service F*** has delays that are considered unacceptable to most drivers. This condition often occurs with over saturations, i.e., when arrival flow rates exceed the capacity of the intersection. It may occur at volume to capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

The following average stopped delays are utilized to determine intersection and approach roadway levels of service for signalized intersections:

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)
A	≤ 10.0
B	> 10.0 and ≤ 20.0
C	> 20.0 and ≤ 35.0
D	> 35.0 and ≤ 55.0
E	> 55.0 and ≤ 80.0
F	> 80.0

Two Way Stop Controlled Intersections

The level of service and capacity of a two-way stop controlled (TWSC) intersection are the criteria that are used to measure the quality of the traffic operations. The levels of service range between level of service A (relatively congestion-free) and level of service F (very congested).

The right of way at the TWSC intersection is controlled by stop signs on two opposing minor-street approaches (or on one leg of a "T"-type intersection). The capacity of a controlled approach is based on the distribution of gaps in the major street traffic flow, driver judgment in selecting a gap through which to execute the desired maneuver and the follow up time required by each driver in a queue.

The level of service for the subject lane group movement of an approach of a TWSC intersection is evaluated based on the average total delay per vehicle. Control delay is a function of the capacity of the approach and the degree of saturation. It is defined as the total elapsed time from the time a vehicle stops at the end of the queue to the time the vehicle departs from the stop line. This includes the time required for the vehicle to travel from the end of the queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in the queue. The average approach delay for all vehicles on a particular approach is computed as the weighted average of the control delay estimates for each individual movement on the approach.

The following levels of average control delay are used to determine approach levels of service:

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)
A	< 10.0
B	> 10.0 and < 15.0
C	> 15.0 and < 25.0
D	> 25.0 and < 35.0
E	> 35.0 and < 50.0
F	> 50.0

While the level of service criteria are applied to each approach of a TWSC intersection, the average delay for an entire intersection can be calculated by taking a weighted average of the vehicles stopped on the minor approaches and the vehicles in the major street traffic flow, which suffer no delays. This total average control delay provides a means of comparison for two intersections.

All Way Stop Controlled Intersections

The level of service and capacity of an all way stop controlled (AWSC) intersection are the criteria by which the quality of traffic service is measured. The levels of service range between level of service A (relatively congestion-free) and level of service F (very congested).

The key variable in determining the capacity of an AWSC intersection is the distribution of traffic volumes among the approaches. Under ideal conditions traffic would be evenly distributed among the approaches. The flow rate for any given approach increases as the traffic decreases on the other approaches, allowing a smaller headway between vehicles departing from the stop line.

The capacity of each approach is computed under the assumption that the flows on the opposing and conflicting approaches are constant. The level of service of an

AWSC intersection is evaluated based on the average total delay per vehicle. Total delay is defined as the total elapsed time from when a vehicle stops at the end of a queue until the vehicle departs from the stop line. This includes the time required for the vehicle to travel from the end of the queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in the queue. This delay is based on the flow rate for each approach. As indicated above, the flow rate and therefore the delay, is directly proportional to the distribution of vehicles among the approaches.

The following levels of average control delay are used to determine approach levels of service:

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

The average control delay is the most effective measure for indicating the performance of an AWSC intersection because it can readily be measured by a transportation analyst and can be clearly communicated to a lay person. In addition, the use of delay will result in a consistent measure for both signalized and unsignalized intersections. While both types of intersections are evaluated in terms of average delay, the level of service criteria are different. This is due to drivers who expect different levels of performance from different types of intersection controls. Since signalized intersections are designed to carry higher traffic volumes compared with AWSC intersections, higher levels of control delay are more acceptable at signalized intersections for the same level of service.

Appendix D

Description
Synchro Reports – Level of Service Analysis Worksheets

LEVEL OF SERVICE
CAPACITY ANALYSIS WORKSHEETS

EXISTING

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1204	50	35	682	18	19
Satd. Flow (prot)	3292	1531	1694	3144	3433	1425
Flt Permitted			0.142		0.950	
Satd. Flow (perm)	3292	1531	253	3144	3433	1425
Satd. Flow (RTOR)		28				31
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.83	0.83	0.91	0.91	0.62	0.62
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	2%	3%	11%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						0
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1451	60	38	749	29	31
Turn Type		Free	pm+pt			Free
Protected Phases	2		1	6	8	
Permitted Phases		Free	6			Free
Detector Phase	2		1	6	8	
Switch Phase						
Minimum Initial (s)	20.0		2.0	20.0	4.0	
Minimum Split (s)	27.0		9.0	26.5	10.0	
Total Split (s)	46.0	0.0	15.0	61.0	19.0	0.0
Total Split (%)	57.5%	0.0%	18.8%	76.3%	23.8%	0.0%
Yellow Time (s)	4.5		3.0	4.5	3.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	4.0	5.0	6.5	5.0	4.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Recall Mode	C-Min		None	C-Min	None	
Act Effct Green (s)	66.3	80.0	70.6	73.0	5.4	80.0
Actuated g/C Ratio	0.83	1.00	0.88	0.91	0.07	1.00
v/c Ratio	0.53	0.04	0.13	0.26	0.12	0.02
Control Delay	5.5	0.0	2.2	1.4	35.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.5	0.0	2.2	1.4	35.9	0.1
LOS	A	A	A	A	D	A
Approach Delay	5.3			1.5	17.4	
Approach LOS	A			A	B	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 42 (53%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 4.3 — Intersection LOS: A
Intersection Capacity Utilization 46.2% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: CR 58 & Tanger Mall Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	18	1148	23	52	702	5	21	5	54	2	1	2
Satd. Flow (prot)	1631	3252	0	1601	3202	1482	1560	1468	0	1711	1801	1531
Flt Permitted	0.362			0.145			0.757			0.714		
Satd. Flow (perm)	621	3252	0	244	3202	1482	1243	1468	0	1286	1801	1531
Satd. Flow (RTOR)		4				5		65				4
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.83	0.83	0.83	0.92	0.92	0.92	0.83	0.83	0.83	0.50	0.50	0.50
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	9%	9%	9%	8%	8%	8%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	1411	0	57	763	5	25	71	0	4	2	4
Turn Type	pm+pt			pm+pt		Perm	Perm			Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	2.0	20.0		2.0	20.0	20.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	8.0	27.0		8.0	27.0	27.0	12.5	12.5		12.5	12.5	12.5
Total Split (s)	13.0	48.0	0.0	13.0	48.0	48.0	19.0	19.0	0.0	19.0	19.0	19.0
Total Split (%)	16.3%	60.0%	0.0%	16.3%	60.0%	60.0%	23.8%	23.8%	0.0%	23.8%	23.8%	23.8%
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.0	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	4.0	5.0	7.0	7.0	6.5	6.5	4.0	6.5	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	60.8	57.9		62.5	60.0	60.0	6.8	6.8		6.6	6.6	6.6
Actuated g/C Ratio	0.76	0.72		0.78	0.75	0.75	0.08	0.08		0.08	0.08	0.08
v/c Ratio	0.04	0.60		0.22	0.32	0.00	0.24	0.39		0.04	0.01	0.03
Control Delay	2.5	6.6		8.9	12.0	10.8	39.2	17.4		34.0	33.0	22.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	2.5	6.6		8.9	12.0	10.8	39.2	17.4		34.0	33.0	22.5
LOS	A	A		A	B	B	D	B		C	C	C
Approach Delay		6.5			11.7			23.1			29.2	
Approach LOS		A			B			C			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 42 (53%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 9.1 — Intersection LOS: A
Intersection Capacity Utilization 59.0% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: CR 58 & Kroemer Avenue

3: CR 58 & Commerce Drive/Gatewood
Lanes, Volumes, Timings

Existing 2011
AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	1173	29	14	710	87	12	3	28	38	1	29
Satd. Flow (prot)	1770	3406	1583	1770	3309	0	1589	1552	0	1652	1488	0
Flt Permitted	0.291			0.173			0.726			0.727		
Satd. Flow (perm)	542	3406	1583	322	3309	0	1215	1552	0	1264	1488	0
Satd. Flow (RTOR)			23		23			42			45	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.86	0.86	0.86	0.91	0.91	0.91	0.67	0.67	0.67	0.65	0.65	0.65
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	6%	2%	2%	8%	2%	6%	2%	6%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	1364	34	15	876	0	18	46	0	58	47	0
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	8.5	37.8	37.8	8.5	37.8		11.0	11.0		11.0	11.0	
Total Split (s)	13.0	46.0	46.0	13.0	46.0	0.0	21.0	21.0	0.0	21.0	21.0	0.0
Total Split (%)	16.3%	57.5%	57.5%	16.3%	57.5%	0.0%	26.3%	26.3%	0.0%	26.3%	26.3%	0.0%
Yellow Time (s)	3.0	4.8	4.8	3.0	4.8		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.0	2.0	1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.8	6.8	4.5	6.8	4.0	5.5	5.5	4.0	5.5	5.5	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	63.2	61.2	61.2	59.6	55.6		8.0	8.0		8.2	8.2	
Actuated g/C Ratio	0.79	0.76	0.76	0.74	0.70		0.10	0.10		0.10	0.10	
v/c Ratio	0.16	0.52	0.03	0.05	0.38		0.15	0.24		0.45	0.24	
Control Delay	1.2	1.8	0.2	1.9	3.9		33.8	14.8		43.6	14.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	1.2	1.8	0.2	1.9	3.9		33.8	14.8		43.6	14.0	
LOS	A	A	A	A	A		C	B		D	B	
Approach Delay		1.8			3.8			20.2			30.4	
Approach LOS		A			A			C			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 22 (28%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 4.1 — Intersection LOS: A
Intersection Capacity Utilization 58.5% — ICU Level of Service B
Analysis Period (min) 15

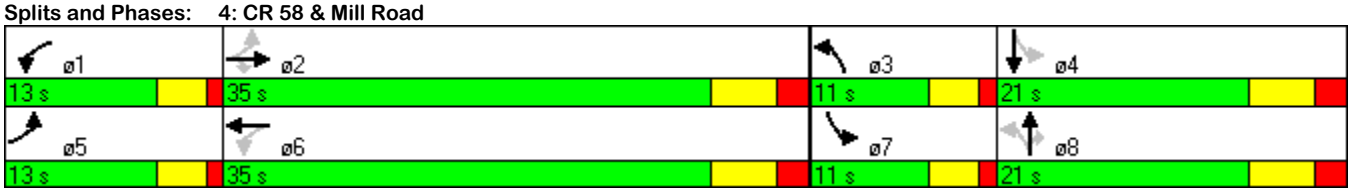
Splits and Phases: 3: CR 58 & Commerce Drive/Gatewood

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	149	1006	47	110	591	6	40	71	72	78	58	175
Satd. Flow (prot)	3054	3149	1409	1711	3144	1552	1518	3035	1358	1694	1783	1620
Flt Permitted	0.381			0.180			0.714			0.556		
Satd. Flow (perm)	1225	3149	1409	324	3144	1552	1141	3035	1358	991	1783	1620
Satd. Flow (RTOR)			31			7			82			199
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.91	0.91	0.91	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	2%	11%	11%	11%	11%	11%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	167	1130	53	121	649	7	45	81	82	89	66	199
Turn Type	pm+pt		Perm	pm+pt		Free	pm+pt		Perm	pm+pt		Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		Free	8		8	4		Free
Detector Phase	5	2	2	1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0		2.0	6.0	6.0	2.0	6.0	
Minimum Split (s)	8.0	24.0	24.0	8.0	24.0		8.0	12.0	12.0	8.0	12.0	
Total Split (s)	13.0	35.0	35.0	13.0	35.0	0.0	11.0	21.0	21.0	11.0	21.0	0.0
Total Split (%)	16.3%	43.8%	43.8%	16.3%	43.8%	0.0%	13.8%	26.3%	26.3%	13.8%	26.3%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	4.0	4.0	6.0	6.0	4.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Act Effct Green (s)	52.9	47.8	47.8	53.7	45.9	80.0	12.6	6.9	6.9	14.7	9.4	80.0
Actuated g/C Ratio	0.66	0.60	0.60	0.67	0.57	1.00	0.16	0.09	0.09	0.18	0.12	1.00
v/c Ratio	0.18	0.60	0.06	0.38	0.36	0.00	0.22	0.31	0.42	0.38	0.32	0.12
Control Delay	5.7	12.4	7.7	6.7	11.8	0.0	25.6	37.0	15.7	28.7	37.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.7	12.4	7.7	6.7	11.8	0.0	25.6	37.0	15.7	28.7	37.0	0.2
LOS	A	B	A	A	B	A	C	D	B	C	D	A
Approach Delay		11.4			10.9			26.1			14.2	
Approach LOS		B			B			C			B	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 9 (11%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 12.8 — Intersection LOS: B
Intersection Capacity Utilization 58.2% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: CR 58 & Mill Road



5: CR 58 & Pulaski Street/RH Center Driveway
Lanes, Volumes, Timings

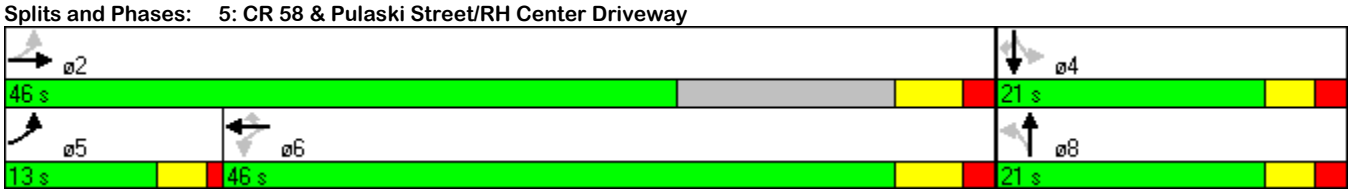
Existing 2011
AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	39	1018	86	10	640	67	80	17	22	57	13	13
Satd. Flow (prot)	1574	3222	0	1546	3202	1432	1544	1537	0	0	1706	1560
Flt Permitted	0.355			0.225			0.702				0.734	
Satd. Flow (perm)	588	3222	0	366	3202	1432	1141	1537	0	0	1303	1560
Satd. Flow (RTOR)		23				72		27				16
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.93	0.93	0.93	0.83	0.83	0.83	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	9%	9%	9%	13%	13%	13%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	1241	0	11	688	72	96	47	0	0	85	16
Turn Type	pm+pt			Perm		Perm	Perm			Perm		Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		15.0	15.0	15.0	10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	8.0	22.0		22.0	22.0	22.0	15.0	15.0		15.0	15.0	15.0
Total Split (s)	13.0	46.0	0.0	46.0	46.0	46.0	21.0	21.0	0.0	21.0	21.0	21.0
Total Split (%)	16.3%	57.5%	0.0%	57.5%	57.5%	57.5%	26.3%	26.3%	0.0%	26.3%	26.3%	26.3%
Yellow Time (s)	3.0	4.0		4.0	4.0	4.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	6.0	6.0	6.0	5.0	5.0	4.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min		C-Min	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	61.7	60.9		55.8	55.8	55.8	12.3	12.3			12.3	12.3
Actuated g/C Ratio	0.77	0.76		0.70	0.70	0.70	0.15	0.15			0.15	0.15
v/c Ratio	0.09	0.50		0.04	0.31	0.07	0.55	0.18			0.42	0.06
Control Delay	7.3	14.5		8.6	7.6	2.5	42.8	17.5			36.7	13.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	7.3	14.5		8.6	7.6	2.5	42.8	17.5			36.7	13.3
LOS	A	B		A	A	A	D	B			D	B
Approach Delay		14.3			7.1			34.5			33.0	
Approach LOS		B			A			C			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 9 (11%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 14.0 — Intersection LOS: B
Intersection Capacity Utilization 52.7% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 5: CR 58 & Pulaski Street/RH Center Driveway



7: NY Route 25 & Kroemer Avenue/Forge Road
HCM Unsignalized Intersection Capacity Analysis

Existing 2011
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	52	337	2	11	156	45	5	14	39	39	9	23
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.76	0.76	0.76	0.85	0.85	0.85
Hourly flow rate (vph)	60	387	2	13	179	52	7	18	51	46	11	27
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	231			390			717	763	387	772	714	179
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	231			390			717	763	387	772	714	179
tC, single (s)	4.2			4.2			7.1	6.5	6.2	7.2	6.6	6.3
tC, 2 stage (s)												
tF (s)	2.3			2.3			3.5	4.0	3.3	3.6	4.1	3.4
p0 queue free %	95			99			98	94	92	82	97	97
cM capacity (veh/h)	1302			1132			308	312	654	256	324	836

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	447	2	192	52	25	51	56	27
Volume Left	60	0	13	0	7	0	46	0
Volume Right	0	2	0	52	0	51	0	27
cSH	1302	1700	1132	1700	311	654	266	836
Volume to Capacity	0.05	0.00	0.01	0.03	0.08	0.08	0.21	0.03
Queue Length 95th (ft)	4	0	1	0	7	6	20	3
Control Delay (s)	1.5	0.0	0.6	0.0	17.6	11.0	22.1	9.5
Lane LOS	A		A		C	B	C	A
Approach Delay (s)	1.5		0.5		13.1		18.0	
Approach LOS					B		C	

Intersection Summary			
Average Delay	3.9		
Intersection Capacity Utilization	48.7%	ICU Level of Service	A
Analysis Period (min)	15		

1: CR 58 & Tanger Mall Drive
Lanes, Volumes, Timings

Existing 2011
PM Peak

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	877	69	180	1173	247	231
Satd. Flow (prot)	3421	1531	1694	3388	3433	1425
Flt Permitted			0.217		0.950	
Satd. Flow (perm)	3421	1531	387	3388	3433	1425
Satd. Flow (RTOR)		54				254
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.89	0.89	0.93	0.93	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						0
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	985	78	194	1261	271	254
Turn Type		Free	pm+pt			Free
Protected Phases	2		1	6	8	
Permitted Phases		Free	6			Free
Detector Phase	2		1	6	8	
Switch Phase						
Minimum Initial (s)	20.0		2.0	20.0	4.0	
Minimum Split (s)	27.0		9.0	26.5	10.0	
Total Split (s)	35.0	0.0	20.0	55.0	25.0	0.0
Total Split (%)	43.8%	0.0%	25.0%	68.8%	31.3%	0.0%
Yellow Time (s)	4.5		3.0	4.5	3.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	4.0	5.0	6.5	5.0	4.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Recall Mode	C-Min		None	C-Min	None	
Act Effct Green (s)	44.9	80.0	59.1	57.6	10.9	80.0
Actuated g/C Ratio	0.56	1.00	0.74	0.72	0.14	1.00
v/c Ratio	0.51	0.05	0.47	0.52	0.58	0.18
Control Delay	13.1	0.1	11.5	16.6	37.2	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	0.1	11.5	16.6	37.2	0.3
LOS	B	A	B	B	D	A
Approach Delay	12.1			15.9	19.4	
Approach LOS	B			B	B	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 51 (64%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 15.2 — Intersection LOS: B
Intersection Capacity Utilization 55.0% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1: CR 58 & Tanger Mall Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	18	1034	27	83	1289	17	35	1	66	32	6	29
Satd. Flow (prot)	1711	3408	0	1694	3388	1568	1636	1519	0	1711	1801	1531
Flt Permitted	0.157			0.192			0.752			0.699		
Satd. Flow (perm)	283	3408	0	342	3388	1568	1295	1519	0	1259	1801	1531
Satd. Flow (RTOR)		5				18		88				43
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.92	0.92	0.92	0.75	0.75	0.75	0.67	0.67	0.67
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	3%	3%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	1179	0	90	1401	18	47	89	0	48	9	43
Turn Type	pm+pt			pm+pt		Perm	Perm			Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	2.0	20.0		2.0	20.0	20.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	8.0	27.0		8.0	27.0	27.0	12.5	12.5		12.5	12.5	12.5
Total Split (s)	13.0	50.0	0.0	13.0	50.0	50.0	17.0	17.0	0.0	17.0	17.0	17.0
Total Split (%)	16.3%	62.5%	0.0%	16.3%	62.5%	62.5%	21.3%	21.3%	0.0%	21.3%	21.3%	21.3%
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.0	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	4.0	5.0	7.0	7.0	6.5	6.5	4.0	6.5	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	58.2	54.6		61.7	58.9	58.9	7.9	7.9		7.9	7.9	7.9
Actuated g/C Ratio	0.73	0.68		0.77	0.74	0.74	0.10	0.10		0.10	0.10	0.10
v/c Ratio	0.07	0.51		0.26	0.56	0.02	0.37	0.39		0.39	0.05	0.23
Control Delay	2.7	5.7		6.0	11.5	6.3	41.1	13.2		42.2	31.7	13.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	2.7	5.7		6.0	11.5	6.3	41.1	13.2		42.2	31.7	13.5
LOS	A	A		A	B	A	D	B		D	C	B
Approach Delay		5.7			11.1			22.9			28.9	
Approach LOS		A			B			C			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 68 (85%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 10.1 — Intersection LOS: B
Intersection Capacity Utilization 63.0% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: CR 58 & Kroemer Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	1092	28	33	1255	65	44	4	38	81	2	61
Satd. Flow (prot)	1770	3539	1583	1770	3514	0	1652	1609	0	1652	1486	0
Flt Permitted	0.136			0.207			0.701			0.722		
Satd. Flow (perm)	253	3539	1583	386	3514	0	1219	1609	0	1255	1486	0
Satd. Flow (RTOR)			25		10			49			84	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.77	0.77	0.77	0.73	0.73	0.73
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	1149	29	35	1419	0	57	54	0	111	87	0
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	8.5	37.8	37.8	8.5	37.8		11.0	11.0		11.0	11.0	
Total Split (s)	12.0	49.0	49.0	12.0	49.0	0.0	19.0	19.0	0.0	19.0	19.0	0.0
Total Split (%)	15.0%	61.3%	61.3%	15.0%	61.3%	0.0%	23.8%	23.8%	0.0%	23.8%	23.8%	0.0%
Yellow Time (s)	3.0	4.8	4.8	3.0	4.8		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.0	2.0	1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.8	6.8	4.5	6.8	4.0	5.5	5.5	4.0	5.5	5.5	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	58.3	54.8	54.8	58.3	54.8		11.1	11.1		11.2	11.2	
Actuated g/C Ratio	0.73	0.68	0.68	0.73	0.68		0.14	0.14		0.14	0.14	
v/c Ratio	0.14	0.47	0.03	0.10	0.59		0.34	0.20		0.63	0.31	
Control Delay	2.4	2.6	0.4	3.5	8.7		34.8	11.8		47.4	10.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	2.4	2.6	0.4	3.5	8.7		34.8	11.8		47.4	10.5	
LOS	A	A	A	A	A		C	B		D	B	
Approach Delay		2.5			8.5			23.6			31.2	
Approach LOS		A			A			C			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 45 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 8.2 — Intersection LOS: A
Intersection Capacity Utilization 58.2% — ICU Level of Service B
Analysis Period (min) 15

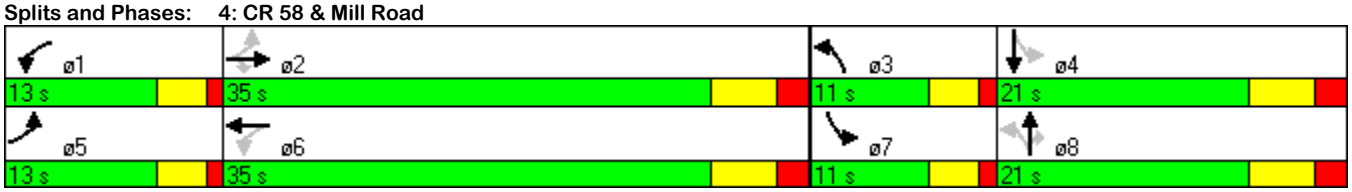
Splits and Phases: 3: CR 58 & Commerce Drive/Gatewood

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	248	924	67	111	1098	49	62	147	78	86	125	213
Satd. Flow (prot)	3204	3303	1478	1711	3388	1672	1636	3271	1463	1711	1801	1636
Flt Permitted	0.147			0.231			0.631			0.616		
Satd. Flow (perm)	496	3303	1478	416	3388	1672	1086	3271	1463	1109	1801	1636
Satd. Flow (RTOR)			49			51			89			277
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.88	0.88	0.88	0.77	0.77	0.77
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	3%	3%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	256	953	69	116	1144	51	70	167	89	112	162	277
Turn Type	pm+pt		Perm	pm+pt		Free	pm+pt		Perm	pm+pt		Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		Free	8		8	4		Free
Detector Phase	5	2	2	1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0		2.0	6.0	6.0	2.0	6.0	
Minimum Split (s)	8.0	24.0	24.0	8.0	24.0		8.0	12.0	12.0	8.0	12.0	
Total Split (s)	13.0	35.0	35.0	13.0	35.0	0.0	11.0	21.0	21.0	11.0	21.0	0.0
Total Split (%)	16.3%	43.8%	43.8%	16.3%	43.8%	0.0%	13.8%	26.3%	26.3%	13.8%	26.3%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	4.0	4.0	6.0	6.0	4.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Act Effct Green (s)	48.3	40.9	40.9	46.9	39.0	80.0	17.0	10.0	10.0	18.1	10.6	80.0
Actuated g/C Ratio	0.60	0.51	0.51	0.59	0.49	1.00	0.21	0.12	0.12	0.23	0.13	1.00
v/c Ratio	0.50	0.56	0.09	0.34	0.69	0.03	0.26	0.41	0.34	0.37	0.68	0.17
Control Delay	16.2	13.9	6.9	5.8	11.4	0.0	22.5	34.3	10.8	24.8	47.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	13.9	6.9	5.8	11.4	0.0	22.5	34.3	10.8	24.8	47.1	0.2
LOS	B	B	A	A	B	A	C	C	B	C	D	A
Approach Delay		14.0			10.4			25.3			19.0	
Approach LOS		B			B			C			B	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 32 (40%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 14.5 — Intersection LOS: B
Intersection Capacity Utilization 64.1% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 4: CR 58 & Mill Road



5: CR 58 & Pulaski Street/RH Center Driveway
Lanes, Volumes, Timings

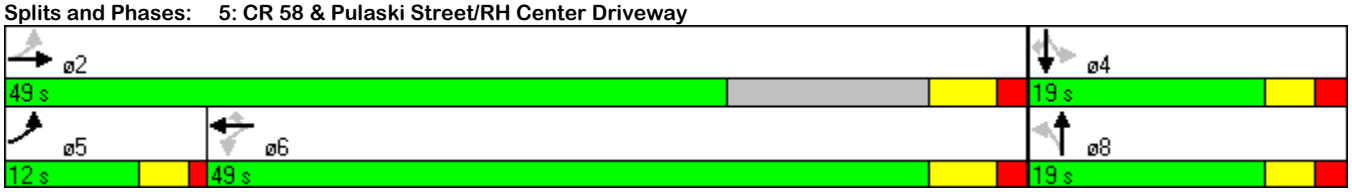
Existing 2011
PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	73	929	70	23	1106	113	88	53	16	159	39	64
Satd. Flow (prot)	1574	3229	0	1620	3355	1501	1711	1798	0	0	1790	1636
Flt Permitted	0.153			0.263			0.505				0.713	
Satd. Flow (perm)	254	3229	0	448	3355	1501	909	1798	0	0	1328	1636
Satd. Flow (RTOR)		22				119		16				70
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.84	0.84	0.84	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	1086	0	24	1164	119	105	82	0	0	215	70
Turn Type	pm+pt			Perm		Perm	Perm			Perm		Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		15.0	15.0	15.0	10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	8.0	22.0		22.0	22.0	22.0	15.0	15.0		15.0	15.0	15.0
Total Split (s)	12.0	49.0	0.0	49.0	49.0	49.0	19.0	19.0	0.0	19.0	19.0	19.0
Total Split (%)	15.0%	61.3%	0.0%	61.3%	61.3%	61.3%	23.8%	23.8%	0.0%	23.8%	23.8%	23.8%
Yellow Time (s)	3.0	4.0		4.0	4.0	4.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	6.0	6.0	6.0	5.0	5.0	4.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min		C-Min	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	53.0	51.0		43.5	43.5	43.5	18.0	18.0			18.0	18.0
Actuated g/C Ratio	0.66	0.64		0.54	0.54	0.54	0.22	0.22			0.22	0.22
v/c Ratio	0.31	0.53		0.10	0.64	0.14	0.51	0.20			0.72	0.17
Control Delay	13.5	14.4		12.0	15.9	2.7	36.5	21.6			43.7	7.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	13.5	14.4		12.0	15.9	2.7	36.5	21.6			43.7	7.9
LOS	B	B		B	B	A	D	C			D	A
Approach Delay		14.3			14.6			30.0			34.9	
Approach LOS		B			B			C			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 32 (40%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 17.4 — Intersection LOS: B
Intersection Capacity Utilization 72.1% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 5: CR 58 & Pulaski Street/RH Center Driveway



7: NY Route 25 & Kroemer Avenue/Forge Road
HCM Unsignalized Intersection Capacity Analysis

Existing 2011
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	36	326	6	44	459	50	6	8	29	50	24	49
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.87	0.87	0.87	0.57	0.57	0.57	0.88	0.88	0.88
Hourly flow rate (vph)	40	358	7	51	528	57	11	14	51	57	27	56
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	585			365			1080	1124	358	1124	1073	528
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	585			365			1080	1124	358	1124	1073	528
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			96			93	93	93	62	87	90
cM capacity (veh/h)	980			1183			148	189	686	150	202	551

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	398	7	578	57	25	51	84	56
Volume Left	40	0	51	0	11	0	57	0
Volume Right	0	7	0	57	0	51	0	56
cSH	980	1700	1183	1700	169	686	163	551
Volume to Capacity	0.04	0.00	0.04	0.03	0.15	0.07	0.51	0.10
Queue Length 95th (ft)	3	0	3	0	12	6	63	8
Control Delay (s)	1.3	0.0	1.2	0.0	29.9	10.7	48.3	12.3
Lane LOS	A		A		D	B	E	B
Approach Delay (s)	1.3		1.1		16.9		34.0	
Approach LOS					C		D	

Intersection Summary			
Average Delay	5.7		
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		

1: CR 58 & Tanger Mall Drive
Lanes, Volumes, Timings

Existing 2011
Saturday Peak

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	993	194	335	1072	308	392
Satd. Flow (prot)	3421	1531	1711	3421	3433	1583
Flt Permitted			0.144		0.950	
Satd. Flow (perm)	3421	1531	259	3421	3433	1583
Satd. Flow (RTOR)		134				445
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.94	0.94	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1068	209	356	1140	350	445
Turn Type		Free	pm+pt			Free
Protected Phases	2		1	6	8	
Permitted Phases		Free	6			Free
Detector Phase	2		1	6	8	
Switch Phase						
Minimum Initial (s)	20.0		2.0	20.0	4.0	
Minimum Split (s)	27.0		9.0	26.5	10.0	
Total Split (s)	35.0	0.0	20.0	55.0	25.0	0.0
Total Split (%)	43.8%	0.0%	25.0%	68.8%	31.3%	0.0%
Yellow Time (s)	4.5		3.0	4.5	3.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	4.0	5.0	6.5	5.0	4.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Recall Mode	C-Min		None	C-Min	None	
Act Effct Green (s)	35.4	80.0	57.3	55.8	12.7	80.0
Actuated g/C Ratio	0.44	1.00	0.72	0.70	0.16	1.00
v/c Ratio	0.70	0.14	0.77	0.48	0.64	0.28
Control Delay	23.2	0.2	26.1	16.7	36.9	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.2	0.2	26.1	16.7	36.9	0.4
LOS	C	A	C	B	D	A
Approach Delay	19.4			19.0	16.5	
Approach LOS	B			B	B	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 51 (64%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 18.6 — Intersection LOS: B
Intersection Capacity Utilization 68.5% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: CR 58 & Tanger Mall Drive

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	1287	52	50	1337	8	18	5	71	17	5	24
Satd. Flow (prot)	1711	3401	0	1711	3421	1583	1652	1550	0	1711	1801	1531
Flt Permitted	0.155			0.142			0.753			0.714		
Satd. Flow (perm)	279	3401	0	256	3421	1583	1309	1550	0	1286	1801	1531
Satd. Flow (RTOR)		8				8		79				35
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.90	0.90	0.90	0.68	0.68	0.68
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	1424	0	53	1407	8	20	85	0	25	7	35
Turn Type	pm+pt			pm+pt		Perm	Perm			Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	2.0	20.0		2.0	20.0	20.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	8.0	27.0		8.0	27.0	27.0	12.5	12.5		12.5	12.5	12.5
Total Split (s)	13.0	50.0	0.0	13.0	50.0	50.0	17.0	17.0	0.0	17.0	17.0	17.0
Total Split (%)	16.3%	62.5%	0.0%	16.3%	62.5%	62.5%	21.3%	21.3%	0.0%	21.3%	21.3%	21.3%
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.0	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	4.0	5.0	7.0	7.0	6.5	6.5	4.0	6.5	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	60.8	57.9		62.5	60.0	60.0	6.8	6.8		6.8	6.8	6.8
Actuated g/C Ratio	0.76	0.72		0.78	0.75	0.75	0.08	0.08		0.08	0.08	0.08
v/c Ratio	0.06	0.58		0.19	0.55	0.01	0.18	0.42		0.23	0.05	0.22
Control Delay	4.8	12.8		4.6	10.8	6.8	37.2	16.4		38.7	33.4	15.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	4.8	12.8		4.6	10.8	6.8	37.2	16.4		38.7	33.4	15.4
LOS	A	B		A	B	A	D	B		D	C	B
Approach Delay		12.7			10.5			20.3			26.0	
Approach LOS		B			B			C			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 68 (85%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 12.2 — Intersection LOS: B
Intersection Capacity Utilization 63.6% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: CR 58 & Kroemer Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	82	1398	25	42	1294	86	35	1	43	92	4	66
Satd. Flow (prot)	1770	3539	1583	1770	3507	0	1652	1589	0	1652	1493	0
Flt Permitted	0.101			0.122			0.702			0.722		
Satd. Flow (perm)	188	3539	1583	227	3507	0	1220	1589	0	1255	1493	0
Satd. Flow (RTOR)			18		13			52			80	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.89	0.89	0.89	0.82	0.82	0.82	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	1503	27	47	1551	0	43	53	0	111	85	0
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	8.5	37.8	37.8	8.5	37.8		11.0	11.0		11.0	11.0	
Total Split (s)	12.0	49.0	49.0	12.0	49.0	0.0	19.0	19.0	0.0	19.0	19.0	0.0
Total Split (%)	15.0%	61.3%	61.3%	15.0%	61.3%	0.0%	23.8%	23.8%	0.0%	23.8%	23.8%	0.0%
Yellow Time (s)	3.0	4.8	4.8	3.0	4.8		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.0	2.0	1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.8	6.8	4.5	6.8	4.0	5.5	5.5	4.0	5.5	5.5	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	59.4	55.3	55.3	57.3	53.0		10.5	10.5		10.7	10.7	
Actuated g/C Ratio	0.74	0.69	0.69	0.72	0.66		0.13	0.13		0.13	0.13	
v/c Ratio	0.38	0.61	0.02	0.19	0.67		0.27	0.21		0.66	0.32	
Control Delay	11.1	4.2	0.4	4.4	11.0		34.1	11.4		51.4	11.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.1	4.2	0.4	4.4	11.0		34.1	11.4		51.4	11.7	
LOS	B	A	A	A	B		C	B		D	B	
Approach Delay		4.5			10.8			21.6			34.2	
Approach LOS		A			B			C			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 45 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 9.5 — Intersection LOS: A
Intersection Capacity Utilization 68.8% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: CR 58 & Commerce Drive/Gatewood

4: CR 58 & Mill Road
Lanes, Volumes, Timings

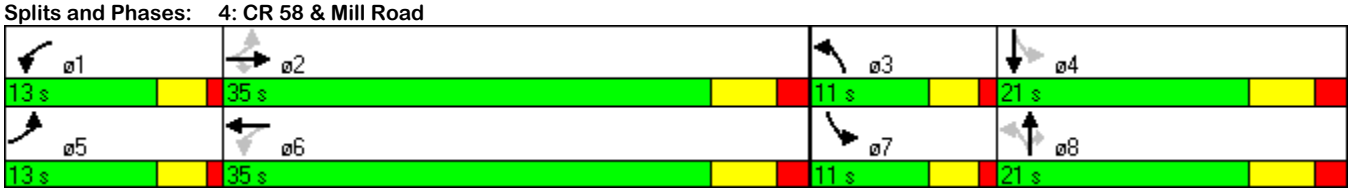
Existing 2011
Saturday Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	306	1255	96	93	1088	64	45	131	82	148	159	290
Satd. Flow (prot)	3204	3303	1478	1711	3421	1689	1652	3303	1478	1711	1801	1636
Flt Permitted	0.109			0.115			0.641			0.517		
Satd. Flow (perm)	368	3303	1478	207	3421	1689	1114	3303	1478	931	1801	1636
Satd. Flow (RTOR)			51			71			90			337
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.90	0.90	0.90	0.91	0.91	0.91	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	329	1349	103	103	1209	71	49	144	90	172	185	337
Turn Type	pm+pt		Perm	pm+pt		Free	pm+pt		Perm	pm+pt		Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		Free	8		8	4		Free
Detector Phase	5	2	2	1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0		2.0	6.0	6.0	2.0	6.0	
Minimum Split (s)	8.0	24.0	24.0	8.0	24.0		8.0	12.0	12.0	8.0	12.0	
Total Split (s)	13.0	35.0	35.0	13.0	35.0	0.0	11.0	21.0	21.0	11.0	21.0	0.0
Total Split (%)	16.3%	43.8%	43.8%	16.3%	43.8%	0.0%	13.8%	26.3%	26.3%	13.8%	26.3%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	4.0	4.0	6.0	6.0	4.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Act Effct Green (s)	47.3	39.2	39.2	43.9	36.3	80.0	17.1	9.9	9.9	20.9	14.7	80.0
Actuated g/C Ratio	0.59	0.49	0.49	0.55	0.45	1.00	0.21	0.12	0.12	0.26	0.18	1.00
v/c Ratio	0.71	0.83	0.14	0.47	0.78	0.04	0.18	0.35	0.34	0.56	0.56	0.21
Control Delay	25.6	24.0	11.7	20.9	12.7	0.0	21.1	33.3	10.8	29.8	37.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	24.0	11.7	20.9	12.7	0.0	21.1	33.3	10.8	29.8	37.5	0.3
LOS	C	C	B	C	B	A	C	C	B	C	D	A
Approach Delay		23.6			12.7			24.0			17.5	
Approach LOS		C			B			C			B	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 32 (40%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 19.0 — Intersection LOS: B
Intersection Capacity Utilization 69.7% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 4: CR 58 & Mill Road



5: CR 58 & Pulaski Street/RH Center Driveway
Lanes, Volumes, Timings

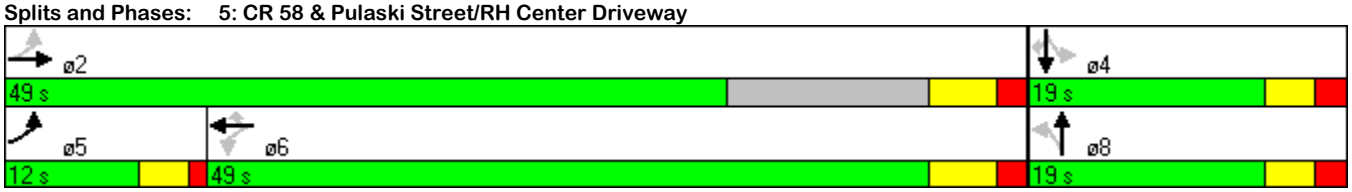
Existing 2011
Saturday Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	91	1346	49	40	1118	198	73	48	23	236	42	70
Satd. Flow (prot)	1652	3404	0	1652	3421	1531	1711	1771	0	0	1786	1636
Flt Permitted	0.102			0.114			0.426				0.697	
Satd. Flow (perm)	177	3404	0	198	3421	1531	767	1771	0	0	1298	1636
Satd. Flow (RTOR)		10				215		26				77
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.80	0.80	0.80	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	1484	0	43	1215	215	91	89	0	0	305	77
Turn Type	pm+pt			Perm		Perm	Perm			Perm		Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		15.0	15.0	15.0	10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	8.0	22.0		22.0	22.0	22.0	15.0	15.0		15.0	15.0	15.0
Total Split (s)	12.0	49.0	0.0	49.0	49.0	49.0	19.0	19.0	0.0	19.0	19.0	19.0
Total Split (%)	15.0%	61.3%	0.0%	61.3%	61.3%	61.3%	23.8%	23.8%	0.0%	23.8%	23.8%	23.8%
Yellow Time (s)	3.0	4.0		4.0	4.0	4.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	6.0	6.0	6.0	5.0	5.0	4.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min		C-Min	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	46.5	44.5		36.7	36.7	36.7	24.5	24.5			24.5	24.5
Actuated g/C Ratio	0.58	0.56		0.46	0.46	0.46	0.31	0.31			0.31	0.31
v/c Ratio	0.48	0.78		0.47	0.77	0.26	0.39	0.16			0.77	0.14
Control Delay	20.4	23.0		33.6	21.9	2.5	31.9	18.6			43.9	7.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	20.4	23.0		33.6	21.9	2.5	31.9	18.6			43.9	7.4
LOS	C	C		C	C	A	C	B			D	A
Approach Delay		22.8			19.4			25.3			36.5	
Approach LOS		C			B			C			D	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 32 (40%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 23.0 — Intersection LOS: C
Intersection Capacity Utilization 87.4% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 5: CR 58 & Pulaski Street/RH Center Driveway



7: NY Route 25 & Kroemer Avenue/Forge Road
HCM Unsignalized Intersection Capacity Analysis

Existing 2011
Saturday Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	39	370	7	34	415	38	8	15	34	42	13	28
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.87	0.87	0.87	0.79	0.79	0.79	0.74	0.74	0.74
Hourly flow rate (vph)	45	430	8	39	477	44	10	19	43	57	18	38
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	521			438			1085	1120	430	1129	1084	477
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	521			438			1085	1120	430	1129	1084	477
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			97			94	90	93	61	91	94
cM capacity (veh/h)	1046			1121			160	191	625	147	200	588

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	476	8	516	44	29	43	74	38
Volume Left	45	0	39	0	10	0	57	0
Volume Right	0	8	0	44	0	43	0	38
cSH	1046	1700	1121	1700	179	625	157	588
Volume to Capacity	0.04	0.00	0.03	0.03	0.16	0.07	0.47	0.06
Queue Length 95th (ft)	3	0	3	0	14	6	56	5
Control Delay (s)	1.3	0.0	1.0	0.0	29.0	11.2	47.1	11.5
Lane LOS	A		A		D	B	E	B
Approach Delay (s)	1.3		0.9		18.4		35.1	
Approach LOS					C		E	

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		

NO BUILD

1: CR 58 & Tanger Mall Drive/Driveway

No Build 2013
AM Peak

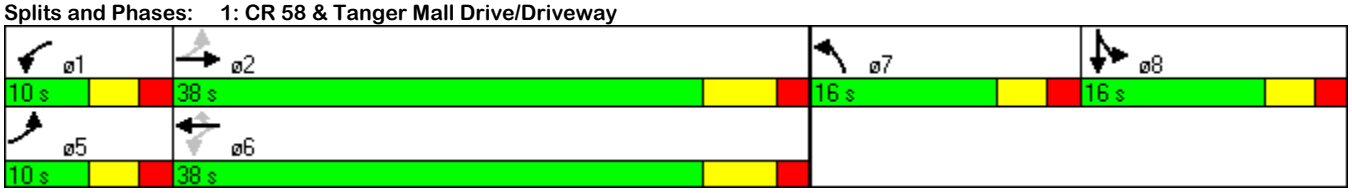
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	1303	55	39	724	26	20	0	21	26	1	21
Satd. Flow (prot)	1770	3292	1531	1694	3144	1583	3433	0	1425	1770	1595	0
Flt Permitted	0.336			0.127			0.950			0.950		
Satd. Flow (perm)	626	3292	1531	226	3144	1583	3433	0	1425	1770	1595	0
Satd. Flow (RTOR)			29			28			26		23	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.80	0.80	0.80	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	6%	2%	3%	11%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)									0			
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	1416	60	42	787	28	25	0	26	28	24	0
Turn Type	pm+pt		Free	pm+pt		Perm	Prot		Free	Split		
Protected Phases	5	2		1	6		7			8	8	
Permitted Phases	2		Free	6		6			Free			
Detector Phase	5	2		1	6	6	7			8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		2.0	20.0	20.0	4.0			4.0	4.0	
Minimum Split (s)	9.0	27.0		9.0	26.5	26.5	10.0			10.0	10.0	
Total Split (s)	10.0	38.0	0.0	10.0	38.0	38.0	16.0	0.0	0.0	16.0	16.0	0.0
Total Split (%)	12.5%	47.5%	0.0%	12.5%	47.5%	47.5%	20.0%	0.0%	0.0%	20.0%	20.0%	0.0%
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.0			3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0			2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.5	4.0	5.0	6.5	6.5	5.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead			Lag	Lag	
Lead-Lag Optimize?							Yes					
Recall Mode	None	C-Min		None	C-Min	C-Min	None			None	None	
Act Effct Green (s)	61.0	58.4	80.0	60.5	59.6	59.6	5.3		80.0	6.8	6.8	
Actuated g/C Ratio	0.76	0.73	1.00	0.76	0.74	0.74	0.07		1.00	0.08	0.08	
v/c Ratio	0.04	0.59	0.04	0.17	0.34	0.02	0.11		0.02	0.19	0.15	
Control Delay	4.9	12.7	0.1	6.8	12.9	8.4	35.9		0.0	36.2	16.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Total Delay	4.9	12.7	0.1	6.8	12.9	8.4	35.9		0.0	36.2	16.8	
LOS	A	B	A	A	B	A	D		A	D	B	
Approach Delay		12.0			12.5						27.3	
Approach LOS		B			B						C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 6 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 12.6 — Intersection LOS: B
Intersection Capacity Utilization 53.7% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: CR 58 & Tanger Mall Drive/Driveway



2: CR 58 & Kroemer Avenue

Lanes, Volumes, Timings

No Build 2013
AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	77	1206	25	57	699	79	23	30	59	75	24	59
Satd. Flow (prot)	1631	3252	0	1601	3202	1482	1560	1532	0	1711	1801	1531
Flt Permitted	0.348			0.153			0.740			0.694		
Satd. Flow (perm)	597	3252	0	258	3202	1482	1215	1532	0	1250	1801	1531
Satd. Flow (RTOR)		4				86		64				64
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	9%	9%	9%	8%	8%	8%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	1338	0	62	760	86	25	97	0	82	26	64
Turn Type	pm+pt			pm+pt		Perm	Perm			Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	2.0	20.0		2.0	20.0	20.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	8.0	27.0		8.0	27.0	27.0	12.5	12.5		12.5	12.5	12.5
Total Split (s)	13.0	48.0	0.0	13.0	48.0	48.0	19.0	19.0	0.0	19.0	19.0	19.0
Total Split (%)	16.3%	60.0%	0.0%	16.3%	60.0%	60.0%	23.8%	23.8%	0.0%	23.8%	23.8%	23.8%
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.0	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	4.0	5.0	7.0	7.0	6.5	6.5	4.0	6.5	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	57.8	53.2		57.3	52.9	52.9	9.5	9.5		9.5	9.5	9.5
Actuated g/C Ratio	0.72	0.66		0.72	0.66	0.66	0.12	0.12		0.12	0.12	0.12
v/c Ratio	0.17	0.62		0.24	0.36	0.09	0.17	0.41		0.55	0.12	0.27
Control Delay	1.5	5.9		10.7	15.7	9.1	33.2	19.1		47.0	31.4	11.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	1.5	5.9		10.7	15.7	9.1	33.2	19.1		47.0	31.4	11.7
LOS	A	A		B	B	A	C	B		D	C	B
Approach Delay		5.7			14.8			22.0			31.5	
Approach LOS		A			B			C			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 42 (53%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 11.3 — Intersection LOS: B
Intersection Capacity Utilization 63.7% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: CR 58 & Kroemer Avenue

3: CR 58 & Commerce Drive/Gatewood

No Build 2013
AM Peak

Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	73	1290	32	15	781	96	13	3	31	42	1	32
Satd. Flow (prot)	1770	3406	1583	1770	3309	0	1589	1550	0	1652	1488	0
Flt Permitted	0.262			0.162			0.724			0.724		
Satd. Flow (perm)	488	3406	1583	302	3309	0	1211	1550	0	1259	1488	0
Satd. Flow (RTOR)			23		23			46			49	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.67	0.67	0.67	0.65	0.65	0.65
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	6%	2%	2%	8%	2%	6%	2%	6%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	1402	35	16	953	0	19	50	0	65	51	0
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	8.5	37.8	37.8	8.5	37.8		11.0	11.0		11.0	11.0	
Total Split (s)	13.0	46.0	46.0	13.0	46.0	0.0	21.0	21.0	0.0	21.0	21.0	0.0
Total Split (%)	16.3%	57.5%	57.5%	16.3%	57.5%	0.0%	26.3%	26.3%	0.0%	26.3%	26.3%	0.0%
Yellow Time (s)	3.0	4.8	4.8	3.0	4.8		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.0	2.0	1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.8	6.8	4.5	6.8	4.0	5.5	5.5	4.0	5.5	5.5	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	62.8	60.8	60.8	59.1	55.2		8.3	8.3		8.7	8.7	
Actuated g/C Ratio	0.78	0.76	0.76	0.74	0.69		0.10	0.10		0.11	0.11	
v/c Ratio	0.17	0.54	0.03	0.05	0.42		0.15	0.25		0.48	0.25	
Control Delay	1.5	4.0	0.7	1.9	4.0		33.3	14.2		44.1	13.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	1.5	4.0	0.7	1.9	4.0		33.3	14.2		44.1	13.3	
LOS	A	A	A	A	A		C	B		D	B	
Approach Delay		3.8			4.0			19.4			30.6	
Approach LOS		A			A			B			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 22 (28%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 5.4 — Intersection LOS: A
Intersection Capacity Utilization 62.0% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: CR 58 & Commerce Drive/Gatewood

4: CR 58 & Mill Road
Lanes, Volumes, Timings

No Build 2013
AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	164	1107	52	121	650	7	44	78	79	86	64	193
Satd. Flow (prot)	3054	3149	1409	1711	3144	1552	1518	3035	1358	1694	1783	1620
Flt Permitted	0.358			0.149			0.711			0.563		
Satd. Flow (perm)	1151	3149	1409	268	3144	1552	1136	3035	1358	1004	1783	1620
Satd. Flow (RTOR)			32			8			86			210
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	2%	11%	11%	11%	11%	11%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	178	1203	57	132	707	8	48	85	86	93	70	210
Turn Type	pm+pt		Perm	pm+pt		Free	pm+pt		Perm	pm+pt		Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		Free	8		8	4		Free
Detector Phase	5	2	2	1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0		2.0	6.0	6.0	2.0	6.0	
Minimum Split (s)	8.0	24.0	24.0	8.0	24.0		8.0	12.0	12.0	8.0	12.0	
Total Split (s)	13.0	35.0	35.0	13.0	35.0	0.0	11.0	21.0	21.0	11.0	21.0	0.0
Total Split (%)	16.3%	43.8%	43.8%	16.3%	43.8%	0.0%	13.8%	26.3%	26.3%	13.8%	26.3%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	4.0	4.0	6.0	6.0	4.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Act Effct Green (s)	51.8	44.6	44.6	53.8	45.6	80.0	12.8	7.0	7.0	14.8	9.4	80.0
Actuated g/C Ratio	0.65	0.56	0.56	0.67	0.57	1.00	0.16	0.09	0.09	0.18	0.12	1.00
v/c Ratio	0.21	0.68	0.07	0.46	0.39	0.01	0.23	0.32	0.43	0.39	0.33	0.13
Control Delay	4.7	14.1	6.9	10.0	11.4	0.0	25.7	37.0	15.5	28.8	37.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.7	14.1	6.9	10.0	11.4	0.0	25.7	37.0	15.5	28.8	37.2	0.2
LOS	A	B	A	B	B	A	C	D	B	C	D	A
Approach Delay		12.6			11.0			26.1			14.3	
Approach LOS		B			B			C			B	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 9 (11%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 13.4 — Intersection LOS: B
Intersection Capacity Utilization 62.1% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: CR 58 & Mill Road

ø1	ø2	ø3	ø4
13 s	35 s	11 s	21 s
ø5	ø6	ø7	ø8
13 s	35 s	11 s	21 s

5: CR 58 & Pulaski Street/RH Center Driveway

No Build 2013
AM Peak

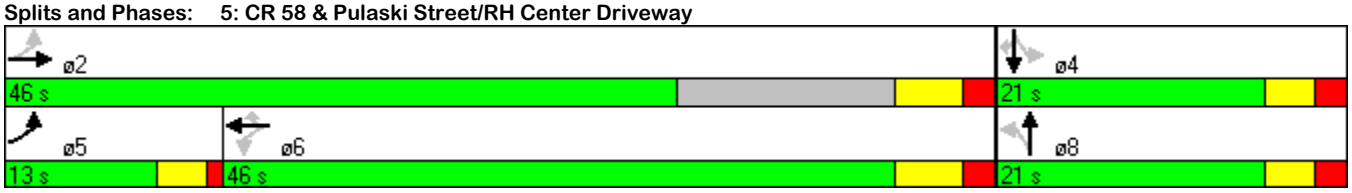
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	43	1120	95	11	704	74	88	19	24	63	14	14
Satd. Flow (prot)	1574	3222	0	1546	3202	1432	1544	1540	0	0	1706	1560
Flt Permitted	0.325			0.206			0.701				0.733	
Satd. Flow (perm)	539	3222	0	335	3202	1432	1139	1540	0	0	1302	1560
Satd. Flow (RTOR)		23				80		27				16
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	9%	9%	9%	13%	13%	13%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	1320	0	12	757	80	98	48	0	0	86	16
Turn Type	pm+pt			Perm		Perm	Perm			Perm		Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		15.0	15.0	15.0	10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	8.0	22.0		22.0	22.0	22.0	15.0	15.0		15.0	15.0	15.0
Total Split (s)	13.0	46.0	0.0	46.0	46.0	46.0	21.0	21.0	0.0	21.0	21.0	21.0
Total Split (%)	16.3%	57.5%	0.0%	57.5%	57.5%	57.5%	26.3%	26.3%	0.0%	26.3%	26.3%	26.3%
Yellow Time (s)	3.0	4.0		4.0	4.0	4.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	6.0	6.0	6.0	5.0	5.0	4.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min		C-Min	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	61.7	60.9		55.7	55.7	55.7	12.3	12.3			12.3	12.3
Actuated g/C Ratio	0.77	0.76		0.70	0.70	0.70	0.15	0.15			0.15	0.15
v/c Ratio	0.10	0.54		0.05	0.34	0.08	0.56	0.18			0.43	0.06
Control Delay	8.7	18.3		8.9	7.9	2.5	43.2	17.6			36.6	13.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	8.7	18.3		8.9	7.9	2.5	43.2	17.6			36.6	13.3
LOS	A	B		A	A	A	D	B			D	B
Approach Delay		18.0			7.4			34.7			33.0	
Approach LOS		B			A			C			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 9 (11%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 15.9 — Intersection LOS: B
Intersection Capacity Utilization 56.4% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 5: CR 58 & Pulaski Street/RH Center Driveway



7: NY Route 25 & Kroemer Avenue/Forge Road
HCM Unsignalized Intersection Capacity Analysis

No Build 2013
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	57	371	2	12	172	50	6	15	43	43	10	25
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.90	0.90	0.90	0.92	0.92	0.92
Hourly flow rate (vph)	62	403	2	13	187	54	7	17	48	47	11	27
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	241			405			746	795	403	796	742	187
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	241			405			746	795	403	796	742	187
tC, single (s)	4.2			4.2			7.1	6.5	6.2	7.2	6.6	6.3
tC, 2 stage (s)												
tF (s)	2.3			2.3			3.5	4.0	3.3	3.6	4.1	3.4
p0 queue free %	95			99			98	94	93	81	97	97
cM capacity (veh/h)	1291			1116			293	298	641	247	311	828

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	465	2	200	54	23	48	58	27
Volume Left	62	0	13	0	7	0	47	0
Volume Right	0	2	0	54	0	48	0	27
cSH	1291	1700	1116	1700	297	641	257	828
Volume to Capacity	0.05	0.00	0.01	0.03	0.08	0.07	0.22	0.03
Queue Length 95th (ft)	4	0	1	0	6	6	21	3
Control Delay (s)	1.5	0.0	0.6	0.0	18.2	11.1	23.0	9.5
Lane LOS	A		A		C	B	C	A
Approach Delay (s)	1.5		0.5		13.4		18.7	
Approach LOS					B		C	

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	52.0%	ICU Level of Service	A
Analysis Period (min)	15		

1: CR 58 & Tanger Mall Drive/Driveway

No Build 2013
PM Peak

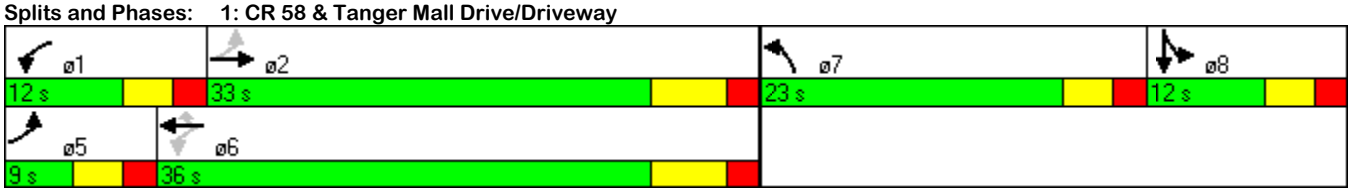
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	44	921	76	198	1235	55	272	0	254	55	1	44
Satd. Flow (prot)	1770	3421	1531	1694	3388	1583	3433	0	1425	1770	1589	0
Flt Permitted	0.127			0.141			0.950			0.950		
Satd. Flow (perm)	237	3421	1531	251	3388	1583	3433	0	1425	1770	1589	0
Satd. Flow (RTOR)			57			55			276		48	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)									0			
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	1001	83	213	1328	60	296	0	276	60	49	0
Turn Type	pm+pt		Free	pm+pt		Perm	Prot		Free	Split		
Protected Phases	5	2		1	6		7			8	8	
Permitted Phases	2		Free	6		6			Free			
Detector Phase	5	2		1	6	6	7			8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		2.0	20.0	20.0	4.0			4.0	4.0	
Minimum Split (s)	9.0	27.0		9.0	26.5	26.5	10.0			10.0	10.0	
Total Split (s)	9.0	33.0	0.0	12.0	36.0	36.0	23.0	0.0	0.0	12.0	12.0	0.0
Total Split (%)	11.3%	41.3%	0.0%	15.0%	45.0%	45.0%	28.8%	0.0%	0.0%	15.0%	15.0%	0.0%
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.0			3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0			2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.5	4.0	5.0	6.5	6.5	5.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min	C-Min	None			None	None	
Act Effct Green (s)	39.8	32.5	80.0	46.8	39.7	39.7	11.4		80.0	8.0	8.0	
Actuated g/C Ratio	0.50	0.41	1.00	0.58	0.50	0.50	0.14		1.00	0.10	0.10	
v/c Ratio	0.21	0.72	0.05	0.70	0.79	0.07	0.61		0.19	0.34	0.24	
Control Delay	11.9	26.1	0.1	24.4	19.5	2.7	37.2		0.3	38.2	13.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Total Delay	11.9	26.1	0.1	24.4	19.5	2.7	37.2		0.3	38.2	13.8	
LOS	B	C	A	C	B	A	D		A	D	B	
Approach Delay		23.6			19.5						27.2	
Approach LOS		C			B						C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 16 (20%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 21.1 — Intersection LOS: C
Intersection Capacity Utilization 64.8% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: CR 58 & Tanger Mall Drive/Driveway



2: CR 58 & Kroemer Avenue

Lanes, Volumes, Timings

No Build 2013
PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	76	1081	30	91	1297	140	39	48	73	156	54	88
Satd. Flow (prot)	1711	3408	0	1694	3388	1568	1636	1623	0	1711	1801	1531
Flt Permitted	0.098			0.150			0.719			0.673		
Satd. Flow (perm)	176	3408	0	267	3388	1568	1238	1623	0	1212	1801	1531
Satd. Flow (RTOR)		5				152		79				96
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	3%	3%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	1208	0	99	1410	152	42	131	0	170	59	96
Turn Type	pm+pt			pm+pt		Perm	Perm			Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	2.0	20.0		2.0	20.0	20.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	8.0	27.0		8.0	27.0	27.0	12.5	12.5		12.5	12.5	12.5
Total Split (s)	13.0	50.0	0.0	13.0	50.0	50.0	17.0	17.0	0.0	17.0	17.0	17.0
Total Split (%)	16.3%	62.5%	0.0%	16.3%	62.5%	62.5%	21.3%	21.3%	0.0%	21.3%	21.3%	21.3%
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.0	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	4.0	5.0	7.0	7.0	6.5	6.5	4.0	6.5	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	48.0	41.9		48.6	42.2	42.2	13.7	13.7		16.2	16.2	16.2
Actuated g/C Ratio	0.60	0.52		0.61	0.53	0.53	0.17	0.17		0.20	0.20	0.20
v/c Ratio	0.42	0.68		0.39	0.79	0.17	0.20	0.38		0.69	0.16	0.25
Control Delay	17.7	14.8		12.4	24.3	6.8	30.8	17.0		48.8	29.3	8.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	17.7	14.8		12.4	24.3	6.8	30.8	17.0		48.8	29.3	8.9
LOS	B	B		B	C	A	C	B		D	C	A
Approach Delay		15.0			22.0			20.4			33.5	
Approach LOS		B			C			C			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 68 (85%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 20.4 — Intersection LOS: C
Intersection Capacity Utilization 76.5% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 2: CR 58 & Kroemer Avenue

3: CR 58 & Commerce Drive/Gatewood

No Build 2013
PM Peak

Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	37	1201	31	36	1381	72	48	4	42	89	2	67
Satd. Flow (prot)	1770	3539	1583	1770	3514	0	1652	1608	0	1652	1486	0
Flt Permitted	0.100			0.170			0.695			0.718		
Satd. Flow (perm)	186	3539	1583	317	3514	0	1208	1608	0	1248	1486	0
Satd. Flow (RTOR)			26		10			55			92	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.77	0.77	0.77	0.73	0.73	0.73
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	1264	33	39	1562	0	62	60	0	122	95	0
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	8.5	37.8	37.8	8.5	37.8		11.0	11.0		11.0	11.0	
Total Split (s)	12.0	49.0	49.0	12.0	49.0	0.0	19.0	19.0	0.0	19.0	19.0	0.0
Total Split (%)	15.0%	61.3%	61.3%	15.0%	61.3%	0.0%	23.8%	23.8%	0.0%	23.8%	23.8%	0.0%
Yellow Time (s)	3.0	4.8	4.8	3.0	4.8		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.0	2.0	1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.8	6.8	4.5	6.8	4.0	5.5	5.5	4.0	5.5	5.5	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	56.0	51.1	51.1	56.0	51.1		11.0	11.0		11.3	11.3	
Actuated g/C Ratio	0.70	0.64	0.64	0.70	0.64		0.14	0.14		0.14	0.14	
v/c Ratio	0.19	0.56	0.03	0.13	0.69		0.37	0.22		0.69	0.33	
Control Delay	4.4	7.4	1.2	2.7	9.7		36.6	12.0		52.8	10.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	4.4	7.4	1.2	2.7	9.7		36.6	12.0		52.8	10.8	
LOS	A	A	A	A	A		D	B		D	B	
Approach Delay		7.1			9.5			24.5			34.4	
Approach LOS		A			A			C			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 45 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 10.7 — Intersection LOS: B
Intersection Capacity Utilization 62.3% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: CR 58 & Commerce Drive/Gatewood

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	273	1016	74	122	1208	54	68	162	86	95	138	234
Satd. Flow (prot)	3204	3303	1478	1711	3388	1672	1636	3271	1463	1711	1801	1636
Flt Permitted	0.111			0.195			0.648			0.622		
Satd. Flow (perm)	374	3303	1478	351	3388	1672	1116	3271	1463	1120	1801	1636
Satd. Flow (RTOR)			49			56			93			260
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.92	0.92	0.92	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	3%	3%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	281	1047	76	127	1258	56	74	176	93	106	153	260
Turn Type	pm+pt		Perm	pm+pt		Free	pm+pt		Perm	pm+pt		Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		Free	8		8	4		Free
Detector Phase	5	2	2	1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0		2.0	6.0	6.0	2.0	6.0	
Minimum Split (s)	8.0	24.0	24.0	8.0	24.0		8.0	12.0	12.0	8.0	12.0	
Total Split (s)	13.0	35.0	35.0	13.0	35.0	0.0	11.0	21.0	21.0	11.0	21.0	0.0
Total Split (%)	16.3%	43.8%	43.8%	16.3%	43.8%	0.0%	13.8%	26.3%	26.3%	13.8%	26.3%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	4.0	4.0	6.0	6.0	4.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Act Effct Green (s)	48.6	40.9	40.9	47.1	38.9	80.0	17.0	9.9	9.9	17.7	10.3	80.0
Actuated g/C Ratio	0.61	0.51	0.51	0.59	0.49	1.00	0.21	0.12	0.12	0.22	0.13	1.00
v/c Ratio	0.61	0.62	0.10	0.41	0.76	0.03	0.27	0.43	0.35	0.36	0.66	0.16
Control Delay	23.3	14.0	8.4	9.6	13.1	0.0	22.8	34.8	10.9	24.7	46.4	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.3	14.0	8.4	9.6	13.1	0.0	22.8	34.8	10.9	24.7	46.4	0.2
LOS	C	B	A	A	B	A	C	C	B	C	D	A
Approach Delay		15.6			12.3			25.7			18.8	
Approach LOS		B			B			C			B	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 32 (40%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 15.7 — Intersection LOS: B
Intersection Capacity Utilization 68.9% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 4: CR 58 & Mill Road

ø1	ø2	ø3	ø4
13 s	35 s	11 s	21 s
ø5	ø6	ø7	ø8
13 s	35 s	11 s	21 s

5: CR 58 & Pulaski Street/RH Center Driveway

No Build 2013
PM Peak

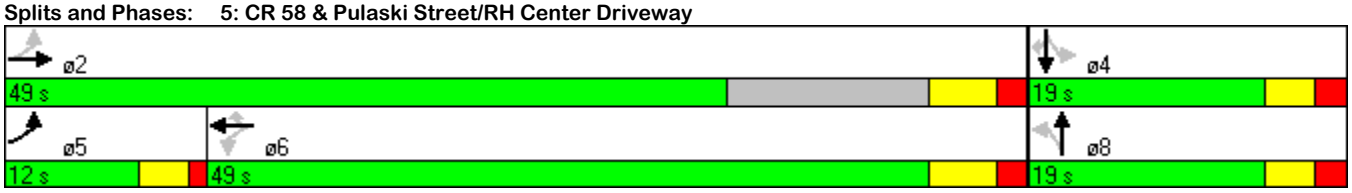
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	1022	77	25	1217	124	97	58	18	175	43	70
Satd. Flow (prot)	1574	3225	0	1620	3355	1501	1711	1796	0	0	1790	1636
Flt Permitted	0.114			0.225			0.480				0.713	
Satd. Flow (perm)	189	3225	0	384	3355	1501	864	1796	0	0	1328	1636
Satd. Flow (RTOR)		22				131		17				76
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	1195	0	26	1281	131	105	83	0	0	237	76
Turn Type	pm+pt			Perm		Perm	Perm			Perm		Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		15.0	15.0	15.0	10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	8.0	22.0		22.0	22.0	22.0	15.0	15.0		15.0	15.0	15.0
Total Split (s)	12.0	49.0	0.0	49.0	49.0	49.0	19.0	19.0	0.0	19.0	19.0	19.0
Total Split (%)	15.0%	61.3%	0.0%	61.3%	61.3%	61.3%	23.8%	23.8%	0.0%	23.8%	23.8%	23.8%
Yellow Time (s)	3.0	4.0		4.0	4.0	4.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	6.0	6.0	6.0	5.0	5.0	4.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min		C-Min	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	51.5	49.5		41.9	41.9	41.9	19.5	19.5			19.5	19.5
Actuated g/C Ratio	0.64	0.62		0.52	0.52	0.52	0.24	0.24			0.24	0.24
v/c Ratio	0.41	0.60		0.13	0.73	0.15	0.50	0.18			0.73	0.17
Control Delay	18.8	16.8		12.3	18.2	2.4	37.2	21.7			44.6	8.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	18.8	16.8		12.3	18.2	2.4	37.2	21.7			44.6	8.0
LOS	B	B		B	B	A	D	C			D	A
Approach Delay		16.9			16.7			30.3			35.7	
Approach LOS		B			B			C			D	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 32 (40%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 19.4 — Intersection LOS: B
Intersection Capacity Utilization 76.0% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 5: CR 58 & Pulaski Street/RH Center Driveway



7: NY Route 25 & Kroemer Avenue/Forge Road
HCM Unsignalized Intersection Capacity Analysis

No Build 2013
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	40	359	7	48	505	55	7	9	32	55	26	54
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.57	0.57	0.57	0.92	0.92	0.92
Hourly flow rate (vph)	43	390	8	52	549	60	12	16	56	60	28	59
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	609			398			1145	1190	390	1194	1138	549
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	609			398			1145	1190	390	1194	1138	549
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			95			91	91	91	54	85	89
cM capacity (veh/h)	960			1150			130	171	658	130	184	536

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	434	8	601	60	28	56	88	59
Volume Left	43	0	52	0	12	0	60	0
Volume Right	0	8	0	60	0	56	0	59
cSH	960	1700	1150	1700	150	658	143	536
Volume to Capacity	0.05	0.00	0.05	0.04	0.19	0.09	0.62	0.11
Queue Length 95th (ft)	4	0	4	0	17	7	81	9
Control Delay (s)	1.4	0.0	1.2	0.0	34.4	11.0	63.8	12.5
Lane LOS	A		A		D	B	F	B
Approach Delay (s)	1.3		1.1		18.8		43.3	
Approach LOS					C		E	

Intersection Summary			
Average Delay	7.0		
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		

1: CR 58 & Tanger Mall Drive/Driveway

No Build 2013
Saturday Peak

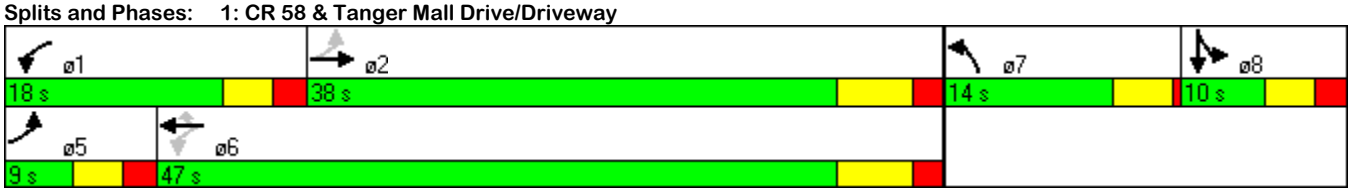
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	64	1028	213	369	1099	80	339	0	431	80	1	64
Satd. Flow (prot)	1770	3421	1531	1711	3421	1583	3433	0	1583	1770	1587	0
Flt Permitted	0.223			0.117			0.950			0.950		
Satd. Flow (perm)	415	3421	1531	211	3421	1583	3433	0	1583	1770	1587	0
Satd. Flow (RTOR)			142			85			391		70	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	1105	229	393	1169	85	368	0	468	87	71	0
Turn Type	pm+pt		Free	pm+pt		Perm	Prot		Free	Split		
Protected Phases	5	2		1	6		7			8	8	
Permitted Phases	2		Free	6		6			Free			
Detector Phase	5	2		1	6	6	7			8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		2.0	20.0	20.0	4.0			4.0	4.0	
Minimum Split (s)	9.0	27.0		9.0	26.5	26.5	10.0			10.0	10.0	
Total Split (s)	9.0	38.0	0.0	18.0	47.0	47.0	14.0	0.0	0.0	10.0	10.0	0.0
Total Split (%)	11.3%	47.5%	0.0%	22.5%	58.8%	58.8%	17.5%	0.0%	0.0%	12.5%	12.5%	0.0%
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.5			3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	0.5			2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.5	4.0	5.0	6.5	6.5	4.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min	C-Min	None			None	None	
Act Effct Green (s)	35.9	30.1	80.0	51.4	42.7	42.7	11.2		80.0	5.7	5.7	
Actuated g/C Ratio	0.45	0.38	1.00	0.64	0.53	0.53	0.14		1.00	0.07	0.07	
v/c Ratio	0.27	0.86	0.15	0.95	0.64	0.10	0.76		0.30	0.70	0.40	
Control Delay	10.1	31.0	0.2	65.7	8.8	2.7	45.7		0.5	67.5	17.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Total Delay	10.1	31.0	0.2	65.7	8.8	2.7	45.7		0.5	67.5	17.4	
LOS	B	C	A	E	A	A	D		A	E	B	
Approach Delay		25.0			22.1						45.0	
Approach LOS		C			C						D	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 23.6 — Intersection LOS: C
Intersection Capacity Utilization 78.1% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: CR 58 & Tanger Mall Drive/Driveway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	122	1313	57	55	1268	194	20	76	78	204	76	129
Satd. Flow (prot)	1711	3401	0	1711	3421	1583	1652	1664	0	1711	1801	1531
Flt Permitted	0.099			0.104			0.703			0.651		
Satd. Flow (perm)	178	3401	0	187	3421	1583	1222	1664	0	1172	1801	1531
Satd. Flow (RTOR)		8				204		53				140
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	1458	0	58	1335	204	22	168	0	222	83	140
Turn Type	pm+pt			pm+pt		Perm	Perm			Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	2.0	20.0		2.0	20.0	20.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	8.0	27.0		8.0	27.0	27.0	12.5	12.5		12.5	12.5	12.5
Total Split (s)	13.0	50.0	0.0	13.0	50.0	50.0	17.0	17.0	0.0	17.0	17.0	17.0
Total Split (%)	16.3%	62.5%	0.0%	16.3%	62.5%	62.5%	21.3%	21.3%	0.0%	21.3%	21.3%	21.3%
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.0	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	4.0	5.0	7.0	7.0	6.5	6.5	4.0	6.5	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	48.3	42.4		45.0	39.3	39.3	18.2	18.2		18.2	18.2	18.2
Actuated g/C Ratio	0.60	0.53		0.56	0.49	0.49	0.23	0.23		0.23	0.23	0.23
v/c Ratio	0.59	0.81		0.31	0.80	0.23	0.08	0.40		0.83	0.20	0.31
Control Delay	16.5	28.1		11.8	29.0	8.4	29.8	24.0		61.7	30.1	8.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	16.5	28.1		11.8	29.0	8.4	29.8	24.0		61.7	30.1	8.1
LOS	B	C		B	C	A	C	C		E	C	A
Approach Delay		27.1			25.8			24.6			39.0	
Approach LOS		C			C			C			D	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 68 (85%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 27.8 — Intersection LOS: C
Intersection Capacity Utilization 82.7% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 2: CR 58 & Kroemer Avenue

3: CR 58 & Commerce Drive/Gatewood
Lanes, Volumes, Timings

No Build 2013
Saturday Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	1538	28	46	1423	95	39	1	47	101	4	73
Satd. Flow (prot)	1770	3539	1583	1770	3507	0	1652	1589	0	1652	1492	0
Flt Permitted	0.082			0.084			0.697			0.719		
Satd. Flow (perm)	153	3539	1583	156	3507	0	1212	1589	0	1250	1492	0
Satd. Flow (RTOR)			16		12			57			88	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.82	0.82	0.82	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	1654	30	50	1650	0	48	58	0	122	93	0
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	8.5	37.8	37.8	8.5	37.8		11.0	11.0		11.0	11.0	
Total Split (s)	13.0	46.0	46.0	13.0	46.0	0.0	21.0	21.0	0.0	21.0	21.0	0.0
Total Split (%)	16.3%	57.5%	57.5%	16.3%	57.5%	0.0%	26.3%	26.3%	0.0%	26.3%	26.3%	0.0%
Yellow Time (s)	3.0	4.8	4.8	3.0	4.8		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.0	2.0	1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.8	6.8	4.5	6.8	4.0	5.5	5.5	4.0	5.5	5.5	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	56.3	50.7	50.7	54.1	48.3		11.4	11.4		11.6	11.6	
Actuated g/C Ratio	0.70	0.63	0.63	0.68	0.60		0.14	0.14		0.14	0.14	
v/c Ratio	0.47	0.74	0.03	0.26	0.78		0.28	0.21		0.67	0.32	
Control Delay	18.4	11.7	3.0	9.7	10.2		33.1	10.5		50.0	10.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.4	11.7	3.0	9.7	10.2		33.1	10.5		50.0	10.8	
LOS	B	B	A	A	B		C	B		D	B	
Approach Delay		11.9			10.2			20.7			33.0	
Approach LOS		B			B			C			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 45 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 12.6 — Intersection LOS: B
Intersection Capacity Utilization 73.6% — ICU Level of Service D
Analysis Period (min) 15

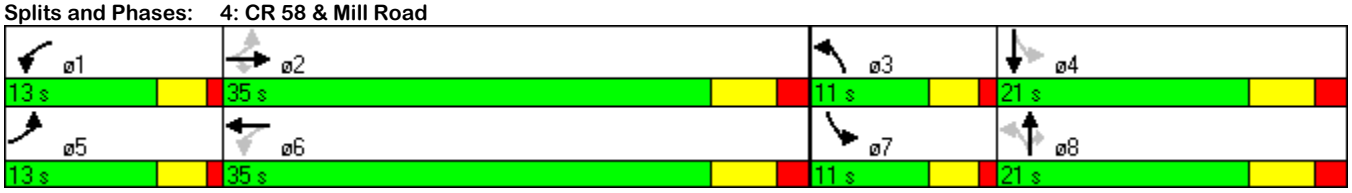
Splits and Phases: 3: CR 58 & Commerce Drive/Gatewood

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	337	1381	106	102	1197	70	50	144	90	163	175	319
Satd. Flow (prot)	3204	3303	1478	1711	3421	1689	1652	3303	1478	1711	1801	1636
Flt Permitted	0.110			0.117			0.638			0.516		
Satd. Flow (perm)	371	3303	1478	211	3421	1689	1109	3303	1478	929	1801	1636
Satd. Flow (RTOR)			51			76			98			347
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	362	1485	114	111	1301	76	54	157	98	177	190	347
Turn Type	pm+pt		Perm	pm+pt		Free	pm+pt		Perm	pm+pt		Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		Free	8		8	4		Free
Detector Phase	5	2	2	1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0		2.0	6.0	6.0	2.0	6.0	
Minimum Split (s)	8.0	24.0	24.0	8.0	24.0		8.0	12.0	12.0	8.0	12.0	
Total Split (s)	13.0	35.0	35.0	13.0	35.0	0.0	11.0	21.0	21.0	11.0	21.0	0.0
Total Split (%)	16.3%	43.8%	43.8%	16.3%	43.8%	0.0%	13.8%	26.3%	26.3%	13.8%	26.3%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	4.0	4.0	6.0	6.0	4.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Act Effct Green (s)	47.1	38.8	38.8	43.5	35.7	80.0	17.4	10.1	10.1	21.0	14.8	80.0
Actuated g/C Ratio	0.59	0.48	0.48	0.54	0.45	1.00	0.22	0.13	0.13	0.26	0.18	1.00
v/c Ratio	0.76	0.93	0.15	0.50	0.85	0.04	0.19	0.38	0.36	0.57	0.57	0.21
Control Delay	28.2	30.2	13.4	21.0	16.8	0.0	21.2	33.5	10.6	30.0	37.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.2	30.2	13.4	21.0	16.8	0.0	21.2	33.5	10.6	30.0	37.5	0.3
LOS	C	C	B	C	B	A	C	C	B	C	D	A
Approach Delay		28.9			16.3			24.1			17.6	
Approach LOS		C			B			C			B	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 32 (40%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 22.6 — Intersection LOS: C
Intersection Capacity Utilization 74.5% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 4: CR 58 & Mill Road



5: CR 58 & Pulaski Street/RH Center Driveway

No Build 2013
Saturday Peak

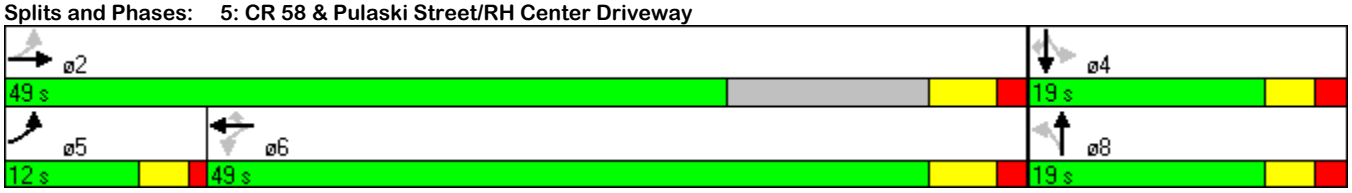
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	1481	54	44	1230	218	80	53	25	260	46	77
Satd. Flow (prot)	1652	3404	0	1652	3421	1531	1711	1773	0	0	1786	1636
Flt Permitted	0.095			0.105			0.355				0.699	
Satd. Flow (perm)	165	3404	0	183	3421	1531	639	1773	0	0	1302	1636
Satd. Flow (RTOR)		10				237		25				84
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	1633	0	48	1337	237	87	85	0	0	333	84
Turn Type	pm+pt			Perm		Perm	Perm			Perm		Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		15.0	15.0	15.0	10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	8.0	22.0		22.0	22.0	22.0	15.0	15.0		15.0	15.0	15.0
Total Split (s)	12.0	49.0	0.0	49.0	49.0	49.0	19.0	19.0	0.0	19.0	19.0	19.0
Total Split (%)	15.0%	61.3%	0.0%	61.3%	61.3%	61.3%	23.8%	23.8%	0.0%	23.8%	23.8%	23.8%
Yellow Time (s)	3.0	4.0		4.0	4.0	4.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	6.0	6.0	6.0	5.0	5.0	4.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min		C-Min	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	48.8	46.8		39.0	39.0	39.0	22.2	22.2			22.2	22.2
Actuated g/C Ratio	0.61	0.58		0.49	0.49	0.49	0.28	0.28			0.28	0.28
v/c Ratio	0.52	0.82		0.54	0.80	0.27	0.49	0.17			0.92	0.16
Control Delay	20.6	22.5		39.5	21.4	2.3	40.8	20.0			65.4	7.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	20.6	22.5		39.5	21.4	2.3	40.8	20.0			65.4	7.7
LOS	C	C		D	C	A	D	B			E	A
Approach Delay		22.4			19.2			30.5			53.8	
Approach LOS		C			B			C			D	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 32 (40%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 24.7 — Intersection LOS: C
Intersection Capacity Utilization 92.8% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 5: CR 58 & Pulaski Street/RH Center Driveway



7: NY Route 25 & Kroemer Avenue/Forge Road
HCM Unsignalized Intersection Capacity Analysis

No Build 2013
Saturday Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	43	407	8	37	457	42	9	17	37	46	14	31
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	47	442	9	40	497	46	10	18	40	50	15	34
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	542			451			1121	1159	442	1162	1122	497
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	542			451			1121	1159	442	1162	1122	497
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			96			94	90	93	64	92	94
cM capacity (veh/h)	1026			1109			152	180	615	139	189	573

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	489	9	537	46	28	40	65	34
Volume Left	47	0	40	0	10	0	50	0
Volume Right	0	9	0	46	0	40	0	34
cSH	1026	1700	1109	1700	169	615	148	573
Volume to Capacity	0.05	0.01	0.04	0.03	0.17	0.07	0.44	0.06
Queue Length 95th (ft)	4	0	3	0	15	5	49	5
Control Delay (s)	1.3	0.0	1.0	0.0	30.5	11.3	47.1	11.7
Lane LOS	A		A		D	B	E	B
Approach Delay (s)	1.3		0.9		19.2		35.0	
Approach LOS					C		E	

Intersection Summary			
Average Delay	4.8		
Intersection Capacity Utilization	69.8%	ICU Level of Service	C
Analysis Period (min)	15		

BUILD

1: CR 58 & Tanger Mall Drive/Driveway

Build 2013
AM Peak

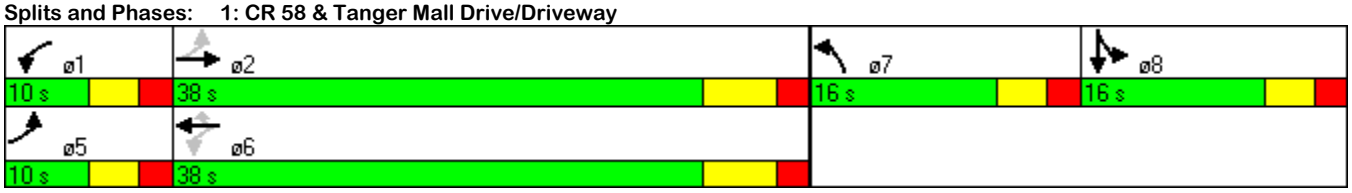
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	1329	55	39	733	26	20	0	21	26	1	21
Satd. Flow (prot)	1770	3292	1531	1694	3144	1583	3433	0	1425	1770	1595	0
Flt Permitted	0.332			0.121			0.950			0.950		
Satd. Flow (perm)	618	3292	1531	216	3144	1583	3433	0	1425	1770	1595	0
Satd. Flow (RTOR)			28			28			26		23	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.80	0.80	0.80	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	6%	2%	3%	11%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)									0			
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	1445	60	42	797	28	25	0	26	28	24	0
Turn Type	pm+pt		Free	pm+pt		Perm	Prot		Free	Split		
Protected Phases	5	2		1	6		7			8	8	
Permitted Phases	2		Free	6		6			Free			
Detector Phase	5	2		1	6	6	7			8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		2.0	20.0	20.0	4.0			4.0	4.0	
Minimum Split (s)	9.0	27.0		9.0	26.5	26.5	10.0			10.0	10.0	
Total Split (s)	10.0	38.0	0.0	10.0	38.0	38.0	16.0	0.0	0.0	16.0	16.0	0.0
Total Split (%)	12.5%	47.5%	0.0%	12.5%	47.5%	47.5%	20.0%	0.0%	0.0%	20.0%	20.0%	0.0%
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.0			3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0			2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.5	4.0	5.0	6.5	6.5	5.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead			Lag	Lag	
Lead-Lag Optimize?	Yes				Yes	Yes	Yes					
Recall Mode	None	C-Min		None	C-Min	C-Min	None			None	None	
Act Effct Green (s)	61.0	58.4	80.0	60.5	59.6	59.6	5.3		80.0	6.8	6.8	
Actuated g/C Ratio	0.76	0.73	1.00	0.76	0.74	0.74	0.07		1.00	0.08	0.08	
v/c Ratio	0.04	0.60	0.04	0.17	0.34	0.02	0.11		0.02	0.19	0.15	
Control Delay	4.9	13.0	0.1	8.0	15.2	10.0	35.9		0.0	36.2	16.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Total Delay	4.9	13.0	0.1	8.0	15.2	10.0	35.9		0.0	36.2	16.8	
LOS	A	B	A	A	B	A	D		A	D	B	
Approach Delay		12.3			14.7						27.3	
Approach LOS		B			B						C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 6 (8%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 13.6 — Intersection LOS: B
Intersection Capacity Utilization 54.4% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: CR 58 & Tanger Mall Drive/Driveway



2: CR 58 & Kroemer Avenue
Lanes, Volumes, Timings

Build 2013
AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	77	1232	25	57	708	79	23	30	60	75	24	59
Satd. Flow (prot)	1631	3252	0	1601	3202	1482	1560	1532	0	1711	1801	1531
Flt Permitted	0.343			0.146			0.740			0.694		
Satd. Flow (perm)	589	3252	0	246	3202	1482	1215	1532	0	1250	1801	1531
Satd. Flow (RTOR)		4				86		65				64
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	9%	9%	9%	8%	8%	8%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	1366	0	62	770	86	25	98	0	82	26	64
Turn Type	pm+pt			pm+pt		Perm	Perm			Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	2.0	20.0		2.0	20.0	20.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	8.0	27.0		8.0	27.0	27.0	12.5	12.5		12.5	12.5	12.5
Total Split (s)	13.0	48.0	0.0	13.0	48.0	48.0	19.0	19.0	0.0	19.0	19.0	19.0
Total Split (%)	16.3%	60.0%	0.0%	16.3%	60.0%	60.0%	23.8%	23.8%	0.0%	23.8%	23.8%	23.8%
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.0	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	4.0	5.0	7.0	7.0	6.5	6.5	4.0	6.5	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	57.8	53.2		57.3	52.9	52.9	9.5	9.5		9.5	9.5	9.5
Actuated g/C Ratio	0.72	0.66		0.72	0.66	0.66	0.12	0.12		0.12	0.12	0.12
v/c Ratio	0.17	0.63		0.25	0.36	0.09	0.17	0.41		0.55	0.12	0.27
Control Delay	1.6	6.2		13.8	23.6	15.1	33.2	19.0		47.0	31.4	11.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	1.6	6.2		13.8	23.6	15.1	33.2	19.0		47.0	31.4	11.7
LOS	A	A		B	C	B	C	B		D	C	B
Approach Delay		5.9			22.2			21.9			31.5	
Approach LOS		A			C			C			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 42 (53%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 13.9 — Intersection LOS: B
Intersection Capacity Utilization 64.4% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 2: CR 58 & Kroemer Avenue

3: CR 58 & Commerce Drive/Gatewood

Build 2013
AM Peak

Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	73	1310	32	15	841	96	13	3	31	42	1	32
Satd. Flow (prot)	1770	3406	1583	1770	3311	0	1589	1550	0	1652	1488	0
Flt Permitted	0.240			0.157			0.724			0.724		
Satd. Flow (perm)	447	3406	1583	292	3311	0	1211	1550	0	1259	1488	0
Satd. Flow (RTOR)			22		21			46			49	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.67	0.67	0.67	0.65	0.65	0.65
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	6%	2%	2%	8%	2%	6%	2%	6%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	1424	35	16	1018	0	19	50	0	65	51	0
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	8.5	37.8	37.8	8.5	37.8		11.0	11.0		11.0	11.0	
Total Split (s)	13.0	46.0	46.0	13.0	46.0	0.0	21.0	21.0	0.0	21.0	21.0	0.0
Total Split (%)	16.3%	57.5%	57.5%	16.3%	57.5%	0.0%	26.3%	26.3%	0.0%	26.3%	26.3%	0.0%
Yellow Time (s)	3.0	4.8	4.8	3.0	4.8		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.0	2.0	1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.8	6.8	4.5	6.8	4.0	5.5	5.5	4.0	5.5	5.5	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	62.8	60.8	60.8	59.1	55.2		8.3	8.3		8.7	8.7	
Actuated g/C Ratio	0.78	0.76	0.76	0.74	0.69		0.10	0.10		0.11	0.11	
v/c Ratio	0.19	0.55	0.03	0.06	0.44		0.15	0.25		0.48	0.25	
Control Delay	2.8	4.9	2.0	1.9	4.1		33.3	14.2		44.1	13.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	2.8	4.9	2.0	1.9	4.1		33.3	14.2		44.1	13.3	
LOS	A	A	A	A	A		C	B		D	B	
Approach Delay		4.8			4.0			19.4			30.6	
Approach LOS		A			A			B			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 22 (28%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 6.0 — Intersection LOS: A
Intersection Capacity Utilization 62.5% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: CR 58 & Commerce Drive/Gatewood

4: CR 58 & Mill Road
Lanes, Volumes, Timings

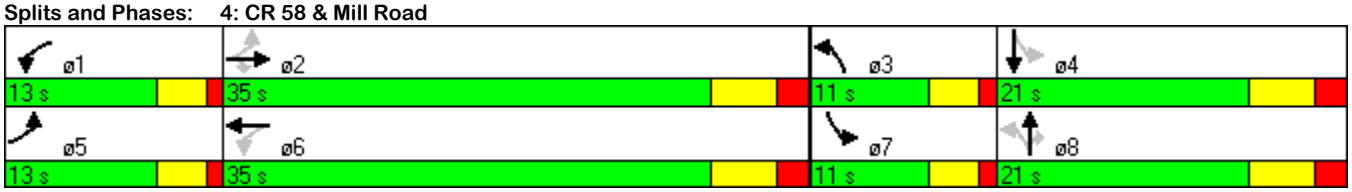
Build 2013
AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	168	1121	54	121	690	7	51	78	79	86	64	206
Satd. Flow (prot)	3054	3149	1409	1711	*3000	1552	1278	*2750	1118	1337	*1600	1334
Flt Permitted	0.334			0.142			0.711			0.567		
Satd. Flow (perm)	1074	3149	1409	256	*3000	1552	1136	*2750	1118	1011	1783	1334
Satd. Flow (RTOR)			32			8			86			224
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	2%	11%	11%	11%	11%	11%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	183	1218	59	132	750	8	55	85	86	93	70	224
Turn Type	pm+pt		Perm	pm+pt		Free	pm+pt		Perm	pm+pt		Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		Free	8		8	4		Free
Detector Phase	5	2	2	1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0		2.0	6.0	6.0	2.0	6.0	
Minimum Split (s)	8.0	24.0	24.0	8.0	24.0		8.0	12.0	12.0	8.0	12.0	
Total Split (s)	13.0	35.0	35.0	13.0	35.0	0.0	11.0	21.0	21.0	11.0	21.0	0.0
Total Split (%)	16.3%	43.8%	43.8%	16.3%	43.8%	0.0%	13.8%	26.3%	26.3%	13.8%	26.3%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	4.0	4.0	6.0	6.0	4.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Act Effct Green (s)	51.3	44.1	44.1	53.1	45.0	80.0	13.5	7.4	7.4	15.1	9.7	80.0
Actuated g/C Ratio	0.64	0.55	0.55	0.66	0.56	1.00	0.17	0.09	0.09	0.19	0.12	1.00
v/c Ratio	0.22	0.70	0.07	0.47	0.44	0.01	0.27	0.33	0.48	0.43	0.36	0.17
Control Delay	5.3	15.0	7.4	12.3	12.0	0.0	26.3	37.0	17.3	30.5	38.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.3	15.0	7.4	12.3	12.0	0.0	26.3	37.0	17.3	30.5	38.0	0.3
LOS	A	B	A	B	B	A	C	D	B	C	D	A
Approach Delay		13.5			11.9			26.9			14.4	
Approach LOS		B			B			C			B	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 9 (11%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 14.1 — Intersection LOS: B
Intersection Capacity Utilization 62.5% — ICU Level of Service B
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 4: CR 58 & Mill Road



5: CR 58 & Pulaski Street/RH Center Driveway

Build 2013
AM Peak

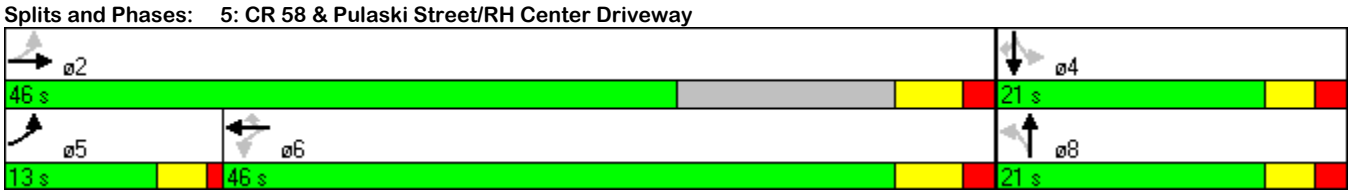
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	43	1132	97	11	738	74	94	19	24	63	14	14
Satd. Flow (prot)	1574	3222	0	1546	3202	1432	1544	1345	0	0	1706	1284
Flt Permitted	0.310			0.201			0.701				0.733	
Satd. Flow (perm)	514	3222	0	327	3202	1432	1139	1345	0	0	*1200	1284
Satd. Flow (RTOR)		23				80		27				16
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	9%	9%	9%	13%	13%	13%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	1335	0	12	794	80	104	48	0	0	86	16
Turn Type	pm+pt			Perm		Perm	Perm			Perm		Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		15.0	15.0	15.0	10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	8.0	22.0		22.0	22.0	22.0	15.0	15.0		15.0	15.0	15.0
Total Split (s)	13.0	46.0	0.0	46.0	46.0	46.0	21.0	21.0	0.0	21.0	21.0	21.0
Total Split (%)	16.3%	57.5%	0.0%	57.5%	57.5%	57.5%	26.3%	26.3%	0.0%	26.3%	26.3%	26.3%
Yellow Time (s)	3.0	4.0		4.0	4.0	4.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	6.0	6.0	6.0	5.0	5.0	4.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min		C-Min	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	61.4	60.6		55.4	55.4	55.4	12.6	12.6			12.6	12.6
Actuated g/C Ratio	0.77	0.76		0.69	0.69	0.69	0.16	0.16			0.16	0.16
v/c Ratio	0.10	0.55		0.05	0.36	0.08	0.58	0.20			0.45	0.07
Control Delay	9.1	18.7		9.3	8.3	2.5	43.7	17.8			37.6	13.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	9.1	18.7		9.3	8.3	2.5	43.7	17.8			37.6	13.3
LOS	A	B		A	A	A	D	B			D	B
Approach Delay		18.4			7.8			35.5			33.8	
Approach LOS		B			A			D			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 9 (11%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 16.3 — Intersection LOS: B
Intersection Capacity Utilization 56.8% — ICU Level of Service B
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 5: CR 58 & Pulaski Street/RH Center Driveway



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	38	1329	809	86	31	35
Satd. Flow (prot)	1770	3539	3539	1583	3433	1583
Flt Permitted	0.282				0.950	
Satd. Flow (perm)	525	3539	3539	1583	3433	1583
Satd. Flow (RTOR)				93		
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	1445	879	93	34	38
Turn Type	pm+pt			Perm		pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases	2			6		4
Detector Phase	5	2	6	6	4	5
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	37.0	37.0	37.0	22.0	9.0
Total Split (s)	10.0	58.0	48.0	48.0	22.0	10.0
Total Split (%)	12.5%	72.5%	60.0%	60.0%	27.5%	12.5%
Yellow Time (s)	3.0	4.0	4.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	68.0	69.4	59.3	59.3	6.3	13.0
Actuated g/C Ratio	0.85	0.87	0.74	0.74	0.08	0.16
v/c Ratio	0.08	0.47	0.34	0.08	0.13	0.15
Control Delay	1.1	1.3	7.2	2.0	35.0	27.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.1	1.3	7.2	2.0	35.0	27.0
LOS	A	A	A	A	D	C
Approach Delay		1.3	6.7		30.8	
Approach LOS		A	A		C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 9 (11%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 4.2 — Intersection LOS: A
Intersection Capacity Utilization 49.2% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: CR 58 & Site Access

7: NY Route 25 & Kroemer Avenue/Forge Road
HCM Unsignalized Intersection Capacity Analysis

Build 2013
AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	371	2	12	172	50	6	15	43	43	10	25
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.90	0.90	0.90	0.92	0.92	0.92
Hourly flow rate (vph)	63	403	2	13	187	54	7	17	48	47	11	27
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	241			405			748	797	403	799	745	187
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	241			405			748	797	403	799	745	187
tC, single (s)	4.2			4.2			7.1	6.5	6.2	7.2	6.6	6.3
tC, 2 stage (s)												
tF (s)	2.3			2.3			3.5	4.0	3.3	3.6	4.1	3.4
p0 queue free %	95			99			98	94	93	81	96	97
cM capacity (veh/h)	1291			1116			292	297	641	246	310	828

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	466	2	200	54	23	48	58	27
Volume Left	63	0	13	0	7	0	47	0
Volume Right	0	2	0	54	0	48	0	27
cSH	1291	1700	1116	1700	296	641	256	828
Volume to Capacity	0.05	0.00	0.01	0.03	0.08	0.07	0.22	0.03
Queue Length 95th (ft)	4	0	1	0	6	6	21	3
Control Delay (s)	1.5	0.0	0.6	0.0	18.2	11.1	23.1	9.5
Lane LOS	A		A		C	B	C	A
Approach Delay (s)	1.5		0.5		13.4		18.7	
Approach LOS					B		C	

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	52.0%	ICU Level of Service	A
Analysis Period (min)	15		

1: CR 58 & Tanger Mall Drive/Driveway

Build 2013
PM Peak

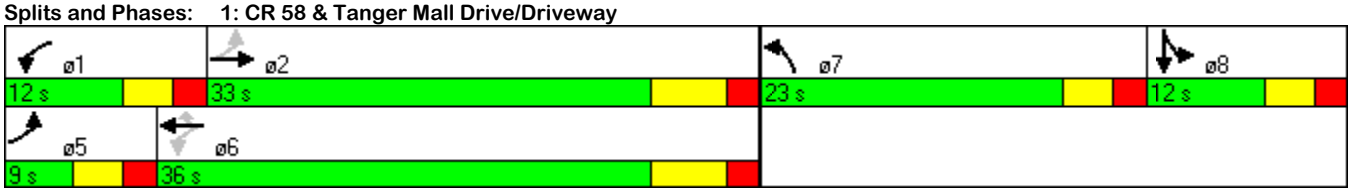
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	44	1011	76	198	1328	55	272	0	254	55	1	44
Satd. Flow (prot)	1770	3421	1531	1694	3388	1257	3433	0	1425	1770	1589	0
Flt Permitted	0.127			0.110			0.950			0.950		
Satd. Flow (perm)	237	3421	1531	196	3388	1257	3433	0	1425	1770	1589	0
Satd. Flow (RTOR)			52			51			276		48	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)									0			
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	1099	83	213	1428	60	296	0	276	60	49	0
Turn Type	pm+pt		Free	pm+pt		Perm	Prot		Free	Split		
Protected Phases	5	2		1	6		7			8	8	
Permitted Phases	2		Free	6		6			Free			
Detector Phase	5	2		1	6	6	7			8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		2.0	20.0	20.0	4.0			4.0	4.0	
Minimum Split (s)	9.0	27.0		9.0	26.5	26.5	10.0			10.0	10.0	
Total Split (s)	9.0	33.0	0.0	12.0	36.0	36.0	23.0	0.0	0.0	12.0	12.0	0.0
Total Split (%)	11.3%	41.3%	0.0%	15.0%	45.0%	45.0%	28.8%	0.0%	0.0%	15.0%	15.0%	0.0%
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.0			3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0			2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.5	4.0	5.0	6.5	6.5	5.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min	C-Min	None			None	None	
Act Effct Green (s)	39.8	32.5	80.0	46.8	39.7	39.7	11.4		80.0	8.0	8.0	
Actuated g/C Ratio	0.50	0.41	1.00	0.58	0.50	0.50	0.14		1.00	0.10	0.10	
v/c Ratio	0.21	0.79	0.05	0.77	0.85	0.09	0.61		0.19	0.34	0.24	
Control Delay	11.9	29.0	0.1	32.5	20.8	2.7	37.2		0.3	38.2	13.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Total Delay	11.9	29.0	0.1	32.5	20.8	2.7	37.2		0.3	38.2	13.8	
LOS	B	C	A	C	C	A	D		A	D	B	
Approach Delay		26.4			21.6						27.2	
Approach LOS		C			C						C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 16 (20%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 23.0 — Intersection LOS: C
Intersection Capacity Utilization 67.4% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: CR 58 & Tanger Mall Drive/Driveway



2: CR 58 & Kroemer Avenue
Lanes, Volumes, Timings

Build 2013
PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	76	1171	30	94	1390	140	39	48	77	156	54	88
Satd. Flow (prot)	1711	3408	0	1694	3388	1568	1636	1617	0	1711	1801	1531
Flt Permitted	*0.090			0.127			0.719			0.670		
Satd. Flow (perm)	162	3408	0	226	3388	1568	1238	1617	0	1206	1801	1531
Satd. Flow (RTOR)		5				149		84				96
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	3%	3%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	1306	0	102	1511	152	42	136	0	170	59	96
Turn Type	pm+pt			pm+pt		Perm	Perm			Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	2.0	20.0		2.0	20.0	20.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	8.0	27.0		8.0	27.0	27.0	12.5	12.5		12.5	12.5	12.5
Total Split (s)	13.0	50.0	0.0	13.0	50.0	50.0	17.0	17.0	0.0	17.0	17.0	17.0
Total Split (%)	16.3%	62.5%	0.0%	16.3%	62.5%	62.5%	21.3%	21.3%	0.0%	21.3%	21.3%	21.3%
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.0	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	4.0	5.0	7.0	7.0	6.5	6.5	4.0	6.5	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	49.1	42.9		49.4	43.0	43.0	12.7	12.7		15.3	15.3	15.3
Actuated g/C Ratio	0.61	0.54		0.62	0.54	0.54	0.16	0.16		0.19	0.19	0.19
v/c Ratio	0.43	0.71		0.44	0.83	0.17	0.21	0.41		0.74	0.17	0.26
Control Delay	18.3	15.5		13.0	30.6	8.5	32.4	17.8		54.8	30.7	9.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	18.3	15.5		13.0	30.6	8.5	32.4	17.8		54.8	30.7	9.4
LOS	B	B		B	C	A	C	B		D	C	A
Approach Delay		15.7			27.7			21.3			37.0	
Approach LOS		B			C			C			D	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 68 (85%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 23.7 — Intersection LOS: C
Intersection Capacity Utilization 79.4% — ICU Level of Service D
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 2: CR 58 & Kroemer Avenue

3: CR 58 & Commerce Drive/Gatewood

Build 2013
PM Peak

Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	37	1425	31	36	1598	72	48	4	42	89	2	67
Satd. Flow (prot)	1770	3539	1583	1770	3518	0	1652	1608	0	1652	1486	0
Flt Permitted	0.081			*0.110			0.695			0.718		
Satd. Flow (perm)	151	3539	1583	205	3518	0	1208	1608	0	1248	1486	0
Satd. Flow (RTOR)			22		8			55			92	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.77	0.77	0.77	0.73	0.73	0.73
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	1500	33	39	1795	0	62	60	0	122	95	0
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	8.5	37.8	37.8	8.5	37.8		11.0	11.0		11.0	11.0	
Total Split (s)	12.0	49.0	49.0	12.0	49.0	0.0	19.0	19.0	0.0	19.0	19.0	0.0
Total Split (%)	15.0%	61.3%	61.3%	15.0%	61.3%	0.0%	23.8%	23.8%	0.0%	23.8%	23.8%	0.0%
Yellow Time (s)	3.0	4.8	4.8	3.0	4.8		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.0	2.0	1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.8	6.8	4.5	6.8	4.0	5.5	5.5	4.0	5.5	5.5	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	56.3	51.3	51.3	56.3	51.3		10.8	10.8		11.0	11.0	
Actuated g/C Ratio	0.70	0.64	0.64	0.70	0.64		0.14	0.14		0.14	0.14	
v/c Ratio	0.21	0.66	0.03	0.17	0.79		0.38	0.23		0.71	0.33	
Control Delay	7.4	13.0	5.3	3.0	11.0		37.2	12.2		54.6	10.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.4	13.0	5.3	3.0	11.0		37.2	12.2		54.6	10.9	
LOS	A	B	A	A	B		D	B		D	B	
Approach Delay		12.7			10.8			24.9			35.5	
Approach LOS		B			B			C			D	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 45 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 13.5 — Intersection LOS: B
Intersection Capacity Utilization 68.3% — ICU Level of Service C
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 3: CR 58 & Commerce Drive/Gatewood

4: CR 58 & Mill Road
Lanes, Volumes, Timings

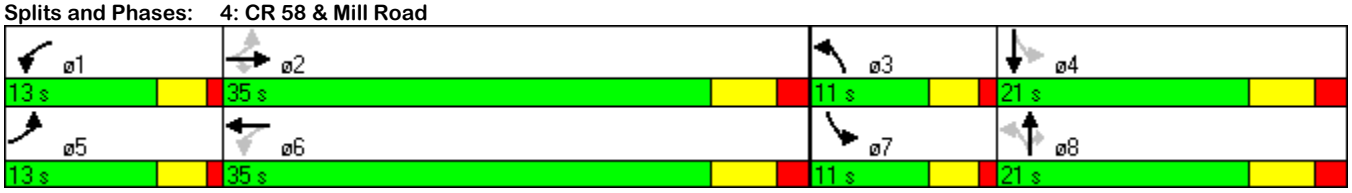
Build 2013
PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	321	1165	100	122	1354	54	93	162	86	95	138	281
Satd. Flow (prot)	3204	3303	1478	1711	3388	1672	1636	*3125	1420	1711	1801	1636
Flt Permitted	0.103			0.142			0.629			*0.600		
Satd. Flow (perm)	347	3303	1478	256	3388	1672	1083	*3125	1420	1080	1801	1636
Satd. Flow (RTOR)			58			56			93			312
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.92	0.92	0.92	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	3%	3%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	331	1201	103	127	1410	56	101	176	93	106	153	312
Turn Type	pm+pt		Perm	pm+pt		Free	pm+pt		Perm	pm+pt		Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		Free	8		8	4		Free
Detector Phase	5	2	2	1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0		2.0	6.0	6.0	2.0	6.0	
Minimum Split (s)	8.0	24.0	24.0	8.0	24.0		8.0	12.0	12.0	8.0	12.0	
Total Split (s)	13.0	35.0	35.0	13.0	35.0	0.0	11.0	21.0	21.0	11.0	21.0	0.0
Total Split (%)	16.3%	43.8%	43.8%	16.3%	43.8%	0.0%	13.8%	26.3%	26.3%	13.8%	26.3%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	4.0	4.0	6.0	6.0	4.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Act Effct Green (s)	48.5	40.5	40.5	46.4	38.2	80.0	17.7	10.3	10.3	17.7	10.3	80.0
Actuated g/C Ratio	0.61	0.51	0.51	0.58	0.48	1.00	0.22	0.13	0.13	0.22	0.13	1.00
v/c Ratio	0.72	0.72	0.13	0.49	0.87	0.03	0.36	0.44	0.35	0.37	0.66	0.19
Control Delay	27.1	20.6	11.1	16.2	18.9	0.0	24.6	34.8	10.9	24.7	46.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.1	20.6	11.1	16.2	18.9	0.0	24.6	34.8	10.9	24.7	46.4	0.3
LOS	C	C	B	B	B	A	C	C	B	C	D	A
Approach Delay		21.3			18.0			26.0			17.2	
Approach LOS		C			B			C			B	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 32 (40%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 19.9 — Intersection LOS: B
Intersection Capacity Utilization 75.7% — ICU Level of Service D
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 4: CR 58 & Mill Road



5: CR 58 & Pulaski Street/RH Center Driveway
Lanes, Volumes, Timings

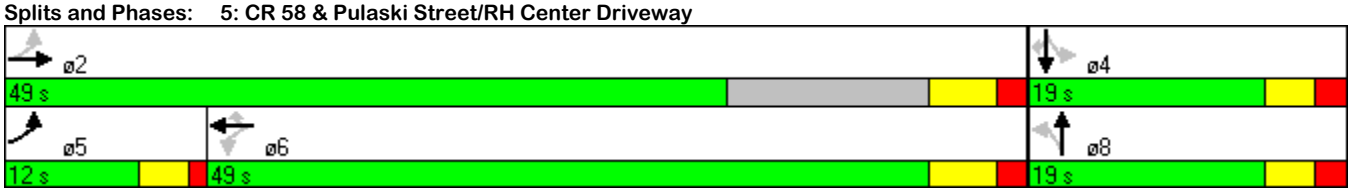
Build 2013
PM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	1150	99	25	1341	124	119	58	18	175	43	70
Satd. Flow (prot)	1574	3000	0	1620	3355	1236	1711	1796	0	0	1790	1636
Flt Permitted	0.087			0.175			0.472				0.713	
Satd. Flow (perm)	144	3000	0	298	3355	1236	850	1796	0	0	1328	1636
Satd. Flow (RTOR)		26				131		17				76
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	1358	0	26	1412	131	129	83	0	0	237	76
Turn Type	pm+pt			Perm		Perm	Perm			Perm		Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		15.0	15.0	15.0	10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	8.0	22.0		22.0	22.0	22.0	15.0	15.0		15.0	15.0	15.0
Total Split (s)	12.0	49.0	0.0	49.0	49.0	49.0	19.0	19.0	0.0	19.0	19.0	19.0
Total Split (%)	15.0%	61.3%	0.0%	61.3%	61.3%	61.3%	23.8%	23.8%	0.0%	23.8%	23.8%	23.8%
Yellow Time (s)	3.0	4.0		4.0	4.0	4.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	6.0	6.0	6.0	5.0	5.0	4.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min		C-Min	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	52.2	50.2		42.6	42.6	42.6	18.8	18.8			18.8	18.8
Actuated g/C Ratio	0.65	0.63		0.53	0.53	0.53	0.24	0.24			0.24	0.24
v/c Ratio	0.47	0.72		0.16	0.79	0.18	0.65	0.19			0.76	0.17
Control Delay	21.2	17.1		12.7	19.4	2.4	47.6	22.9			48.4	8.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	21.2	17.1		12.7	19.4	2.4	47.6	22.9			48.4	8.5
LOS	C	B		B	B	A	D	C			D	A
Approach Delay		17.3			17.9			37.9			38.8	
Approach LOS		B			B			D			D	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 32 (40%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 20.7 — Intersection LOS: C
Intersection Capacity Utilization 80.2% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 5: CR 58 & Pulaski Street/RH Center Driveway



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	149	1255	1401	344	279	223
Satd. Flow (prot)	1770	3539	3539	1583	3433	1583
Flt Permitted	0.082				0.950	
Satd. Flow (perm)	153	3539	3539	1583	3433	1583
Satd. Flow (RTOR)				374		
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	162	1364	1523	374	303	242
Turn Type	pm+pt			Perm		pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases	2			6		4
Detector Phase	5	2	6	6	4	5
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	37.0	37.0	37.0	22.0	9.0
Total Split (s)	10.0	58.0	48.0	48.0	22.0	10.0
Total Split (%)	12.5%	72.5%	60.0%	60.0%	27.5%	12.5%
Yellow Time (s)	3.0	4.0	4.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	57.7	56.7	44.0	44.0	12.3	25.0
Actuated g/C Ratio	0.72	0.71	0.55	0.55	0.15	0.31
v/c Ratio	0.61	0.54	0.78	0.36	0.57	0.49
Control Delay	27.6	7.0	11.3	2.0	35.5	25.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.6	7.0	11.3	2.0	35.5	25.7
LOS	C	A	B	A	D	C
Approach Delay		9.2	9.5		31.1	
Approach LOS		A	A		C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 12.3 — Intersection LOS: B
Intersection Capacity Utilization 68.3% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 6: CR 58 & Site Access

7: NY Route 25 & Kroemer Avenue/Forge Road
HCM Unsignalized Intersection Capacity Analysis

Build 2013
PM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	43	359	7	48	505	55	7	9	32	55	26	57
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.57	0.57	0.57	0.92	0.92	0.92
Hourly flow rate (vph)	47	390	8	52	549	60	12	16	56	60	28	62
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	609			398			1151	1197	390	1201	1145	549
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	609			398			1151	1197	390	1201	1145	549
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			95			90	91	91	53	84	88
cM capacity (veh/h)	960			1150			127	169	658	128	181	536

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	437	8	601	60	28	56	88	62
Volume Left	47	0	52	0	12	0	60	0
Volume Right	0	8	0	60	0	56	0	62
cSH	960	1700	1150	1700	147	658	141	536
Volume to Capacity	0.05	0.00	0.05	0.04	0.19	0.09	0.62	0.12
Queue Length 95th (ft)	4	0	4	0	17	7	83	10
Control Delay (s)	1.5	0.0	1.2	0.0	35.1	11.0	65.5	12.6
Lane LOS	A		A		E	B	F	B
Approach Delay (s)	1.4		1.1		19.0		43.7	
Approach LOS					C		E	

Intersection Summary			
Average Delay	7.1		
Intersection Capacity Utilization	71.6%	ICU Level of Service	C
Analysis Period (min)	15		

1: CR 58 & Tanger Mall Drive/Driveway

Lanes, Volumes, Timings

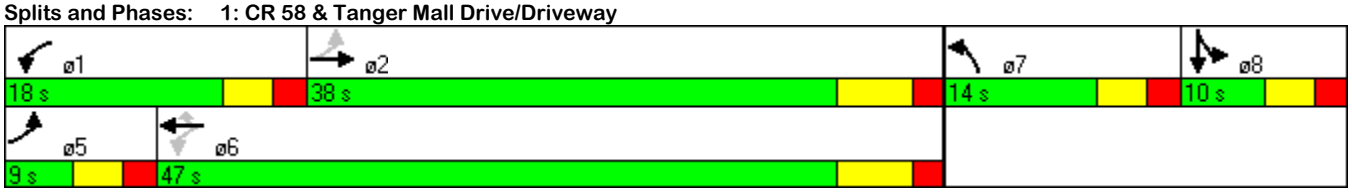
Build 2013
Saturday Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	64	1163	213	369	1228	80	339	0	431	80	1	64
Satd. Flow (prot)	1770	3421	1531	1711	*3100	1304	3433	0	1583	1770	1587	0
Flt Permitted	0.171			*0.110			0.950			0.950		
Satd. Flow (perm)	319	3421	1531	198	*3100	1304	3433	0	1583	1770	1587	0
Satd. Flow (RTOR)			125			85			371		70	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	1251	229	393	1306	85	368	0	468	87	71	0
Turn Type	pm+pt		Free	pm+pt		Perm	Prot		Free	Split		
Protected Phases	5	2		1	6		7			8	8	
Permitted Phases	2		Free	6		6			Free			
Detector Phase	5	2		1	6	6	7			8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		2.0	20.0	20.0	4.0			4.0	4.0	
Minimum Split (s)	9.0	27.0		9.0	26.5	26.5	10.0			10.0	10.0	
Total Split (s)	9.0	38.0	0.0	18.0	47.0	47.0	14.0	0.0	0.0	10.0	10.0	0.0
Total Split (%)	11.3%	47.5%	0.0%	22.5%	58.8%	58.8%	17.5%	0.0%	0.0%	12.5%	12.5%	0.0%
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.0			3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0			2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.5	4.0	5.0	6.5	6.5	5.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min	C-Min	None			None	None	
Act Effct Green (s)	37.0	31.2	80.0	52.4	43.7	43.7	9.6		80.0	5.3	5.3	
Actuated g/C Ratio	0.46	0.39	1.00	0.66	0.55	0.55	0.12		1.00	0.07	0.07	
v/c Ratio	0.31	0.94	0.15	0.97	0.77	0.11	0.90		0.30	0.74	0.42	
Control Delay	10.9	38.0	0.2	66.5	10.2	2.8	62.0		0.5	73.5	18.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Total Delay	10.9	38.0	0.2	66.5	10.2	2.8	62.0		0.5	73.5	18.0	
LOS	B	D	A	E	B	A	E		A	E	B	
Approach Delay		31.2			22.3						48.6	
Approach LOS		C			C						D	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 27.5 — Intersection LOS: C
Intersection Capacity Utilization 81.8% — ICU Level of Service D
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 1: CR 58 & Tanger Mall Drive/Driveway



2: CR 58 & Kroemer Avenue
Lanes, Volumes, Timings

Build 2013
Saturday Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	122	1448	57	59	1415	194	20	76	83	204	76	129
Satd. Flow (prot)	1576	3401	0	1711	3421	1583	1652	1660	0	1711	1801	1531
Flt Permitted	*0.090			*0.090			0.703			0.638		
Satd. Flow (perm)	162	3401	0	162	3421	1583	1222	1660	0	1149	1801	1531
Satd. Flow (RTOR)		8				203		56				140
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	1601	0	62	1489	204	22	173	0	222	83	140
Turn Type	pm+pt			pm+pt		Perm	Perm			Perm		Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	2.0	20.0		2.0	20.0	20.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	8.0	27.0		8.0	27.0	27.0	12.5	12.5		12.5	12.5	12.5
Total Split (s)	13.0	50.0	0.0	13.0	50.0	50.0	17.0	17.0	0.0	17.0	17.0	17.0
Total Split (%)	16.3%	62.5%	0.0%	16.3%	62.5%	62.5%	21.3%	21.3%	0.0%	21.3%	21.3%	21.3%
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.0	2.5	2.5	2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	4.0	5.0	7.0	7.0	6.5	6.5	4.0	6.5	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	49.6	42.4		46.5	40.8	40.8	16.4	16.4		16.4	16.4	16.4
Actuated g/C Ratio	0.62	0.53		0.58	0.51	0.51	0.20	0.20		0.20	0.20	0.20
v/c Ratio	0.62	0.89		0.35	0.85	0.22	0.09	0.45		0.94	0.22	0.33
Control Delay	16.5	31.5		11.8	34.5	9.0	30.9	25.5		83.9	31.5	8.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	16.5	31.5		11.8	34.5	9.0	30.9	25.5		83.9	31.5	8.6
LOS	B	C		B	C	A	C	C		F	C	A
Approach Delay		30.4			30.7			26.1			50.4	
Approach LOS		C			C			C			D	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 68 (85%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 32.5 — Intersection LOS: C
Intersection Capacity Utilization 87.1% — ICU Level of Service E
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 2: CR 58 & Kroemer Avenue

3: CR 58 & Commerce Drive/Gatewood
Lanes, Volumes, Timings

Build 2013
Saturday Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	1849	28	46	1749	95	39	1	47	101	4	73
Satd. Flow (prot)	1732	3539	1583	1770	3511	0	1652	1589	0	1652	1492	0
Flt Permitted	*0.060			*0.080			0.697			0.719		
Satd. Flow (perm)	112	3539	1583	149	3511	0	1212	1589	0	1250	1492	0
Satd. Flow (RTOR)			14		10			57			88	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.82	0.82	0.82	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	1988	30	50	2004	0	48	58	0	122	93	0
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	8.5	37.8	37.8	8.5	37.8		11.0	11.0		11.0	11.0	
Total Split (s)	13.0	46.0	46.0	13.0	46.0	0.0	21.0	21.0	0.0	21.0	21.0	0.0
Total Split (%)	16.3%	57.5%	57.5%	16.3%	57.5%	0.0%	26.3%	26.3%	0.0%	26.3%	26.3%	0.0%
Yellow Time (s)	3.0	4.8	4.8	3.0	4.8		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.0	2.0	1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.8	6.8	4.5	6.8	4.0	5.5	5.5	4.0	5.5	5.5	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	56.9	50.7	50.7	53.5	47.7		11.4	11.4		11.6	11.6	
Actuated g/C Ratio	0.71	0.63	0.63	0.67	0.60		0.14	0.14		0.14	0.14	
v/c Ratio	0.51	0.89	0.03	0.27	0.95		0.28	0.21		0.67	0.32	
Control Delay	18.4	22.6	7.4	10.1	19.8		33.1	10.5		50.0	10.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.4	22.6	7.4	10.1	19.8		33.1	10.5		50.0	10.8	
LOS	B	C	A	B	B		C	B		D	B	
Approach Delay		22.2			19.6			20.7			33.0	
Approach LOS		C			B			C			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 45 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 21.5 — Intersection LOS: C
Intersection Capacity Utilization 82.6% — ICU Level of Service E
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 3: CR 58 & Commerce Drive/Gatewood

4: CR 58 & Mill Road
Lanes, Volumes, Timings

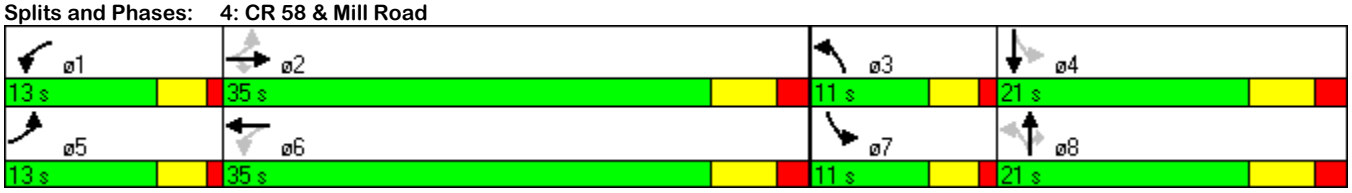
Build 2013
Saturday Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	404	1590	141	102	1416	70	87	144	90	163	175	389
Satd. Flow (prot)	3204	3303	1478	1711	3421	1689	1652	*2800	1356	1711	1801	1636
Flt Permitted	0.111			*0.100			0.618			*0.498		
Satd. Flow (perm)	374	3303	1478	180	3421	1689	1074	*2800	1356	897	1801	1636
Satd. Flow (RTOR)			60			76			98			423
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	434	1710	152	111	1539	76	95	157	98	177	190	423
Turn Type	pm+pt		Perm	pm+pt		Free	pm+pt		Perm	pm+pt		Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		Free	8		8	4		Free
Detector Phase	5	2	2	1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0		2.0	6.0	6.0	2.0	6.0	
Minimum Split (s)	8.0	24.0	24.0	8.0	24.0		8.0	12.0	12.0	8.0	12.0	
Total Split (s)	13.0	35.0	35.0	13.0	35.0	0.0	11.0	21.0	21.0	11.0	21.0	0.0
Total Split (%)	16.3%	43.8%	43.8%	16.3%	43.8%	0.0%	13.8%	26.3%	26.3%	13.8%	26.3%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	4.0	4.0	6.0	6.0	4.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Act Effct Green (s)	46.8	37.6	37.6	41.8	33.7	80.0	19.1	11.0	11.0	20.9	13.3	80.0
Actuated g/C Ratio	0.58	0.47	0.47	0.52	0.42	1.00	0.24	0.14	0.14	0.26	0.17	1.00
v/c Ratio	0.84	1.10	0.21	0.53	1.07	0.04	0.32	0.41	0.36	0.58	0.63	0.26
Control Delay	32.2	77.3	14.9	22.5	57.2	0.0	22.6	33.7	10.6	30.0	41.4	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.2	77.3	14.9	22.5	57.2	0.0	22.6	33.7	10.6	30.0	41.4	0.4
LOS	C	E	B	C	E	A	C	C	B	C	D	A
Approach Delay		64.6			52.4			24.2			16.9	
Approach LOS		E			D			C			B	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 32 (40%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.10
Intersection Signal Delay: 50.5 — Intersection LOS: D
Intersection Capacity Utilization 81.4% — ICU Level of Service D
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 4: CR 58 & Mill Road



5: CR 58 & Pulaski Street/RH Center Driveway
Lanes, Volumes, Timings

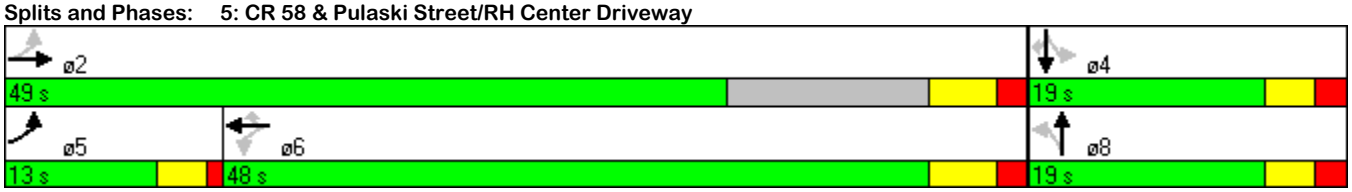
Build 2013
Saturday Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	1659	85	44	1416	218	113	53	25	260	46	77
Satd. Flow (prot)	1652	3040	0	1652	3421	1441	1711	1773	0	0	1786	1636
Flt Permitted	*0.050			0.097			0.284				0.699	
Satd. Flow (perm)	87	3040	0	169	3421	1441	511	1773	0	0	1302	1636
Satd. Flow (RTOR)		13				237		25				84
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	1855	0	48	1539	237	123	85	0	0	333	84
Turn Type	pm+pt			Perm		Perm	Perm			Perm		Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		15.0	15.0	15.0	10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	8.0	22.0		22.0	22.0	22.0	15.0	15.0		15.0	15.0	15.0
Total Split (s)	13.0	49.0	0.0	48.0	48.0	48.0	19.0	19.0	0.0	19.0	19.0	19.0
Total Split (%)	16.3%	61.3%	0.0%	60.0%	60.0%	60.0%	23.8%	23.8%	0.0%	23.8%	23.8%	23.8%
Yellow Time (s)	3.0	4.0		4.0	4.0	4.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	6.0	6.0	6.0	5.0	5.0	4.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min		C-Min	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	52.7	50.7		42.1	42.1	42.1	18.3	18.3			18.3	18.3
Actuated g/C Ratio	0.66	0.63		0.53	0.53	0.53	0.23	0.23			0.23	0.23
v/c Ratio	0.59	0.96		0.54	0.85	0.27	1.05	0.20			1.12	0.19
Control Delay	20.8	23.9		40.4	22.5	2.3	137.3	22.0			122.5	8.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	20.8	23.9		40.4	22.5	2.3	137.3	22.0			122.5	8.5
LOS	C	C		D	C	A	F	C			F	A
Approach Delay		23.7			20.3			90.2			99.5	
Approach LOS		C			C			F			F	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 32 (40%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.12
Intersection Signal Delay: 32.6 — Intersection LOS: C
Intersection Capacity Utilization 98.7% — ICU Level of Service F
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 5: CR 58 & Pulaski Street/RH Center Driveway



6: CR 58 & Site Access
Lanes, Volumes, Timings

Build 2013
Saturday Peak

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	200	1535	1395	466	371	273
Satd. Flow (prot)	1770	3539	3539	1583	3433	1583
Flt Permitted	0.089				0.950	
Satd. Flow (perm)	166	3539	3539	1583	3433	1583
Satd. Flow (RTOR)				96		
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	217	1668	1516	507	403	297
Turn Type	pm+pt			pm+ov		pm+ov
Protected Phases	5	2	6	4	4	5
Permitted Phases	2			6		4
Detector Phase	5	2	6	4	4	5
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	37.0	37.0	22.0	22.0	9.0
Total Split (s)	10.0	58.0	48.0	22.0	22.0	10.0
Total Split (%)	12.5%	72.5%	60.0%	27.5%	27.5%	12.5%
Yellow Time (s)	3.0	4.0	4.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?						
Recall Mode	None	C-Min	C-Min	None	None	None
Act Effct Green (s)	55.2	54.2	39.8	60.6	14.8	29.2
Actuated g/C Ratio	0.69	0.68	0.50	0.76	0.18	0.36
v/c Ratio	0.72	0.70	0.86	0.41	0.63	0.51
Control Delay	32.8	10.5	10.8	4.1	34.6	24.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.8	10.5	10.8	4.1	34.6	24.4
LOS	C	B	B	A	C	C
Approach Delay		13.1	9.1		30.3	
Approach LOS		B	A		C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 13.9 — Intersection LOS: B
Intersection Capacity Utilization 73.6% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 6: CR 58 & Site Access

7: NY Route 25 & Kroemer Avenue/Forge Road
HCM Unsignalized Intersection Capacity Analysis

Build 2013
Saturday Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	48	407	8	37	457	42	9	17	37	46	14	35
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	52	442	9	40	497	46	10	18	40	50	15	38
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	542			451			1132	1170	442	1173	1133	497
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	542			451			1132	1170	442	1173	1133	497
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			96			93	90	93	63	92	93
cM capacity (veh/h)	1026			1109			148	176	615	136	186	573

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	495	9	537	46	28	40	65	38
Volume Left	52	0	40	0	10	0	50	0
Volume Right	0	9	0	46	0	40	0	38
cSH	1026	1700	1109	1700	165	615	145	573
Volume to Capacity	0.05	0.01	0.04	0.03	0.17	0.07	0.45	0.07
Queue Length 95th (ft)	4	0	3	0	15	5	51	5
Control Delay (s)	1.5	0.0	1.0	0.0	31.2	11.3	48.7	11.7
Lane LOS	A		A		D	B	E	B
Approach Delay (s)	1.4		0.9		19.5		35.1	
Approach LOS					C		E	

Intersection Summary			
Average Delay	4.9		
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

SITE ACCESS

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	38	1329	809	86	31	35
Satd. Flow (prot)	1770	3539	3539	1583	3433	1583
Flt Permitted	0.282				0.950	
Satd. Flow (perm)	525	3539	3539	1583	3433	1583
Satd. Flow (RTOR)				93		
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	1445	879	93	34	38
Turn Type	pm+pt			Perm		pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases	2			6		4
Detector Phase	5	2	6	6	4	5
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	37.0	37.0	37.0	22.0	9.0
Total Split (s)	10.0	58.0	48.0	48.0	22.0	10.0
Total Split (%)	12.5%	72.5%	60.0%	60.0%	27.5%	12.5%
Yellow Time (s)	3.0	4.0	4.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	68.0	69.4	59.3	59.3	6.3	13.0
Actuated g/C Ratio	0.85	0.87	0.74	0.74	0.08	0.16
v/c Ratio	0.08	0.47	0.34	0.08	0.13	0.15
Control Delay	1.1	1.3	7.2	2.0	35.0	27.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.1	1.3	7.2	2.0	35.0	27.0
LOS	A	A	A	A	D	C
Approach Delay		1.3	6.7		30.8	
Approach LOS		A	A		C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 9 (11%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 4.2 — Intersection LOS: A
Intersection Capacity Utilization 49.2% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: CR 58 & Site Access

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	149	1255	1401	344	279	223
Satd. Flow (prot)	1770	3539	3539	1583	3433	1583
Flt Permitted	0.082				0.950	
Satd. Flow (perm)	153	3539	3539	1583	3433	1583
Satd. Flow (RTOR)				374		
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	162	1364	1523	374	303	242
Turn Type	pm+pt			Perm		pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases	2			6		4
Detector Phase	5	2	6	6	4	5
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	37.0	37.0	37.0	22.0	9.0
Total Split (s)	10.0	58.0	48.0	48.0	22.0	10.0
Total Split (%)	12.5%	72.5%	60.0%	60.0%	27.5%	12.5%
Yellow Time (s)	3.0	4.0	4.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	57.7	56.7	44.0	44.0	12.3	25.0
Actuated g/C Ratio	0.72	0.71	0.55	0.55	0.15	0.31
v/c Ratio	0.61	0.54	0.78	0.36	0.57	0.49
Control Delay	27.6	7.0	11.3	2.0	35.5	25.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.6	7.0	11.3	2.0	35.5	25.7
LOS	C	A	B	A	D	C
Approach Delay		9.2	9.5		31.1	
Approach LOS		A	A		C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 12.3 — Intersection LOS: B
Intersection Capacity Utilization 68.3% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 6: CR 58 & Site Access

6: CR 58 & Site Access
Lanes, Volumes, Timings

Build 2013
Saturday Peak

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	200	1535	1395	466	371	273
Satd. Flow (prot)	1770	3539	3539	1583	3433	1583
Flt Permitted	0.089				0.950	
Satd. Flow (perm)	166	3539	3539	1583	3433	1583
Satd. Flow (RTOR)				96		
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	217	1668	1516	507	403	297
Turn Type	pm+pt			pm+ov		pm+ov
Protected Phases	5	2	6	4	4	5
Permitted Phases	2			6		4
Detector Phase	5	2	6	4	4	5
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	37.0	37.0	22.0	22.0	9.0
Total Split (s)	10.0	58.0	48.0	22.0	22.0	10.0
Total Split (%)	12.5%	72.5%	60.0%	27.5%	27.5%	12.5%
Yellow Time (s)	3.0	4.0	4.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?						
Recall Mode	None	C-Min	C-Min	None	None	None
Act Effct Green (s)	55.2	54.2	39.8	60.6	14.8	29.2
Actuated g/C Ratio	0.69	0.68	0.50	0.76	0.18	0.36
v/c Ratio	0.72	0.70	0.86	0.41	0.63	0.51
Control Delay	32.8	10.5	10.8	4.1	34.6	24.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.8	10.5	10.8	4.1	34.6	24.4
LOS	C	B	B	A	C	C
Approach Delay		13.1	9.1		30.3	
Approach LOS		B	A		C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 13.9 — Intersection LOS: B
Intersection Capacity Utilization 73.6% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 6: CR 58 & Site Access

MITIGATION

1: CR 58 & Tanger Mall Drive/Driveway

Build 2013 Mitigated
AM Peak

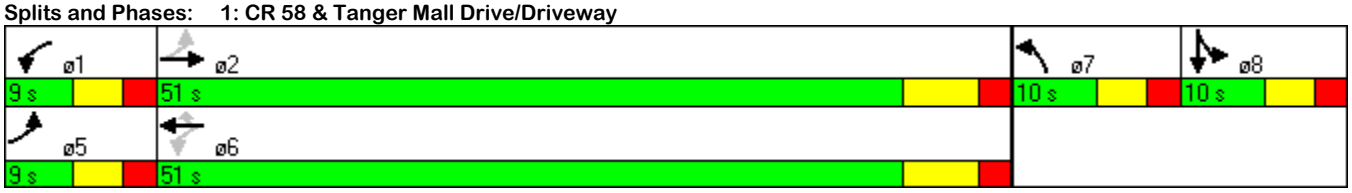
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	1329	55	39	733	26	20	0	21	26	1	21
Satd. Flow (prot)	1770	3292	1531	1694	3144	1583	3433	0	1425	1770	1595	0
Flt Permitted	0.340			0.125			0.950			0.950		
Satd. Flow (perm)	633	3292	1531	223	3144	1583	3433	0	1425	1770	1595	0
Satd. Flow (RTOR)			28			28			26		23	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.80	0.80	0.80	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	6%	2%	3%	11%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)									0			
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	1445	60	42	797	28	25	0	26	28	24	0
Turn Type	pm+pt		Free	pm+pt		Perm	Prot		Free	Split		
Protected Phases	5	2		1	6		7			8	8	
Permitted Phases	2		Free	6		6			Free			
Detector Phase	5	2		1	6	6	7			8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		2.0	20.0	20.0	4.0			4.0	4.0	
Minimum Split (s)	9.0	27.0		9.0	26.5	26.5	10.0			10.0	10.0	
Total Split (s)	9.0	51.0	0.0	9.0	51.0	51.0	10.0	0.0	0.0	10.0	10.0	0.0
Total Split (%)	11.3%	63.8%	0.0%	11.3%	63.8%	63.8%	12.5%	0.0%	0.0%	12.5%	12.5%	0.0%
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.0			3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0			2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.5	4.0	5.0	6.5	6.5	5.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead			Lag	Lag	
Lead-Lag Optimize?	Yes				Yes	Yes	Yes					
Recall Mode	None	C-Min		None	C-Min	C-Min	None			None	None	
Act Effct Green (s)	61.4	59.7	80.0	62.0	61.4	61.4	5.1		80.0	6.1	6.1	
Actuated g/C Ratio	0.77	0.75	1.00	0.78	0.77	0.77	0.06		1.00	0.08	0.08	
v/c Ratio	0.04	0.59	0.04	0.17	0.33	0.02	0.12		0.02	0.21	0.17	
Control Delay	4.0	10.9	0.1	9.4	13.5	10.3	36.5		0.0	38.7	18.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Total Delay	4.0	10.9	0.1	9.4	13.5	10.3	36.5		0.0	38.7	18.4	
LOS	A	B	A	A	B	B	D		A	D	B	
Approach Delay		10.3			13.2						29.3	
Approach LOS		B			B						C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 51 (64%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 11.9 — Intersection LOS: B
Intersection Capacity Utilization 54.4% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1: CR 58 & Tanger Mall Drive/Driveway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	77	1232	25	57	708	79	23	30	60	75	24	59
Satd. Flow (prot)	1631	3252	0	1601	3202	1482	1560	1532	0	1711	1801	1531
Flt Permitted	0.324			0.107			0.740			0.482		
Satd. Flow (perm)	556	3252	0	180	3202	1482	1215	1532	0	868	1801	1531
Satd. Flow (RTOR)		3				86		65				64
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	9%	9%	9%	8%	8%	8%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	1366	0	62	770	86	25	98	0	82	26	64
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		1	6	6	3	8		7	4	4
Switch Phase												
Minimum Initial (s)	2.0	20.0		2.0	20.0	20.0	4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	8.0	27.0		8.0	27.0	27.0	8.0	12.5		8.0	12.5	12.5
Total Split (s)	8.0	46.0	0.0	9.0	47.0	47.0	9.0	16.0	0.0	9.0	16.0	16.0
Total Split (%)	10.0%	57.5%	0.0%	11.3%	58.8%	58.8%	11.3%	20.0%	0.0%	11.3%	20.0%	20.0%
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.0	2.5	2.5	1.0	2.5		1.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	4.0	5.0	7.0	7.0	4.0	6.5	4.0	4.0	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?								Yes			Yes	Yes
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	51.2	47.2		51.6	47.4	47.4	13.5	7.2		15.9	12.0	12.0
Actuated g/C Ratio	0.64	0.59		0.64	0.59	0.59	0.17	0.09		0.20	0.15	0.15
v/c Ratio	0.20	0.71		0.32	0.41	0.09	0.11	0.50		0.34	0.10	0.22
Control Delay	4.2	12.4		12.0	6.4	2.3	23.9	24.0		28.0	31.3	11.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	4.2	12.4		12.0	6.4	2.3	23.9	24.0		28.0	31.3	11.6
LOS	A	B		B	A	A	C	C		C	C	B
Approach Delay		11.9			6.4			23.9			22.4	
Approach LOS		B			A			C			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 65 (81%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 11.3 Intersection LOS: B
Intersection Capacity Utilization 64.4% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 2: CR 58 & Kroemer Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	73	1310	32	15	841	96	13	3	31	42	1	32
Satd. Flow (prot)	1770	3406	1583	1770	3311	0	1589	1550	0	1652	1488	0
Flt Permitted	0.240			0.157			0.724			0.724		
Satd. Flow (perm)	447	3406	1583	292	3311	0	1211	1550	0	1259	1488	0
Satd. Flow (RTOR)			30		28			46			49	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.67	0.67	0.67	0.65	0.65	0.65
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	6%	2%	2%	8%	2%	6%	2%	6%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	1424	35	16	1018	0	19	50	0	65	51	0
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	8.5	37.8	37.8	8.5	37.8		11.0	11.0		11.0	11.0	
Total Split (s)	10.0	57.0	57.0	9.0	56.0	0.0	14.0	14.0	0.0	14.0	14.0	0.0
Total Split (%)	12.5%	71.3%	71.3%	11.3%	70.0%	0.0%	17.5%	17.5%	0.0%	17.5%	17.5%	0.0%
Yellow Time (s)	3.0	4.8	4.8	3.0	4.8		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.0	2.0	1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.8	6.8	4.5	6.8	4.0	5.5	5.5	4.0	5.5	5.5	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	62.9	60.8	60.8	59.2	55.2		8.3	8.3		8.6	8.6	
Actuated g/C Ratio	0.79	0.76	0.76	0.74	0.69		0.10	0.10		0.11	0.11	
v/c Ratio	0.19	0.55	0.03	0.06	0.44		0.15	0.25		0.48	0.25	
Control Delay	1.9	2.3	0.4	4.3	13.4		33.4	14.2		44.3	13.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	1.9	2.3	0.4	4.3	13.4		33.4	14.2		44.3	13.3	
LOS	A	A	A	A	B		C	B		D	B	
Approach Delay		2.3			13.3			19.5			30.7	
Approach LOS		A			B			B			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 58 (73%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 8.0 — Intersection LOS: A
Intersection Capacity Utilization 62.5% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: CR 58 & Commerce Drive/Gatewood

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	168	1121	54	121	690	7	51	78	79	86	64	206
Satd. Flow (prot)	3054	3149	1409	1711	3144	1552	1518	3035	1358	1694	1783	1620
Flt Permitted	0.341			0.154			0.711			0.552		
Satd. Flow (perm)	1096	3149	1409	277	3144	1552	1136	3035	1358	984	1783	1620
Satd. Flow (RTOR)			47			8			86			224
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	2%	11%	11%	11%	11%	11%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	183	1218	59	132	750	8	55	85	86	93	70	224
Turn Type	pm+pt		Perm	pm+pt		Free	pm+pt		Perm	pm+pt		Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		Free	8		8	4		Free
Detector Phase	5	2	2	1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0		2.0	6.0	6.0	2.0	6.0	
Minimum Split (s)	8.0	24.0	24.0	8.0	24.0		8.0	12.0	12.0	8.0	12.0	
Total Split (s)	7.0	51.0	51.0	9.0	53.0	0.0	7.0	13.0	13.0	7.0	13.0	0.0
Total Split (%)	8.8%	63.8%	63.8%	11.3%	66.3%	0.0%	8.8%	16.3%	16.3%	8.8%	16.3%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	4.0	4.0	6.0	6.0	4.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Act Effct Green (s)	53.2	46.8	46.8	54.7	47.5	80.0	11.6	6.3	6.3	13.7	8.8	80.0
Actuated g/C Ratio	0.66	0.58	0.58	0.68	0.59	1.00	0.14	0.08	0.08	0.17	0.11	1.00
v/c Ratio	0.22	0.66	0.07	0.47	0.40	0.01	0.29	0.35	0.46	0.42	0.36	0.14
Control Delay	3.3	14.6	2.9	16.7	8.3	0.0	29.8	39.1	17.3	33.0	39.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	3.3	14.6	2.9	16.7	8.3	0.0	29.8	39.1	17.3	33.0	39.2	0.2
LOS	A	B	A	B	A	A	C	D	B	C	D	A
Approach Delay		12.7			9.5			28.6			15.1	
Approach LOS		B			A			C			B	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 78 (98%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 13.3 — Intersection LOS: B
Intersection Capacity Utilization 62.5% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: CR 58 & Mill Road

5: CR 58 & Pulaski Street/RH Center Driveway
Lanes, Volumes, Timings

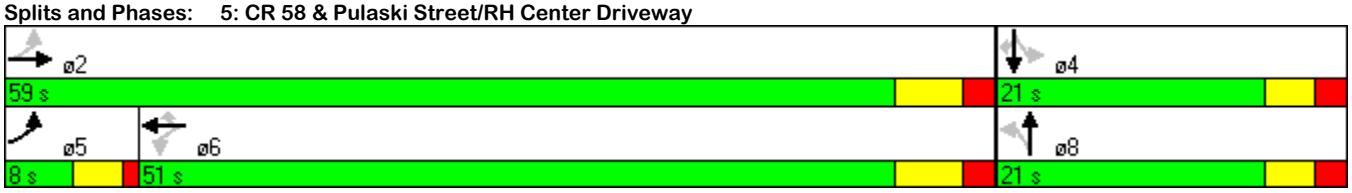
Build 2013 Mitigated
AM Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	43	1132	97	11	738	74	94	19	24	63	14	14
Satd. Flow (prot)	1574	3222	0	1546	3202	1432	1544	1540	0	0	1706	1560
Flt Permitted	0.311			0.199			0.701				0.733	
Satd. Flow (perm)	515	3222	0	324	3202	1432	1139	1540	0	0	1302	1560
Satd. Flow (RTOR)		23				80		27				16
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	9%	9%	9%	13%	13%	13%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	1335	0	12	794	80	104	48	0	0	86	16
Turn Type	pm+pt			Perm		Perm	Perm			Perm		Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		15.0	15.0	15.0	10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	8.0	22.0		22.0	22.0	22.0	15.0	15.0		15.0	15.0	15.0
Total Split (s)	8.0	59.0	0.0	51.0	51.0	51.0	21.0	21.0	0.0	21.0	21.0	21.0
Total Split (%)	10.0%	73.8%	0.0%	63.8%	63.8%	63.8%	26.3%	26.3%	0.0%	26.3%	26.3%	26.3%
Yellow Time (s)	3.0	4.0		4.0	4.0	4.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	6.0	6.0	6.0	5.0	5.0	4.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min		C-Min	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	61.4	60.6		55.8	55.8	55.8	12.6	12.6			12.6	12.6
Actuated g/C Ratio	0.77	0.76		0.70	0.70	0.70	0.16	0.16			0.16	0.16
v/c Ratio	0.10	0.55		0.05	0.36	0.08	0.58	0.18			0.42	0.06
Control Delay	1.5	2.1		8.8	8.0	2.4	43.7	17.2			35.8	13.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	1.5	2.1		8.8	8.0	2.4	43.7	17.2			35.8	13.0
LOS	A	A		A	A	A	D	B			D	B
Approach Delay		2.1			7.5			35.3			32.2	
Approach LOS		A			A			D			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 24 (30%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 7.2 — Intersection LOS: A
Intersection Capacity Utilization 56.8% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 5: CR 58 & Pulaski Street/RH Center Driveway



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	38	1329	809	86	31	35
Satd. Flow (prot)	1770	3539	3539	1583	3433	1583
Flt Permitted	0.282				0.950	
Satd. Flow (perm)	525	3539	3539	1583	3433	1583
Satd. Flow (RTOR)				93		
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	1445	879	93	34	38
Turn Type	pm+pt			Perm		pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases	2			6		4
Detector Phase	5	2	6	6	4	5
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	37.0	37.0	37.0	22.0	9.0
Total Split (s)	9.0	58.0	49.0	49.0	22.0	9.0
Total Split (%)	11.3%	72.5%	61.3%	61.3%	27.5%	11.3%
Yellow Time (s)	3.0	4.0	4.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	68.0	69.4	59.3	59.3	6.3	13.0
Actuated g/C Ratio	0.85	0.87	0.74	0.74	0.08	0.16
v/c Ratio	0.08	0.47	0.34	0.08	0.13	0.15
Control Delay	0.6	2.1	3.2	1.5	35.0	27.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	0.6	2.1	3.2	1.5	35.0	27.0
LOS	A	A	A	A	D	C
Approach Delay		2.0	3.0		30.8	
Approach LOS		A	A		C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 70 (88%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 3.2 — Intersection LOS: A
Intersection Capacity Utilization 49.2% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: CR 58 & Site Access

1: CR 58 & Tanger Mall Drive/Driveway

Build 2013 Mitigated
PM Peak

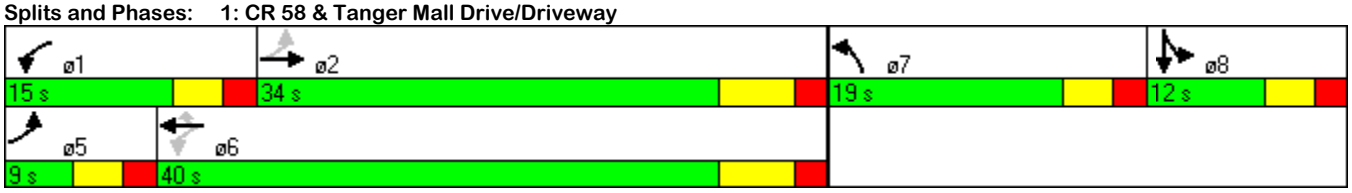
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	44	1011	76	198	1328	55	272	0	254	55	1	44
Satd. Flow (prot)	1770	3421	1531	1694	3388	1583	3433	0	1425	1770	1589	0
Flt Permitted	0.121			0.118			0.950			0.950		
Satd. Flow (perm)	225	3421	1531	210	3388	1583	3433	0	1425	1770	1589	0
Satd. Flow (RTOR)			52			56			276		48	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)									0			
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	1099	83	213	1428	60	296	0	276	60	49	0
Turn Type	pm+pt		Free	pm+pt		Perm	Prot		Free	Split		
Protected Phases	5	2		1	6		7			8	8	
Permitted Phases	2		Free	6		6			Free			
Detector Phase	5	2		1	6	6	7			8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		2.0	20.0	20.0	4.0			4.0	4.0	
Minimum Split (s)	9.0	27.0		9.0	26.5	26.5	10.0			10.0	10.0	
Total Split (s)	9.0	34.0	0.0	15.0	40.0	40.0	19.0	0.0	0.0	12.0	12.0	0.0
Total Split (%)	11.3%	42.5%	0.0%	18.8%	50.0%	50.0%	23.8%	0.0%	0.0%	15.0%	15.0%	0.0%
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.0			3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0			2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.5	4.0	5.0	6.5	6.5	5.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min	C-Min	None			None	None	
Act Effct Green (s)	40.4	33.9	80.0	48.5	41.5	41.5	11.2		80.0	7.1	7.1	
Actuated g/C Ratio	0.50	0.42	1.00	0.61	0.52	0.52	0.14		1.00	0.09	0.09	
v/c Ratio	0.23	0.76	0.05	0.76	0.81	0.07	0.61		0.19	0.38	0.26	
Control Delay	11.8	26.7	0.1	34.6	11.5	0.5	37.7		0.3	41.4	15.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Total Delay	11.8	26.7	0.1	34.6	11.5	0.5	37.7		0.3	41.4	15.2	
LOS	B	C	A	C	B	A	D		A	D	B	
Approach Delay		24.3			14.0						29.6	
Approach LOS		C			B						C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 54 (68%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 18.9 — Intersection LOS: B
Intersection Capacity Utilization 67.4% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 1: CR 58 & Tanger Mall Drive/Driveway



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	76	1171	30	94	1390	140	39	48	77	156	54	88
Satd. Flow (prot)	1711	3408	0	1694	3388	1568	1636	1617	0	1711	1801	1531
Flt Permitted	0.101			0.116			0.719			0.420		
Satd. Flow (perm)	182	3408	0	207	3388	1568	1238	1617	0	756	1801	1531
Satd. Flow (RTOR)		5				139		80				96
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	3%	3%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	83	1306	0	102	1511	152	42	136	0	170	59	96
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		1	6	6	3	8		7	4	4
Switch Phase												
Minimum Initial (s)	2.0	20.0		2.0	20.0	20.0	4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	8.0	27.0		8.0	27.0	27.0	8.0	12.5		8.0	12.5	12.5
Total Split (s)	9.0	47.3	0.0	9.0	47.3	47.3	8.0	13.7	0.0	10.0	15.7	15.7
Total Split (%)	11.3%	59.1%	0.0%	11.3%	59.1%	59.1%	10.0%	17.1%	0.0%	12.5%	19.6%	19.6%
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.5	4.0		3.5	4.0	4.0
All-Red Time (s)	2.0	2.5		2.0	2.5	2.5	0.5	2.5		0.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	4.0	5.0	7.0	7.0	4.0	6.5	4.0	4.0	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?								Yes			Yes	Yes
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	46.1	40.8		46.3	40.9	40.9	14.0	6.7		17.1	11.0	11.0
Actuated g/C Ratio	0.58	0.51		0.58	0.51	0.51	0.18	0.08		0.21	0.14	0.14
v/c Ratio	0.46	0.75		0.52	0.87	0.17	0.17	0.65		0.67	0.24	0.33
Control Delay	13.5	21.3		16.7	13.3	0.6	25.3	32.3		41.8	34.2	11.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	13.5	21.3		16.7	13.3	0.6	25.3	32.3		41.8	34.2	11.1
LOS	B	C		B	B	A	C	C		D	C	B
Approach Delay		20.8			12.4			30.7			31.4	
Approach LOS		C			B			C			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 28 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 18.2 — Intersection LOS: B
Intersection Capacity Utilization 77.3% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 2: CR 58 & Kroemer Avenue

3: CR 58 & Commerce Drive/Gatewood

Build 2013 Mitigated
PM Peak

Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	37	1425	31	36	1598	72	48	4	42	89	2	67
Satd. Flow (prot)	1770	3539	1583	1770	3518	0	1652	1608	0	1652	1486	0
Flt Permitted	0.082			0.110			0.695			0.718		
Satd. Flow (perm)	153	3539	1583	205	3518	0	1208	1608	0	1248	1486	0
Satd. Flow (RTOR)			20		8			55			92	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.77	0.77	0.77	0.73	0.73	0.73
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	39	1500	33	39	1795	0	62	60	0	122	95	0
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	8.5	37.8	37.8	8.5	37.8		11.0	11.0		11.0	11.0	
Total Split (s)	8.5	47.0	47.0	8.5	47.0	0.0	24.5	24.5	0.0	24.5	24.5	0.0
Total Split (%)	10.6%	58.8%	58.8%	10.6%	58.8%	0.0%	30.6%	30.6%	0.0%	30.6%	30.6%	0.0%
Yellow Time (s)	3.0	4.8	4.8	3.0	4.8		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.0	2.0	1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.8	6.8	4.5	6.8	4.0	5.5	5.5	4.0	5.5	5.5	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	55.2	50.2	50.2	55.2	50.2		11.9	11.9		12.1	12.1	
Actuated g/C Ratio	0.69	0.63	0.63	0.69	0.63		0.15	0.15		0.15	0.15	
v/c Ratio	0.21	0.68	0.03	0.18	0.81		0.34	0.21		0.65	0.31	
Control Delay	6.3	9.0	4.9	2.8	10.4		33.8	10.9		46.5	9.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	6.3	9.0	4.9	2.8	10.4		33.8	10.9		46.5	9.7	
LOS	A	A	A	A	B		C	B		D	A	
Approach Delay		8.8			10.2			22.5			30.4	
Approach LOS		A			B			C			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 71 (89%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 11.2 — Intersection LOS: B
Intersection Capacity Utilization 68.3% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: CR 58 & Commerce Drive/Gatewood

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	321	1165	100	122	1354	54	93	162	86	95	138	281
Satd. Flow (prot)	3204	3303	1478	1711	3388	1672	1636	3271	1463	1711	1801	1636
Flt Permitted	0.096			0.156			0.629			0.641		
Satd. Flow (perm)	324	3303	1478	281	3388	1672	1083	3271	1463	1154	1801	1636
Satd. Flow (RTOR)			70			56			93			286
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.92	0.92	0.92	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	3%	3%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	331	1201	103	127	1410	56	101	176	93	106	153	312
Turn Type	pm+pt		Perm	pm+pt		Free	pm+pt		Perm	pm+pt		Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		Free	8		8	4		Free
Detector Phase	5	2	2	1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0		2.0	6.0	6.0	2.0	6.0	
Minimum Split (s)	8.0	24.0	24.0	8.0	24.0		8.0	12.0	12.0	8.0	12.0	
Total Split (s)	10.0	44.0	44.0	8.0	42.0	0.0	7.0	21.0	21.0	7.0	21.0	0.0
Total Split (%)	12.5%	55.0%	55.0%	10.0%	52.5%	0.0%	8.8%	26.3%	26.3%	8.8%	26.3%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	4.0	4.0	6.0	6.0	4.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Act Effct Green (s)	51.0	42.3	42.3	48.0	40.8	80.0	15.2	10.3	10.3	15.3	10.3	80.0
Actuated g/C Ratio	0.64	0.53	0.53	0.60	0.51	1.00	0.19	0.13	0.13	0.19	0.13	1.00
v/c Ratio	0.74	0.69	0.13	0.48	0.82	0.03	0.43	0.42	0.35	0.43	0.66	0.19
Control Delay	24.5	24.1	11.8	15.2	15.4	0.0	31.0	34.3	10.7	30.6	46.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.5	24.1	11.8	15.2	15.4	0.0	31.0	34.3	10.7	30.6	46.4	0.3
LOS	C	C	B	B	B	A	C	C	B	C	D	A
Approach Delay		23.4			14.8			27.5			18.3	
Approach LOS		C			B			C			B	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 50 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 19.8 — Intersection LOS: B
Intersection Capacity Utilization 75.7% — ICU Level of Service D
Analysis Period (min) 15

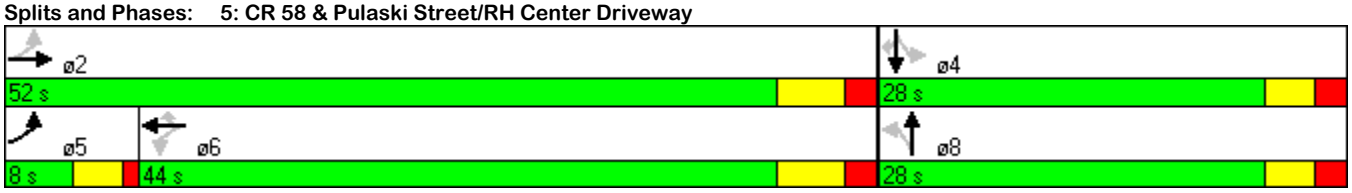
Splits and Phases: 4: CR 58 & Mill Road

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	1150	99	25	1341	124	119	58	18	175	43	70
Satd. Flow (prot)	1574	3222	0	1620	3355	1501	1711	1796	0	0	1790	1636
Flt Permitted	0.097			0.174			0.460				0.713	
Satd. Flow (perm)	161	3222	0	297	3355	1501	828	1796	0	0	1328	1636
Satd. Flow (RTOR)		19				131		20				76
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	1358	0	26	1412	131	129	83	0	0	237	76
Turn Type	pm+pt			Perm		Perm	Perm			Perm		Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		15.0	15.0	15.0	10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	8.0	22.0		22.0	22.0	22.0	26.0	26.0		26.0	26.0	26.0
Total Split (s)	8.0	52.0	0.0	44.0	44.0	44.0	28.0	28.0	0.0	28.0	28.0	28.0
Total Split (%)	10.0%	65.0%	0.0%	55.0%	55.0%	55.0%	35.0%	35.0%	0.0%	35.0%	35.0%	35.0%
Yellow Time (s)	3.0	4.0		4.0	4.0	4.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	6.0	6.0	6.0	5.0	5.0	4.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min		C-Min	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	53.1	51.1		44.7	44.7	44.7	17.9	17.9			17.9	17.9
Actuated g/C Ratio	0.66	0.64		0.56	0.56	0.56	0.22	0.22			0.22	0.22
v/c Ratio	0.49	0.66		0.16	0.75	0.15	0.70	0.20			0.80	0.18
Control Delay	23.7	10.7		14.6	18.9	2.8	47.5	19.4			48.4	6.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	23.7	10.7		14.6	18.9	2.8	47.5	19.4			48.4	6.9
LOS	C	B		B	B	A	D	B			D	A
Approach Delay		11.5			17.5			36.5			38.3	
Approach LOS		B			B			D			D	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 48 (60%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 18.0 — Intersection LOS: B
Intersection Capacity Utilization 80.2% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 5: CR 58 & Pulaski Street/RH Center Driveway



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	149	1255	1401	344	279	223
Satd. Flow (prot)	1770	3539	3539	1583	3433	1583
Flt Permitted	0.082				0.950	
Satd. Flow (perm)	153	3539	3539	1583	3433	1583
Satd. Flow (RTOR)				374		
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	162	1364	1523	374	303	242
Turn Type	pm+pt			Perm		pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases	2			6		4
Detector Phase	5	2	6	6	4	5
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	37.0	37.0	37.0	22.0	9.0
Total Split (s)	12.0	58.0	46.0	46.0	22.0	12.0
Total Split (%)	15.0%	72.5%	57.5%	57.5%	27.5%	15.0%
Yellow Time (s)	3.0	4.0	4.0	4.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	6.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	57.7	56.7	43.7	43.7	12.3	25.3
Actuated g/C Ratio	0.72	0.71	0.55	0.55	0.15	0.32
v/c Ratio	0.60	0.54	0.79	0.36	0.57	0.48
Control Delay	18.6	5.8	11.2	1.8	35.5	25.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.6	5.8	11.2	1.8	35.5	25.0
LOS	B	A	B	A	D	C
Approach Delay		7.2	9.3		30.8	
Approach LOS		A	A		C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 4 (5%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 11.5 — Intersection LOS: B
Intersection Capacity Utilization 68.3% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 6: CR 58 & Site Access

1: CR 58 & Tanger Mall Drive/Driveway

Build 2013 Mitigation
Saturday Peak

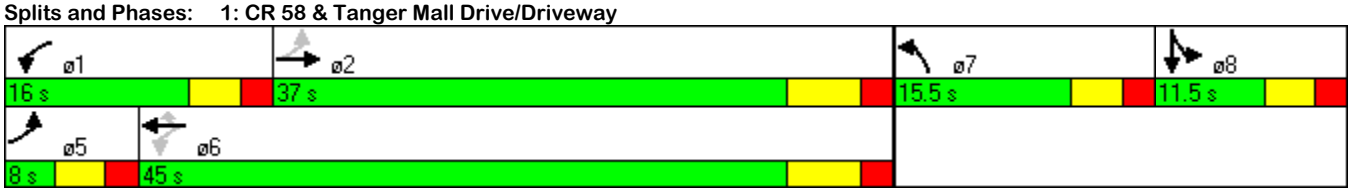
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	64	1163	213	369	1228	80	339	0	431	80	1	64
Satd. Flow (prot)	1770	3421	1531	1711	3421	1583	3433	0	1583	1770	1587	0
Flt Permitted	0.163			0.117			0.950			0.950		
Satd. Flow (perm)	304	3421	1531	211	3421	1583	3433	0	1583	1770	1587	0
Satd. Flow (RTOR)			125			85			376		70	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	1251	229	393	1306	85	368	0	468	87	71	0
Turn Type	pm+pt		Free	pm+pt		Perm	Prot		Free	Split		
Protected Phases	5	2		1	6		7			8	8	
Permitted Phases	2		Free	6		6			Free			
Detector Phase	5	2		1	6	6	7			8	8	
Switch Phase												
Minimum Initial (s)	2.0	20.0		2.0	20.0	20.0	4.0			4.0	4.0	
Minimum Split (s)	7.0	27.0		9.0	26.5	26.5	10.0			10.0	10.0	
Total Split (s)	8.0	37.0	0.0	16.0	45.0	45.0	15.5	0.0	0.0	11.5	11.5	0.0
Total Split (%)	10.0%	46.3%	0.0%	20.0%	56.3%	56.3%	19.4%	0.0%	0.0%	14.4%	14.4%	0.0%
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.0			3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0			2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.5	4.0	5.0	6.5	6.5	5.0	4.0	4.0	5.0	5.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead			Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min	C-Min	None			None	None	
Act Effct Green (s)	35.1	30.1	80.0	50.3	42.4	42.4	10.5		80.0	6.4	6.4	
Actuated g/C Ratio	0.44	0.38	1.00	0.63	0.53	0.53	0.13		1.00	0.08	0.08	
v/c Ratio	0.35	0.97	0.15	1.01	0.72	0.10	0.82		0.30	0.61	0.37	
Control Delay	13.2	45.3	0.2	54.5	19.7	4.9	50.1		0.5	55.5	15.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Total Delay	13.2	45.3	0.2	54.5	19.7	4.9	50.1		0.5	55.5	15.8	
LOS	B	D	A	D	B	A	D		A	E	B	
Approach Delay		37.2			26.7						37.7	
Approach LOS		D			C						D	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 45 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 30.0 — Intersection LOS: C
Intersection Capacity Utilization 81.8% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: CR 58 & Tanger Mall Drive/Driveway

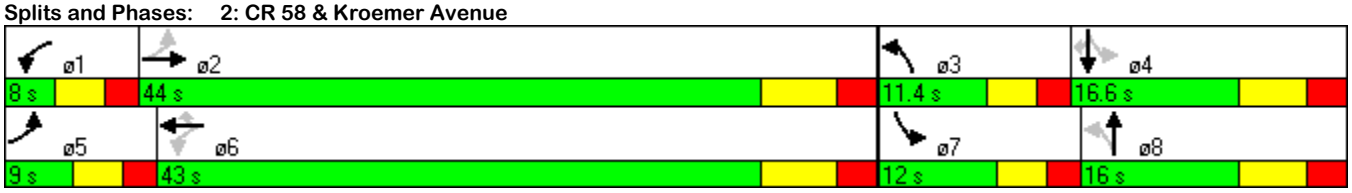


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	122	1448	57	59	1415	194	20	76	83	204	76	129
Satd. Flow (prot)	1711	3401	0	1711	3421	1583	1652	1660	0	1711	1801	1531
Flt Permitted	0.113			0.119			0.703			0.438		
Satd. Flow (perm)	203	3401	0	214	3421	1583	1222	1660	0	789	1801	1531
Satd. Flow (RTOR)		7				170		55				140
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	1601	0	62	1489	204	22	173	0	222	83	140
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		1	6	6	3	8		7	4	4
Switch Phase												
Minimum Initial (s)	2.0	20.0		2.0	20.0	20.0	4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	8.0	27.0		8.0	27.0	27.0	9.0	12.5		9.0	12.5	12.5
Total Split (s)	9.0	44.0	0.0	8.0	43.0	43.0	11.4	16.0	0.0	12.0	16.6	16.6
Total Split (%)	11.3%	55.0%	0.0%	10.0%	53.8%	53.8%	14.3%	20.0%	0.0%	15.0%	20.8%	20.8%
Yellow Time (s)	3.0	4.5		3.0	4.5	4.5	3.0	4.0		3.0	4.0	4.0
All-Red Time (s)	2.0	2.5		2.0	2.5	2.5	2.0	2.5		2.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	4.0	5.0	7.0	7.0	5.0	6.5	4.0	5.0	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?								Yes			Yes	Yes
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	44.7	39.3		41.9	36.6	36.6	16.1	8.6		20.3	16.0	16.0
Actuated g/C Ratio	0.56	0.49		0.52	0.46	0.46	0.20	0.11		0.25	0.20	0.20
v/c Ratio	0.67	0.96		0.36	0.95	0.25	0.08	0.76		0.79	0.23	0.33
Control Delay	28.1	20.5		8.4	21.7	0.7	21.6	45.6		47.9	31.1	8.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	28.1	20.5		8.4	21.7	0.7	21.6	45.6		47.9	31.1	8.8
LOS	C	C		A	C	A	C	D		D	C	A
Approach Delay		21.1			18.8			42.9			32.4	
Approach LOS		C			B			D			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 73 (91%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 22.4 — Intersection LOS: C
Intersection Capacity Utilization 85.8% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 2: CR 58 & Kroemer Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	1849	28	46	1749	95	39	1	47	101	4	73
Satd. Flow (prot)	1770	3539	1583	1770	3511	0	1652	1589	0	1652	1492	0
Flt Permitted	0.082			0.084			0.697			0.719		
Satd. Flow (perm)	153	3539	1583	156	3511	0	1212	1589	0	1250	1492	0
Satd. Flow (RTOR)			15		11			57			88	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.82	0.82	0.82	0.83	0.83	0.83
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	1988	30	50	2004	0	48	58	0	122	93	0
Turn Type	pm+pt		Perm	pm+pt			Perm			Perm		
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0	20.0	20.0	3.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	8.5	37.8	37.8	8.5	37.8		11.0	11.0		11.0	11.0	
Total Split (s)	8.6	50.0	50.0	8.5	49.9	0.0	21.5	21.5	0.0	21.5	21.5	0.0
Total Split (%)	10.8%	62.5%	62.5%	10.6%	62.4%	0.0%	26.9%	26.9%	0.0%	26.9%	26.9%	0.0%
Yellow Time (s)	3.0	4.8	4.8	3.0	4.8		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.0	2.0	1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.8	6.8	4.5	6.8	4.0	5.5	5.5	4.0	5.5	5.5	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Act Effct Green (s)	55.9	50.8	50.8	54.3	48.7		11.5	11.5		11.7	11.7	
Actuated g/C Ratio	0.70	0.64	0.64	0.68	0.61		0.14	0.14		0.15	0.15	
v/c Ratio	0.49	0.88	0.03	0.27	0.94		0.28	0.21		0.67	0.32	
Control Delay	16.5	16.6	6.0	6.4	22.1		32.8	10.3		49.3	10.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.5	16.6	6.0	6.4	22.1		32.8	10.3		49.3	10.6	
LOS	B	B	A	A	C		C	B		D	B	
Approach Delay		16.4			21.8			20.5			32.6	
Approach LOS		B			C			C			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 39 (49%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 19.7 — Intersection LOS: B
Intersection Capacity Utilization 82.6% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 3: CR 58 & Commerce Drive/Gatewood

4: CR 58 & Mill Road
Lanes, Volumes, Timings

Build 2013 Mitigation
Saturday Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	404	1590	141	102	1416	70	87	144	90	163	175	389
Satd. Flow (prot)	3204	3303	1478	1711	3421	1689	1652	3303	1478	1711	1801	1636
Flt Permitted	0.096			0.105			0.638			0.426		
Satd. Flow (perm)	324	3303	1478	189	3421	1689	1109	3303	1478	767	1801	1636
Satd. Flow (RTOR)			78			76			98			195
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	434	1710	152	111	1539	76	95	157	98	177	190	423
Turn Type	pm+pt		Perm	pm+pt		Free	pm+pt		Perm	pm+pt		Free
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		Free	8		8	4		Free
Detector Phase	5	2	2	1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	2.0	15.0	15.0	2.0	15.0		2.0	6.0	6.0	2.0	6.0	
Minimum Split (s)	8.0	24.0	24.0	8.0	24.0		8.0	12.0	12.0	8.0	12.0	
Total Split (s)	10.0	47.0	47.0	8.0	45.0	0.0	8.0	13.0	13.0	12.0	17.0	0.0
Total Split (%)	12.5%	58.8%	58.8%	10.0%	56.3%	0.0%	10.0%	16.3%	16.3%	15.0%	21.3%	0.0%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	4.0	4.0	6.0	6.0	4.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Act Effct Green (s)	50.1	43.2	43.2	45.1	39.0	80.0	12.7	6.7	6.7	20.3	11.9	80.0
Actuated g/C Ratio	0.63	0.54	0.54	0.56	0.49	1.00	0.16	0.08	0.08	0.25	0.15	1.00
v/c Ratio	0.98	0.96	0.18	0.60	0.92	0.04	0.47	0.57	0.46	0.62	0.71	0.26
Control Delay	48.1	36.4	10.1	25.3	24.5	0.0	33.5	43.8	15.5	35.2	49.6	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.1	36.4	10.1	25.3	24.5	0.0	33.5	43.8	15.5	35.2	49.6	0.4
LOS	D	D	B	C	C	A	C	D	B	D	D	A
Approach Delay		36.9			23.4			33.1			20.0	
Approach LOS		D			C			C			C	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 5 (6%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 29.6 — Intersection LOS: C
Intersection Capacity Utilization 81.4% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 4: CR 58 & Mill Road

5: CR 58 & Pulaski Street/RH Center Driveway
Lanes, Volumes, Timings

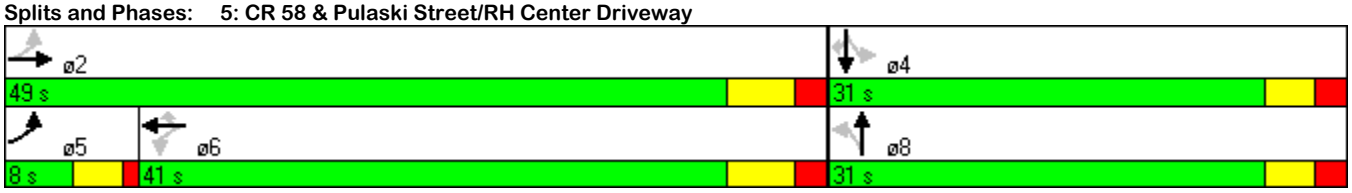
Build 2013 Mitigation
Saturday Peak

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	1659	85	44	1416	218	113	53	25	260	46	77
Satd. Flow (prot)	1652	3397	0	1652	3421	1531	1711	1773	0	0	1786	1636
Flt Permitted	0.094			0.103			0.368				0.699	
Satd. Flow (perm)	163	3397	0	179	3421	1531	663	1773	0	0	1302	1636
Satd. Flow (RTOR)		10				234		12				84
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	1855	0	48	1539	237	123	85	0	0	333	84
Turn Type	pm+pt			Perm		Perm	Perm			Perm		Perm
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6		6	8			4		4
Detector Phase	5	2		6	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	4.0	15.0		15.0	15.0	15.0	10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	8.0	22.0		22.0	22.0	22.0	26.0	26.0		26.0	26.0	26.0
Total Split (s)	8.0	49.0	0.0	41.0	41.0	41.0	31.0	31.0	0.0	31.0	31.0	31.0
Total Split (%)	10.0%	61.3%	0.0%	51.3%	51.3%	51.3%	38.8%	38.8%	0.0%	38.8%	38.8%	38.8%
Yellow Time (s)	3.0	4.0		4.0	4.0	4.0	3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	1.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	6.0	4.0	6.0	6.0	6.0	5.0	5.0	4.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Recall Mode	None	C-Min		C-Min	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)	47.9	45.9		39.5	39.5	39.5	23.1	23.1			23.1	23.1
Actuated g/C Ratio	0.60	0.57		0.49	0.49	0.49	0.29	0.29			0.29	0.29
v/c Ratio	0.62	0.95		0.55	0.91	0.27	0.64	0.16			0.89	0.16
Control Delay	26.1	20.5		46.6	31.0	3.0	40.6	18.0			52.7	5.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay	26.1	20.5		46.6	31.0	3.0	40.6	18.0			52.7	5.6
LOS	C	C		D	C	A	D	B			D	A
Approach Delay		20.8			27.8			31.3			43.2	
Approach LOS		C			C			C			D	

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 7 (9%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 26.3 — Intersection LOS: C
Intersection Capacity Utilization 98.7% — ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 5: CR 58 & Pulaski Street/RH Center Driveway



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	200	1535	1395	466	371	273
Satd. Flow (prot)	1770	3539	3539	1583	3433	1583
Flt Permitted	0.088				0.950	
Satd. Flow (perm)	164	3539	3539	1583	3433	1583
Satd. Flow (RTOR)				191		
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	217	1668	1516	507	403	297
Turn Type	pm+pt			pm+ov		pm+ov
Protected Phases	5	2	6	4	4	5
Permitted Phases	2			6		4
Detector Phase	5	2	6	4	4	5
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	37.0	37.0	22.0	22.0	9.0
Total Split (s)	14.0	58.0	44.0	22.0	22.0	14.0
Total Split (%)	17.5%	72.5%	55.0%	27.5%	27.5%	17.5%
Yellow Time (s)	3.0	4.0	4.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.0	6.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag			Lead
Lead-Lag Optimize?						
Recall Mode	None	C-Min	C-Min	None	None	None
Act Effct Green (s)	55.2	54.2	40.4	61.2	14.8	28.6
Actuated g/C Ratio	0.69	0.68	0.50	0.76	0.18	0.36
v/c Ratio	0.75	0.70	0.85	0.40	0.64	0.52
Control Delay	26.6	6.4	17.7	0.5	34.7	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.6	6.4	17.7	0.5	34.7	23.6
LOS	C	A	B	A	C	C
Approach Delay		8.7	13.4		30.0	
Approach LOS		A	B		C	

Intersection Summary

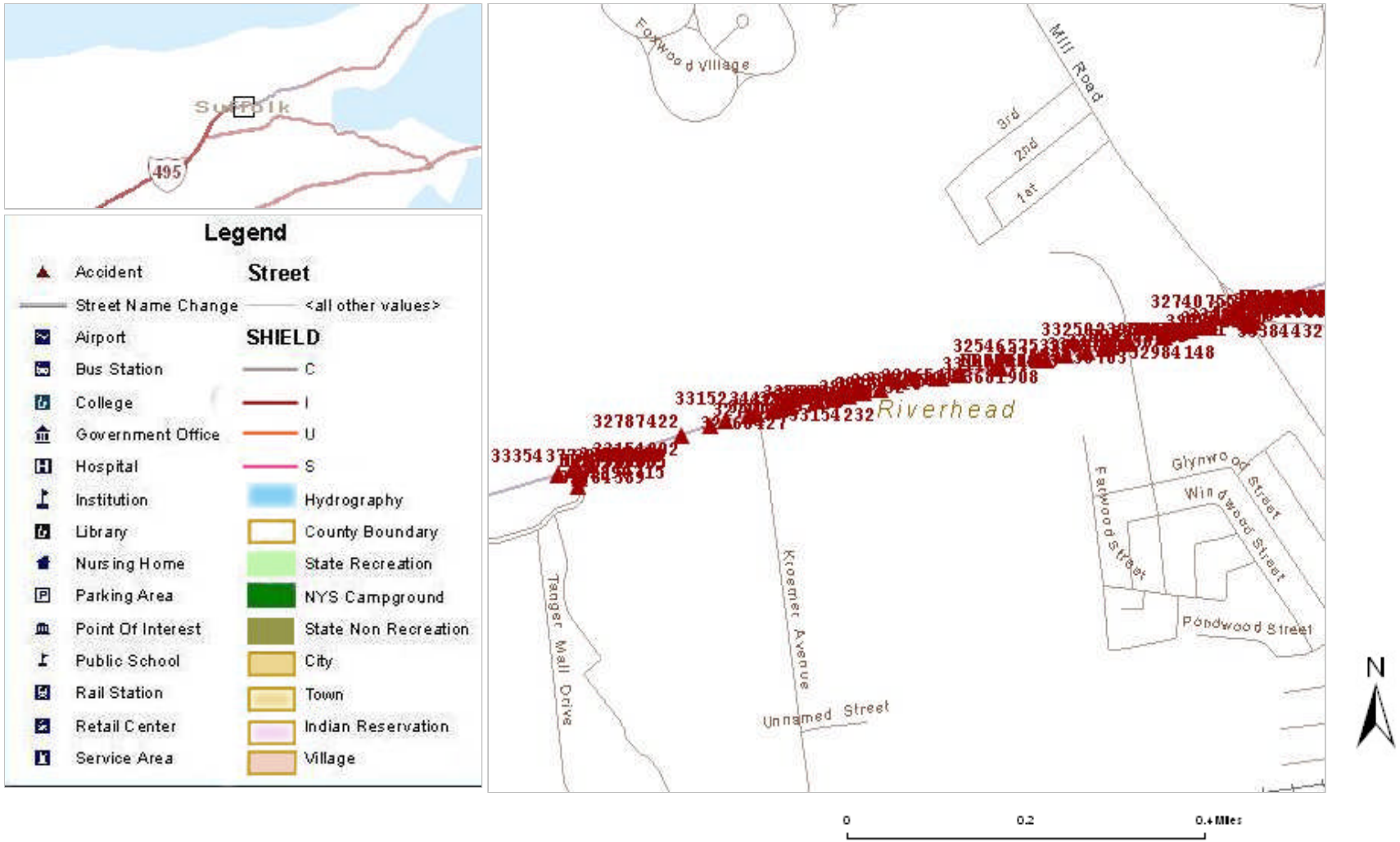
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 46 (58%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 14.0 — Intersection LOS: B
Intersection Capacity Utilization 73.6% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 6: CR 58 & Site Access

Appendix E

Description
Accident Data

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk



Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
23 Meters North of PULASKI ST

1/30/2008 Wed 07:34 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32519324**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 BUS Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 27 Sex: F Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2926 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: Y
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
330 Meters West of GATEWOOD ST

1/6/2008 Sun 07:02 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32529782**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5606 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FELL ASLEEP, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
74 Meters West of RAMP

4/10/2008 Thu 13:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32566542**

Accident Class: PROPERTY DAMAGE
Police Agency:
Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END
Weather: CLEAR
Road Surface Condition: DRY
Road Char.: STRAIGHT AND LEVEL
Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3203 State of Registration: NY
Num of Occupants: 1 Driver's Age: 70 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :2 TRUCK Registered Weight: 56000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
74 Meters West of RAMP

1/14/2008 Mon 18:24 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2008-32490895**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3049 State of Registration: NY
Num of Occupants: 4 Driver's Age: 49 Sex: F Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MERGING
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3208 State of Registration: NY
Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MERGING
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
61 Meters East of KROEMER AVE

1/24/2008 Thu 10:29 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32540241**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3387 State of Registration: NY
Num of Occupants: 2 Driver's Age: 83 Sex: F Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 6850 State of Registration: NY
Num of Occupants: 1 Driver's Age: 62 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH KROEMER AVE

3/20/2008 Thu 10:44 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32582887**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 TRUCK Registered Weight: 76600 State of Registration: NY
Num of Occupants: 1 Driver's Age: 34 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 5800 State of Registration: NY
Num of Occupants: 1 Driver's Age: 71 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
74 Meters West of RAMP

2/6/2008 Wed 08:47 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32546559**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 9200 State of Registration: NY

Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3587 State of Registration: NY
Num of Occupants: 3 Driver's Age: 24 Sex: M Citation Issued: Y
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INEXPERIENCE, UNSAFE SPEED

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: COUNTY RTE 58
74 Meters West of RAMP

2/13/2008 Wed 16:03 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32546594**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2985 State of Registration: NY
Num of Occupants: 2 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3236 State of Registration: NY
Num of Occupants: 2 Driver's Age: 32 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
74 Meters West of RAMP

4/25/2008 Fri 14:08 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32592414**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: MA
Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 3335 State of Registration: NY
Num of Occupants: 3 Driver's Age: 51 Sex: F Citation Issued: N

Direction of Travel: EAST Public Property Damage: N School Bus Involved: N

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
23 Meters North of PULASKI ST

2/8/2008 Fri 20:37 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32526088**

Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN

Manner of Collision: UNKNOWN Weather: UNKNOWN

Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2830 State of Registration: NY
Num of Occupants: 1 Driver's Age: 17 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3188 State of Registration: NY
Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
7 Meters South of PULASKI ST

2/16/2008 Sat 07:59 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32546556**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3796 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: Y
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: BACKING
Apparent Factors: BACKING UNSAFELY, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3086 State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
175 Meters West of GATEWOOD ST

2/26/2008 Tue 18:16 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32546575**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3076 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: PAVEMENT SLIPPERY, FOLLOWING TOO CLOSELY

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3711 State of Registration: NY
Num of Occupants: 1 Driver's Age: 68 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
23 Meters North of PULASKI ST

4/18/2008 Fri 12:46 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32575492**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: VT
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: BACKING
Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2816 State of Registration: NY
Num of Occupants: 3 Driver's Age: 63 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
23 Meters North of PULASKI ST

2/28/2008 Thu 07:12 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32578224**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT TURN (WITH OTHER CAR) Weather: CLEAR
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3129 State of Registration: NY

Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

Veh :1 BUS Registered Weight: State of Registration: NY
Num of Occupants: 7 Driver's Age: 60 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH KROEMER AVE

3/6/2008 Thu 18:16 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32597509**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2617 State of Registration: NY
Num of Occupants: 2 Driver's Age: 19 Sex: F Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2837 State of Registration: NY
Num of Occupants: 2 Driver's Age: 43 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 495 07031405 Street: OLD COUNTRY RD
AT INTERSECTION WITH TANGER MALL DR

2/23/2008 Sat 15:11 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32578065**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3184 State of Registration: NY
Num of Occupants: 3 Driver's Age: 27 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:

Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4363 State of Registration: NY
Num of Occupants: 3 Driver's Age: 43 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH GATEWOOD ST

3/11/2008 Tue 17:16 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32572805**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3148 State of Registration: NY
Num of Occupants: 1 Driver's Age: 62 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: GLARE, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :2 CAR/VAN/PICKUP Registered Weight: 4902 State of Registration: NY
Num of Occupants: 2 Driver's Age: 51 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
330 Meters West of GATEWOOD ST

3/16/2008 Sun 13:18 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32564143**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3621 State of Registration: NY
Num of Occupants: 3 Driver's Age: 42 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

Veh :2 CAR/VAN/PICKUP Registered Weight: 2701 State of Registration: NY
Num of Occupants: 2 Driver's Age: 28 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2943 State of Registration: NY
Num of Occupants: 3 Driver's Age: 27 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: 495 07031405 Street: [Route] 58
AT INTERSECTION WITH TANGER MALL DR

4/5/2008 Sat 10:50 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32607058**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: REAR END Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3845 State of Registration: NY
Num of Occupants: 1 Driver's Age: 30 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3058 State of Registration: NY
Num of Occupants: 1 Driver's Age: 63 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
74 Meters West of RAMP

4/6/2008 Sun 12:30 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2008-32637878**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2970 State of Registration: NY
Num of Occupants: 1 Driver's Age: 46 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3805 State of Registration: NY
Num of Occupants: 2 Driver's Age: 56 Sex: F Citation Issued: Y

Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Veh :3 OTHER Registered Weight: State of Registration: PA
Num of Occupants: 1 Driver's Age: 58 Sex: m Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
51 Meters West of RAMP

4/4/2008 Fri 11:44 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32644740**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: RIGHT ANGLE Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3483 State of Registration: NY
Num of Occupants: 2 Driver's Age: 71 Sex: M Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4079 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
14 Meters West of RAMP

4/17/2008 Thu 19:47 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32644819**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2326 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3198 State of Registration: NY
Num of Occupants: 1 Driver's Age: 70 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: N School Bus Involved: N

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: TANGER MALL DR
AT INTERSECTION WITH OLD COUNTRY RD

4/18/2008 Fri 18:43 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32644760**

Accident Class: INJURY Police Agency: Num of Veh: 1

Type Of Accident: COLLISION WITH PEDESTRIAN Traffic Control: NONE

Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: UNKNOWN Action of Ped/Bicycle: UNKNOWN

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: TANGER MALL DR
***** CONTINUED

Veh :2 PEDESTRIAN Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 63 Sex: M Citation Issued: N
Direction of Travel: NOT APPLICABLE Public Property Damage: N School Bus Involved: N
Pre-Accd Action: NOT APPLICABLE
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3686 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, PEDESTRIAN'S ERROR/CONFUSION

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
175 Meters West of GATEWOOD ST

4/25/2008 Fri 16:21 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32642953**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4627 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, OTHER (VEHICLE)

Veh :1 CAR/VAN/PICKUP Registered Weight: 5606 State of Registration: NY
Num of Occupants: 4 Driver's Age: 29 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, OTHER (VEHICLE)

County: Suffolk Muni: Riverhead(T) Ref. Marker: 495 07031405 Street: [Route] 58
AT INTERSECTION WITH TANGER MALL DR

5/10/2008 Sat 21:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32644504**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH CURBING Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3282 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: OUTSIDE CAR DISTRACTION, DRIVER INEXPERIENCE

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: PULASKI ST
7 Meters West of RAMP

5/21/2008 Wed 14:42 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32644528**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: UNKNOWN Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4905 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: CHANGING LANES
Apparent Factors: UNSAFE LANE CHANGE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4318 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: BACKING UNSAFELY, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH KROEMER AVE

6/27/2008 Fri 11:15 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32655168**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2930 State of Registration: NY
Num of Occupants: 1 Driver's Age: 73 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 2440 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: N School Bus Involved: N

Pre-Accd Action: CHANGING LANES

Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
72 Meters East of GATEWOOD ST

6/14/2008 Sat 08:53 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32683746**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: REAR END Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3209 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: Y
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 4125 State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: TANGER MALL DR
AT INTERSECTION WITH OLD COUNTRY RD

6/19/2008 Thu 13:51 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32683686**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4003 State of Registration: NY
Num of Occupants: 4 Driver's Age: 19 Sex: F Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3358 State of Registration: NY
Num of Occupants: 1 Driver's Age: 65 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
330 Meters West of GATEWOOD ST

7/2/2008 Wed 13:46 PM Persons Killed: 0 Persons Injured: 4 Extent of Injuries: CCCC **Case: 2008-32655690**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3081 State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
***** CONTINUED

Veh :3 CAR/VAN/PICKUP Registered Weight: 3151 State of Registration: NY
Num of Occupants: 3 Driver's Age: 62 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5297 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
72 Meters East of GATEWOOD ST

6/17/2008 Tue 14:22 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2008-32685776**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 4
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3203 State of Registration: NY
Num of Occupants: 2 Driver's Age: 77 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 40 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

Veh :4 CAR/VAN/PICKUP Registered Weight: 3135 State of Registration: NY

Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 4591 State of Registration: NY
Num of Occupants: 2 Driver's Age: 77 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, UNKNOWN

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
6 Meters East of GATEWOOD ST

6/20/2008 Fri 08:24 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32685835**
Accident Class: INJURY Police Agency: Num of Veh: 4
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2377 State of Registration: NY
Num of Occupants: 2 Driver's Age: 73 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :4 CAR/VAN/PICKUP Registered Weight: 3392 State of Registration: NY
Num of Occupants: 1 Driver's Age: 36 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3051 State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

Veh :3 CAR/VAN/PICKUP Registered Weight: 3311 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
330 Meters West of GATEWOOD ST

6/26/2008 Thu 13:29 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2008-32671367**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3

Type Of Accident: COLLISION WITH MOTOR VEHICLE
Traffic Control: NONE
Manner of Collision: OTHER
Weather: CLEAR
Road Surface Condition: DRY
Road Char.: STRAIGHT AND LEVEL
Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP
Registered Weight: 3311
State of Registration: NY
Num of Occupants: 1
Driver's Age: 25
Sex: F
Citation Issued: N
Direction of Travel: EAST
Public Property Damage: N
School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

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Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
***** CONTINUED

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
Num of Occupants: 2 Driver's Age: 36 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3024 State of Registration: NY
Num of Occupants: 3 Driver's Age: 22 Sex: M Citation Issued: Y
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
74 Meters West of RAMP

7/23/2008 Wed 13:43 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2008-32689961**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3120 State of Registration: NY
Num of Occupants: 2 Driver's Age: 64 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MERGING
Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3225 State of Registration: NY
Num of Occupants: 1 Driver's Age: 59 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MERGING
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
AT INTERSECTION WITH KROEMER AVE

6/19/2008 Thu 21:09 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BB **Case: 2008-32660170**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4508 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

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County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: MA
Num of Occupants: 1 Driver's Age: 49 Sex: M Citation Issued: Y
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: ALCOHOL INVOLVEMENT, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH KROEMER AVE

7/10/2008 Thu 14:07 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32718464**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3983 State of Registration: NY
Num of Occupants: 1 Driver's Age: 59 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, NOT APPLICABLE

Veh :2 TRUCK Registered Weight: State of Registration: PA
Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: 495 07031405 Street: [Route] 58
AT INTERSECTION WITH TANGER MALL DR

7/8/2008 Tue 17:03 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2008-32700874**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2687 State of Registration: NY

Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4673 State of Registration: NY
Num of Occupants: 2 Driver's Age: 44 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

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County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
AT INTERSECTION WITH PULASKI ST

8/16/2008 Sat 18:32 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32705090**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 55 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3031 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: 495 07031405 Street: OLD COUNTRY RD
AT INTERSECTION WITH TANGER MALL DR

7/22/2008 Tue 12:32 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC **Case: 2008-32773788**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 10000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: OTHER
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :3 CAR/VAN/PICKUP Registered Weight: 5144 State of Registration: NY
Num of Occupants: 2 Driver's Age: 19 Sex: F Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 5826 State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

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County: Suffolk Muni: Riverhead(T) Ref. Marker: 495 07031405 Street: OLD COUNTRY RD
AT INTERSECTION WITH TANGER MALL DR

8/28/2008 Thu 13:37 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32711042**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2282 State of Registration: NY
Num of Occupants: 2 Driver's Age: 20 Sex: F Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: DRIVER INATTENTION, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 2690 State of Registration: NY
Num of Occupants: 1 Driver's Age: 76 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
74 Meters West of RAMP

7/29/2008 Tue 09:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32719413**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3717 State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :1 OTHER Registered Weight: State of Registration: MD
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: N School Bus Involved: N

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: UNKNOWN, TRAFFIC CONTROL DEVICES DISREGARDED

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: TANGER MALL DR
AT INTERSECTION WITH OLD COUNTRY RD

8/10/2008 Sun 21:30 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32720184**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN

Manner of Collision: UNKNOWN Weather: RAIN

Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

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County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: TANGER MALL DR
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2623 State of Registration: NY
Num of Occupants: 1 Driver's Age: 17 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, REACTION TO OTHER UNINVOLVED VEHICL

Veh :1 CAR/VAN/PICKUP Registered Weight: 4361 State of Registration: NY
Num of Occupants: 2 Driver's Age: 56 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
74 Meters West of RAMP

8/5/2008 Tue 16:44 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2008-32745906**
Accident Class: INJURY Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 8600 State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: N
Direction of Travel: NORTH-EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3401 State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 5150 State of Registration: NY

Num of Occupants: 1 Driver's Age: 62 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
91 Meters West of KROEMER AVE
8/10/2008 Sun 11:53 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: A **Case: 2008-32740748**
Accident Class: INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH BICYCLIST Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST NOT AT INTERSECTION Action of Ped/Bicycle: OTHER ACTIONS IN ROADWAY

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
***** CONTINUED

Veh :2 BICYCLE Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TURNING IMPROPER

Veh :1 CAR/VAN/PICKUP Registered Weight: 2009 State of Registration: NY
Num of Occupants: 2 Driver's Age: 27 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
16 Meters East of RAMP

8/15/2008 Fri 14:23 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2008-32740755**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3481 State of Registration: NY
Num of Occupants: 2 Driver's Age: 56 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 5051 State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: OTHER
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH MILL RD

8/11/2008 Mon 14:27 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32739055**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3458 State of Registration: NY
Num of Occupants: 2 Driver's Age: 73 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: CHANGING LANES
Apparent Factors: BRAKES DEFECTIVE, PASSING OR LANE USAGE IMPROPERLY

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2698 State of Registration: NY
Num of Occupants: 1 Driver's Age: 46 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Kroemer Ave

8/26/2008 Tue 20:09 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2008-32740435**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2687 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

Veh :2 MOTORCYCLE Registered Weight: State of Registration: FL
Num of Occupants: 1 Driver's Age: 38 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: COUNTY RTE 58
15 Meters West of KROEMER AVE

8/23/2008 Sat 09:29 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32740774**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: VT

Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, ANIMAL'S ACTION

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
259 Meters West of GATEWOOD ST

10/17/2008 Fri 11:20 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32764457**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3173 State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 MOTORCYCLE Registered Weight: State of Registration: MA
Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
152 Meters East of KROEMER AVE

8/16/2008 Sat 23:29 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32728447**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 39 Sex: M Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3727 State of Registration: NY
Num of Occupants: 2 Driver's Age: 33 Sex: F Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: ALCOHOL INVOLVEMENT, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
AT INTERSECTION WITH Old Country Rd

9/6/2008 Sat 12:03 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32784383**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 38 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3888 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
AT INTERSECTION WITH Pulaski St

9/15/2008 Mon 13:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32743621**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3805 State of Registration: NY
Num of Occupants: 1 Driver's Age: 47 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3725 State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: COUNTY RTE 58
AT INTERSECTION WITH Tanger Mall Dr

10/11/2008 Sat 12:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32764454**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: Y
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3231 State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: VIEW OBSTRUCTED/LIMITED, NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: COUNTY RTE 58
31 Meters West of Tanger Mall Dr

9/11/2008 Thu 07:46 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32784389**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2548 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 9000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 62 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
AT INTERSECTION WITH Pulaski St

9/15/2008 Mon 09:08 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32784396**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3351 State of Registration: NY
Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: VIEW OBSTRUCTED/LIMITED, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 2549 State of Registration: NY
Num of Occupants: 1 Driver's Age: 33 Sex: F Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
AT INTERSECTION WITH Tanger Mall Dr

9/3/2008 Wed 19:32 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32784482**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: RIGHT ANGLE Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3266 State of Registration: NY
Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
AT INTERSECTION WITH Mill Rd

10/1/2008 Wed 12:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32771132**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3700 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3504 State of Registration: NY
Num of Occupants: 1 Driver's Age: 68 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
152 Meters West of Kroemer Ave

10/12/2008 Sun 14:12 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32787422**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3810 State of Registration: NY
Num of Occupants: 5 Driver's Age: 48 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3482 State of Registration: NY
Num of Occupants: 2 Driver's Age: 51 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING U TURN
Apparent Factors: TURNING IMPROPER, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Mill Rd

10/12/2008 Sun 12:57 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32835240**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3296 State of Registration: NY
Num of Occupants: 2 Driver's Age: 37 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2546 State of Registration: NY
Num of Occupants: 1 Driver's Age: 80 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: TANGER MALL DR
30 Meters South of Old Country Rd

10/3/2008 Fri 17:31 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32890715**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH CURBING Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2218 State of Registration: NY

Num of Occupants: 1 Driver's Age: 17 Sex: M Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: STEERING FAILURE, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
330 Meters West of Gatewood St

12/5/2008 Fri 13:47 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32917217**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 5350 State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 Sex: F Citation Issued: Y
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
15 Meters West of Mill Rd

10/29/2008 Wed 16:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32825718**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: OVERTAKING Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 OTHER Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2974 State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Mill Rd

10/21/2008 Tue 21:03 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2008-32835048**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3176 State of Registration: NY
Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 9500 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: OTHER
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
AT INTERSECTION WITH Kroemer Ave

10/31/2008 Fri 19:24 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2008-32835069**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 MOTORCYCLE Registered Weight: 370 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ANIMAL'S ACTION, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH Kroemer Ave

10/30/2008 Thu 18:47 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32835065**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2508 State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3434 State of Registration: NY

Num of Occupants: 1 Driver's Age: 17 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
11/18/2008 Tue 14:23 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32869956**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: SIDESWIPE Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 19 Sex: M Citation Issued: Y
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: OTHER
Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4628 State of Registration: NY
Num of Occupants: 1 Driver's Age: 27 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: KROEMER AVE
AT INTERSECTION WITH COUNTY RTE 58

11/28/2008 Fri 00:52 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32869963**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2614 State of Registration: NY
Num of Occupants: 2 Driver's Age: 19 Sex: F Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3605 State of Registration: NY
Num of Occupants: 2 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: UNSAFE LANE CHANGE, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD

11/30/2008 Sun 22:22 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32870463**

Accident Class: PROPERTY DAMAGE
Police Agency:
Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END
Weather: RAIN
Road Surface Condition: WET
Road Char.: STRAIGHT AND LEVEL
Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE

Veh :2
CAR/VAN/PICKUP
Registered Weight: 1889
State of Registration: NY
Num of Occupants: 1
Driver's Age: 25
Sex: F
Citation Issued: N
Direction of Travel: EAST
Public Property Damage: N
School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3208 State of Registration: NY
Num of Occupants: 1 Driver's Age: 73 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN ON RED
Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH MILL RD

11/30/2008 Sun 20:24 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32870476**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3354 State of Registration: NY
Num of Occupants: 1 Driver's Age: 67 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: OTHER
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2952 State of Registration: NY
Num of Occupants: 2 Driver's Age: 67 Sex: F Citation Issued: Y
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: COUNTY RTE 58
30 Meters East of KROEMER AVE

12/8/2008 Mon 17:26 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32917225**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3850 State of Registration: NY

Num of Occupants: 1 Driver's Age: 17 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INEXPERIENCE, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 4517 State of Registration: NY
Num of Occupants: 1 Driver's Age: 76 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, UNKNOWN

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: COUNTY RTE 58
AT INTERSECTION WITH MILL RD

12/9/2008 Tue 09:56 AM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2008-32938683**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3126 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: OTHER
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2634 State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3889 State of Registration: NY
Num of Occupants: 3 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH MILL RD

12/31/2008 Wed 14:29 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32917373**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3070 State of Registration: NY
Num of Occupants: 1 Driver's Age: 51 Sex: F Citation Issued: N

Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2974 State of Registration: NY
Num of Occupants: 1 Driver's Age: 32 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
23 Meters West of MILL RD

12/21/2008 Sun 20:03 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2008-32938681**
Accident Class: INJURY Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 7405 State of Registration: NY
Num of Occupants: 2 Driver's Age: 63 Sex: M Citation Issued: N
Direction of Travel: NOT ENTERED Public Property Damage: N School Bus Involved: N
Pre-Accd Action: NOT ENTERED
Apparent Factors: FOLLOWING TOO CLOSELY, PAVEMENT SLIPPERY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3529 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: Y
Direction of Travel: NORTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING U TURN
Apparent Factors: UNKNOWN, TURNING IMPROPER

Veh :2 CAR/VAN/PICKUP Registered Weight: 3909 State of Registration: NY
Num of Occupants: 2 Driver's Age: 52 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
122 Meters East of KROEMER AVE

12/16/2008 Tue 11:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-32917352**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5695 State of Registration: NY
Num of Occupants: 1 Driver's Age: 38 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2683 State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD

12/24/2008 Wed 08:07 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2008-32917351**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: SLEET/HAIL/FREEZING RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3629 State of Registration: NY
Num of Occupants: 2 Driver's Age: 77 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2745 State of Registration: NY
Num of Occupants: 1 Driver's Age: 42 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
AT INTERSECTION WITH COUNTY RTE 58

12/26/2008 Fri 12:29 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2008-32917354**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4693 State of Registration: NY
Num of Occupants: 1 Driver's Age: 60 Sex: M Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2419 State of Registration: NY
Num of Occupants: 1 Driver's Age: 83 Sex: F Citation Issued: N

Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: DRIVER INATTENTION, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: ROUTE 58

1/12/2009 Mon 16:27 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-32946828**

Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

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County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: ROUTE 58
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3638 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2974 State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH MILL RD

1/12/2009 Mon 16:36 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-32946982**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3932 State of Registration: NY
Num of Occupants: 3 Driver's Age: 39 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: CHANGING LANES
Apparent Factors: UNSAFE LANE CHANGE, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2974 State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: COUNTY RTE 58
AT INTERSECTION WITH KROEMER AVE

1/15/2009 Thu 14:59 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-32960427**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT TURN (WITH OTHER CAR) Weather: SNOW
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4530 State of Registration: NY
Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: COUNTY RTE 58
***** CONTINUED
Veh :1 TRUCK Registered Weight: 55000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 38 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
2/5/2009 Thu 08:56 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-32984148**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4358 State of Registration: NY
Num of Occupants: 1 Driver's Age: 34 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 47 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, DRIVER INATTENTION

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
3/11/2009 Wed 13:25 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-32999997**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3208 State of Registration: NY
Num of Occupants: 2 Driver's Age: 23 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 5112 State of Registration: NY
Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH KROEMER AVE

3/26/2009 Thu 21:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33002927**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2434 State of Registration: NY
Num of Occupants: 1 Driver's Age: 60 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2445 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
AT INTERSECTION WITH MILL RD

3/28/2009 Sat 16:19 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33002932**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4365 State of Registration: NY
Num of Occupants: 3 Driver's Age: 45 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MERGING
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 5287 State of Registration: NY
Num of Occupants: 2 Driver's Age: 51 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: N School Bus Involved: N

Pre-Accd Action: MERGING

Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD

4/14/2009 Tue 14:04 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2009-33002777**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
***** CONTINUED

Veh :3 CAR/VAN/PICKUP Registered Weight: 4270 State of Registration: NY
Num of Occupants: 2 Driver's Age: 73 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 4984 State of Registration: NY
Num of Occupants: 1 Driver's Age: 43 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2932 State of Registration: NY
Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
AT INTERSECTION WITH MILL RD

4/25/2009 Sat 16:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33028108**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2952 State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3336 State of Registration: NY

Num of Occupants: 1 Driver's Age: 46 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
AT INTERSECTION WITH MILL RD

4/30/2009 Thu 12:09 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2009-33027987**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 4682 State of Registration: NY
Num of Occupants: 2 Driver's Age: 19 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2952 State of Registration: NY
Num of Occupants: 1 Driver's Age: 86 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH MILL RD

6/16/2009 Tue 18:02 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: ACC **Case: 2009-33043451**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4510 State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3090 State of Registration: NY
Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, FAILURE TO YIELD RIGHT OF WAY

Veh :3 CAR/VAN/PICKUP Registered Weight: 4582 State of Registration: NY

Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
AT INTERSECTION WITH MILL RD

5/6/2009 Wed 20:59 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33087701**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2370 State of Registration: NY
Num of Occupants: 1 Driver's Age: 68 Sex: F Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 6048 State of Registration: NY
Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
5/14/2009 Thu 10:01 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33055017**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2454 State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2683 State of Registration: NY
Num of Occupants: 2 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
5/10/2009 Sun 14:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33065193**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 3

Type Of Accident: COLLISION WITH MOTOR VEHICLE
Traffic Control: NONE
Manner of Collision: OTHER
Weather: CLEAR
Road Surface Condition: DRY
Road Char.: STRAIGHT AND LEVEL
Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP
Registered Weight: 2398
State of Registration: NY
Num of Occupants: 5
Driver's Age: 17
Sex: M
Citation Issued: N
Direction of Travel: EAST
Public Property Damage: N
School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 5606 State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 2910 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD

5/10/2009 Sun 12:06 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2009-33087707**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3415 State of Registration: NY
Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3340 State of Registration: NY
Num of Occupants: 2 Driver's Age: 51 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
AT INTERSECTION WITH PULASKI ST

6/3/2009 Wed 16:55 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33060851**

Accident Class: PROPERTY DAMAGE AND INJURY
Police Agency:
Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Traffic Control: STOP SIGN
Manner of Collision: UNKNOWN
Weather: RAIN
Road Surface Condition: WET
Road Char.: STRAIGHT AND LEVEL
Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP
Registered Weight: 3313
State of Registration: NY
Num of Occupants: 1
Driver's Age: 70
Sex: M
Citation Issued: N
Direction of Travel: NORTH
Public Property Damage: N
School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

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County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3395 State of Registration: NY
Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, REACTION TO OTHER UNINVOLVED VEHICL

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
46 Meters East of KROEMER AVE

5/19/2009 Tue 10:57 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33087717**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3231 State of Registration: NY
Num of Occupants: 1 Driver's Age: 86 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 5666 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
AT INTERSECTION WITH [Route] 58

6/16/2009 Tue 11:10 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33110256**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3202 State of Registration: NY

Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: BACKING
Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, BACKING UNSAFELY

Veh :1 MOTORCYCLE Registered Weight: 367 State of Registration: NY
Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH MILL RD

6/26/2009 Fri 13:49 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33110316**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH SIGN POST Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2698 State of Registration: NY
Num of Occupants: 1 Driver's Age: 87 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: Y School Bus Involved: N
Pre-Accd Action: STARTING FROM PARKING
Apparent Factors: DRIVER INATTENTION, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD

6/29/2009 Mon 10:52 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33110322**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: FL
Num of Occupants: 2 Driver's Age: 65 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3622 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
81 Meters West of Ramp

8/6/2009 Thu 10:06 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33099426**

Accident Class: PROPERTY DAMAGE
Police Agency:
Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Traffic Control: NO PASSING ZONE
Manner of Collision: RIGHT TURN (AGAINST OTHER CAR)
Weather: CLEAR
Road Surface Condition: DRY
Road Char.: STRAIGHT AND LEVEL
Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

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County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3701 State of Registration: NY
Num of Occupants: 1 Driver's Age: 79 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2519 State of Registration: NY
Num of Occupants: 1 Driver's Age: 34 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
AT INTERSECTION WITH PULASKI ST

4/25/2009 Sat 07:30 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33146200**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: UNKNOWN Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3415 State of Registration: NY
Num of Occupants: 1 Driver's Age: 60 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
AT INTERSECTION WITH PULASKI ST

6/10/2009 Wed 08:02 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33105685**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3799 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, REACTION TO OTHER UNINVOLVED VEHICL

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
***** CONTINUED
Veh :1 BUS Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 61 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: ROUTE 58
6/10/2009 Wed 12:21 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2009-33110244**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2943 State of Registration: NY
Num of Occupants: 2 Driver's Age: 20 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2654 State of Registration: NY
Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
6/27/2009 Sat 09:51 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2009-33093566**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3428 State of Registration: NY
Num of Occupants: 1 Driver's Age: 44 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2663 State of Registration: NY
Num of Occupants: 2 Driver's Age: 56 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, UNKNOWN

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
AT INTERSECTION WITH PULASKI ST

6/25/2009 Thu 07:41 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33096060**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 10000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3415 State of Registration: NY
Num of Occupants: 1 Driver's Age: 60 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
AT INTERSECTION WITH PULASKI ST

7/21/2009 Tue 09:11 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33154723**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3838 State of Registration: NY
Num of Occupants: 2 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, VIEW OBSTRUCTED/LIMITED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2472 State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH MILL RD

7/22/2009 Wed 15:57 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33154720**

Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2749 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4320 State of Registration: NY
Num of Occupants: 2 Driver's Age: 58 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
7/27/2009 Mon 13:04 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33138631**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4582 State of Registration: NY
Num of Occupants: 1 Driver's Age: 46 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4202 State of Registration: NY
Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: PULASKI ST
AT INTERSECTION WITH MILL RD
7/26/2009 Sun 12:02 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33140860**

Accident Class: PROPERTY DAMAGE
Police Agency:
Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Traffic Control: STOP SIGN
Manner of Collision: OVERTAKING
Weather: CLEAR
Road Surface Condition: DRY
Road Char.: STRAIGHT AND LEVEL
Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP
Registered Weight: 4510
State of Registration: NY
Num of Occupants: 1
Driver's Age: 36
Sex: M
Citation Issued: N
Direction of Travel: WEST
Public Property Damage: N
School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, UNKNOWN

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: PULASKI ST
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3362 State of Registration: NY
Num of Occupants: 2 Driver's Age: 64 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, PASSING OR LANE USAGE IMPROPERLY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: ROUTE 58
AT INTERSECTION WITH KROEMER AVE

8/10/2009 Mon 19:46 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33152344**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2315 State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3183 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
2 Meters North of Ramp

8/7/2009 Fri 17:22 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33154234**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3740 State of Registration: NY

Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2952 State of Registration: NY
Num of Occupants: 1 Driver's Age: 39 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, VIEW OBSTRUCTED/LIMITED

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: ROUTE 58
61 Meters East of KROEMER AVE

8/5/2009 Wed 01:29 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33154232**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4335 State of Registration: NY
Num of Occupants: 1 Driver's Age: 21 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: Y School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: ROUTE 58
AT INTERSECTION WITH KROEMER AVE

8/2/2009 Sun 12:58 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33157522**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2895 State of Registration: NY
Num of Occupants: 5 Driver's Age: 34 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: BACKING
Apparent Factors: BACKING UNSAFELY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: US
Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: ROUTE 58
155 Meters East of Kroemer Ave

8/2/2009 Sun 11:52 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33157520**

Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: ROUTE 58
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3055 State of Registration: NY
Num of Occupants: 3 Driver's Age: 18 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3191 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: TANGER MALL DR
8/12/2009 Wed 15:37 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33154238**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: FL
Num of Occupants: 1 Driver's Age: 60 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2986 State of Registration: NY
Num of Occupants: 3 Driver's Age: 30 Sex: F Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: COUNTY RTE 58
335 Meters West of KROEMER AVE
8/24/2009 Mon 14:36 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33154202**

Accident Class: PROPERTY DAMAGE
Police Agency:
Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE
Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END
Weather: CLEAR
Road Surface Condition: DRY
Road Char.: STRAIGHT AND LEVEL
Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE

Veh :2
CAR/VAN/PICKUP
Registered Weight: 3089
State of Registration: NY
Num of Occupants: 2
Driver's Age: 18
Sex: F
Citation Issued: N
Direction of Travel: WEST
Public Property Damage: N
School Bus Involved: N
Pre-Accd Action: CHANGING LANES
Apparent Factors: UNSAFE SPEED, UNKNOWN

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: COUNTY RTE 58
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3354 State of Registration: NY
Num of Occupants: 2 Driver's Age: 58 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
AT INTERSECTION WITH PULASKI ST

8/27/2009 Thu 11:25 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33154209**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3290 State of Registration: NY
Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH MILL RD

8/30/2009 Sun 20:56 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2009-33154225**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH FIRE HYDRANT Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3168 State of Registration: NY

Num of Occupants: 2 Driver's Age: 28 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: Y School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, REACTION TO OTHER UNINVOLVED VEHICL

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: COUNTY RTE 58
AT INTERSECTION WITH MILL RD

8/30/2009 Sun 15:03 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33154223**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: COUNTY RTE 58
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3830 State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 2 Driver's Age: 32 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING U TURN
Apparent Factors: TURNING IMPROPER, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
5 Meters North of Ramp

9/12/2009 Sat 15:39 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33211200**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2717 State of Registration: NY
Num of Occupants: 1 Driver's Age: 72 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3977 State of Registration: NY
Num of Occupants: 1 Driver's Age: 68 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: Y School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
AT INTERSECTION WITH PULASKI ST

9/28/2009 Mon 12:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33206959**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3051 State of Registration: NY
Num of Occupants: 2 Driver's Age: 23 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED, UNKNOWN

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2254 State of Registration: NY
Num of Occupants: 1 Driver's Age: 93 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
31 Meters West of Tanger Mall Dr

10/3/2009 Sat 16:15 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2009-33237068**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3231 State of Registration: NY
Num of Occupants: 2 Driver's Age: 71 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3102 State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
AT INTERSECTION WITH TANGER MALL DR

10/6/2009 Tue 15:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33229542**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN
Manner of Collision: UNKNOWN Weather: UNKNOWN
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:

Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: BACKING
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3188 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH TANGER MALL DR

10/7/2009 Wed 20:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33265351**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: HEAD ON Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2875 State of Registration: NY
Num of Occupants: 1 Driver's Age: 27 Sex: F Citation Issued: Y
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: ALCOHOL INVOLVEMENT, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2875 State of Registration: NY
Num of Occupants: 2 Driver's Age: 30 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD

12/4/2009 Fri 22:05 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BB **Case: 2009-33250239**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3205 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3137 State of Registration: NY
Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: N School Bus Involved: N

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: UNSAFE SPEED, DRIVER INATTENTION

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD

6/28/2008 Sat 15:02 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-NR2235614**

Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle:

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
***** CONTINUED

Veh :1 OTHER Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: EAST Public Property Damage: N School Bus Involved: X
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: EAST Public Property Damage: N School Bus Involved: X
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
AT INTERSECTION WITH KROEMER AVE

11/23/2009 Mon 20:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33267452**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3149 State of Registration: NY
Num of Occupants: 1 Driver's Age: 83 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 4037 State of Registration: NY
Num of Occupants: 1 Driver's Age: 66 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
30 Meters East of KROEMER AVE

11/27/2009 Fri 15:26 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2009-33263378**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4992 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: Y
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, UNKNOWN

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
***** CONTINUED

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: MA
Num of Occupants: 3 Driver's Age: 27 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY, PASSENGER DISTRACTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 4186 State of Registration: NY
Num of Occupants: 1 Driver's Age: 46 Sex: M Citation Issued: Y
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH KROEMER AVE

11/30/2009 Mon 17:37 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC **Case: 2009-33273872**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: SIDESWIPE Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4245 State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3263 State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: OBSTRUCTION/DEBRIS, PAVEMENT SLIPPERY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
183 Meters East of KROEMER AVE

11/13/2009 Fri 16:13 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33326752**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4097 State of Registration: NY
Num of Occupants: 1 Driver's Age: 39 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNKNOWN

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3065 State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: TANGER MALL DR

12/9/2009 Wed 21:19 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-33319665**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLOUDY
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2950 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 2544 State of Registration: NY
Num of Occupants: 3 Driver's Age: 37 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO KEEP RIGHT, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
31 Meters East of Kroemer Ave

12/12/2009 Sat 09:04 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC **Case: 2009-33309267**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3358 State of Registration: NY

Num of Occupants: 1 Driver's Age: 59 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 2959 State of Registration: NY
Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH MILL RD

12/18/2009 Fri 14:07 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2009-33287983**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2715 State of Registration: NY
Num of Occupants: 1 Driver's Age: 60 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3552 State of Registration: NY
Num of Occupants: 2 Driver's Age: 18 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
AT INTERSECTION WITH TANGER MALL DR

1/6/2010 Wed 15:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33354377**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3266 State of Registration: NY
Num of Occupants: 1 Driver's Age: 67 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: N School Bus Involved: N

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: UNKNOWN, GLARE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
30 Meters East of KROEMER AVE

1/10/2010 Sun 14:34 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33354371**

Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: UNKNOWN Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: N School Bus Involved: N
Pre-Accd Action: PARKED
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 82 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: BACKING
Apparent Factors: BACKING UNSAFELY, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
183 Meters East of KROEMER AVE

1/15/2010 Fri 08:03 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33354369**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2895 State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 2687 State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: COUNTY RTE 58
AT INTERSECTION WITH MILL RD

1/29/2010 Fri 14:54 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2010-33354354**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2813 State of Registration: NY
Num of Occupants: 1 Driver's Age: 72 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: COUNTY RTE 58
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3042 State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH MILL RD

4/11/2010 Sun 22:26 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: ACC **Case: 2010-33411821**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5202 State of Registration: NY
Num of Occupants: 1 Driver's Age: 32 Sex: F Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 TRUCK Registered Weight: State of Registration: NJ
Num of Occupants: 2 Driver's Age: 35 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: PULASKI ST
AT INTERSECTION WITH MILL RD

2/19/2010 Fri 21:28 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33384432**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:

Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, UNKNOWN

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH MILL RD

2/24/2010 Wed 15:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33384427**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: UNKNOWN, TURNING IMPROPER

Veh :1 CAR/VAN/PICKUP Registered Weight: 3296 State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH MILL RD

3/16/2010 Tue 16:04 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2010-33416291**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3367 State of Registration: NY
Num of Occupants: 2 Driver's Age: 21 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: OVERTAKING
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2604 State of Registration: NY
Num of Occupants: 2 Driver's Age: 55 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N

Pre-Accd Action: STARTING IN TRAFFIC

Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH KROEMER AVE

3/31/2010 Wed 10:33 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33416606**

Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLOUDY

Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
***** CONTINUED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3262 State of Registration: NY
Num of Occupants: 1 Driver's Age: 17 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 3488 State of Registration: NY
Num of Occupants: 1 Driver's Age: 81 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH MILL RD

3/27/2010 Sat 16:22 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33416614**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
Num of Occupants: 2 Driver's Age: 40 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: AZ
Num of Occupants: 1 Driver's Age: 31 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
AT INTERSECTION WITH PULASKI ST

3/21/2010 Sun 12:16 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33416627**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: VA
Num of Occupants: 1 Driver's Age: 61 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, UNKNOWN

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
***** CONTINUED

Veh :2 CAR/VAN/PICKUP Registered Weight: 3752 State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH MILL RD

3/5/2010 Fri 07:53 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2010-33390039**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: SLEET/HAIL/FREEZING RAIN
Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2974 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: N School Bus Involved: N
Pre-Accd Action: MAKING LEFT TURN ON RED
Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 2974 State of Registration: NY
Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: Y
Direction of Travel: WEST Public Property Damage: N School Bus Involved: N
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, UNKNOWN

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH MILL RD

4/5/2010 Mon 17:06 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC **Case: 2010-33450881**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : Registered Weight: State of Registration:

Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: ROUTE 58
4/18/2010 Sun 11:41 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2010-33427129**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: ROUTE 58
***** CONTINUED

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH MILL RD

5/18/2010 Tue 12:59 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33444179**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: TANGER MALL DR
AT INTERSECTION WITH [Route] 58

4/25/2010 Sun 10:44 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2010-33444709**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: CURVE AND HILLCREST Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH MILL RD

6/2/2010 Wed 14:38 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33457168**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OVERTAKING
Weather: CLEAR
Road Surface Condition: DRY
Road Char.: STRAIGHT AND LEVEL
Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE

Veh :
Registered Weight:
State of Registration:
Num of Occupants:
Driver's Age:
Sex:
Citation Issued:
Direction of Travel:
Public Property Damage:
School Bus Involved:
Pre-Accd Action:

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH TANGER MALL DR

4/21/2010 Wed 19:21 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2010-33449252**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
AT INTERSECTION WITH COUNTY RTE 58

4/16/2010 Fri 14:55 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33449243**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLOUDY
Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: COUNTY RTE 58
36 Meters West of Ramp

5/5/2010 Wed 06:29 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33486770**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:

Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: COUNTY RTE 58
AT INTERSECTION WITH KROEMER AVE

5/8/2010 Sat 15:29 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33486765**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: COUNTY RTE 58
***** CONTINUED

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
AT INTERSECTION WITH OLD COUNTRY RD

5/17/2010 Mon 16:30 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2010-33460746**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
67 Meters East of Kroemer Ave

7/5/2010 Mon 14:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33500245**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH MILL RD

5/29/2010 Sat 16:55 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33486820**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OVERTAKING
Weather: CLEAR
Road Surface Condition: DRY
Road Char.: STRAIGHT AND LEVEL
Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE

Veh :
Registered Weight:
State of Registration:
Num of Occupants:
Driver's Age:
Sex:
Citation Issued:
Direction of Travel:
Public Property Damage:
School Bus Involved:
Pre-Accd Action:

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: KROEMER AVE
AT INTERSECTION WITH OLD COUNTRY RD

5/20/2010 Thu 13:20 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC **Case: 2010-33491654**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: HIGHWAY WORK AREA
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: COUNTY RTE 58
AT INTERSECTION WITH MILL RD

5/22/2010 Sat 17:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33494354**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: COUNTY RTE 58

6/15/2010 Tue 09:50 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BB **Case: 2010-33522128**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58

6/19/2010 Sat 13:51 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33522136**

Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: UNKNOWN Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
***** CONTINUED

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: COUNTY RTE 58
AT INTERSECTION WITH MILL RD

6/9/2010 Wed 23:09 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33522164**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
AT INTERSECTION WITH [Route] 58

6/26/2010 Sat 18:10 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2010-33517917**
Accident Class: INJURY Police Agency: Num of Veh: 1
Type Of Accident: COLLISION WITH BICYCLIST Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTION Action of Ped/Bicycle: CROSSING AGAINST SIGNAL

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
152 Meters West of Ramp

8/5/2010 Thu 07:57 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33539811**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: OTHER
Weather: CLEAR
Road Surface Condition: DRY
Road Char.: STRAIGHT AND LEVEL
Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE
Action of Ped/Bicycle: NOT APPLICABLE

Veh :
Registered Weight:
State of Registration:
Num of Occupants:
Driver's Age:
Sex:
Citation Issued:
Direction of Travel:
Public Property Damage:
School Bus Involved:
Pre-Accd Action:

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
61 Meters West of KROEMER AVE

7/28/2010 Wed 11:17 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2010-33537097**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NO PASSING ZONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58

7/17/2010 Sat 18:01 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2010-33538703**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH MILL RD

12/28/2008 Sun 11:55 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-NR2592258**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: Action of Ped/Bicycle:

Veh :1 OTHER Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: EAST Public Property Damage: N School Bus Involved: X
Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 OTHER Registered Weight: State of Registration:

Num of Occupants: Driver's Age: Sex: Citation Issued:

Direction of Travel: EAST Public Property Damage: N School Bus Involved: X

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: UNKNOWN, FOLLOWING TOO CLOSELY

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: COUNTY RTE 58
23 Meters West of MILL RD

8/21/2010 Sat 14:51 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33578543**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
AT INTERSECTION WITH PULASKI ST

8/16/2010 Mon 10:29 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33601677**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
AT INTERSECTION WITH COUNTY RTE 58

8/8/2010 Sun 16:14 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2010-33598840**
Accident Class: INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH OTHER PEDESTRIAN Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTION Action of Ped/Bicycle: CROSSING WITH SIGNAL

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:

Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: COUNTY RTE 58

8/20/2010 Fri 10:08 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33598862**

Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: COUNTY RTE 58
***** CONTINUED

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH TANGER MALL DR

9/20/2010 Mon 15:46 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33633881**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: COUNTY RTE 58

9/1/2010 Wed 17:14 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33633856**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
AT INTERSECTION WITH MILL RD

11/19/2010 Fri 12:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33685235**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: ROUTE 58

10/27/2010 Wed 10:54 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2010-33677939**

Accident Class: INJURY Police Agency: Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: RAIN

Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : Registered Weight: State of Registration:

Num of Occupants: Driver's Age: Sex: Citation Issued:

Direction of Travel: Public Property Damage: School Bus Involved:

Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58

10/27/2010 Wed 18:07 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2010-33681908**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: REAR END Weather: RAIN

Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : Registered Weight: State of Registration:

Num of Occupants: Driver's Age: Sex: Citation Issued:

Direction of Travel: Public Property Damage: School Bus Involved:

Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: COUNTY RTE 58
AT INTERSECTION WITH MILL RD

12/13/2010 Mon 11:35 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33723901**

Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: UNKNOWN

Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : Registered Weight: State of Registration:

Num of Occupants: Driver's Age: Sex: Citation Issued:

Direction of Travel: Public Property Damage: School Bus Involved:

Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58

11/14/2010 Sun 09:55 AM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2010-33723703**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: UNKNOWN Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
***** CONTINUED

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
AT INTERSECTION WITH MILL RD

8/20/2009 Thu 14:22 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-NR2760704**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle:

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58

10/17/2008 Fri 18:49 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2008-NR2669511**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: Light Condition: DUSK
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle:

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
AT INTERSECTION WITH PULASKI ST

2/17/2009 Tue 18:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-NR2738178**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY
Road Char.:
Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: INVALID CODE
Action of Ped/Bicycle:

Veh :
Registered Weight:
State of Registration:
Num of Occupants:
Driver's Age:
Sex:
Citation Issued:
Direction of Travel:
Public Property Damage:
School Bus Involved:
Pre-Accd Action:

Accident Location Information System (ALIS)

Accident Verbal Description Report

6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD
31 Meters West of Tanger Mall Dr

2/27/2009 Fri 12:57 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-NR2738185**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle:

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
AT INTERSECTION WITH OLD COUNTRY RD

10/16/2009 Fri 10:26 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-NR2773156**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle:

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
AT INTERSECTION WITH [Route] 58

10/24/2009 Sat 16:06 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-NR2773167**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT TURN (WITH OTHER CAR) Weather: CLOUDY
Road Surface Condition: WET Road Char.: Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle:

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:

Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
AT INTERSECTION WITH MILL RD

6/16/2009 Tue 17:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-NR2723006**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle:

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: [Route] 58
***** CONTINUED

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD

2/7/2009 Sat 13:28 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2009-NR2705293**
Accident Class: NON-REPORTABLE Police Agency: Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: WET Road Char.: Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: INVALID CODE Action of Ped/Bicycle:

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: MILL RD
AT INTERSECTION WITH ROUTE 58

12/24/2010 Fri 09:19 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2010-33763207**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: YIELD SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: TANGER MALL DR
AT INTERSECTION WITH OLD COUNTRY RD

12/20/2010 Mon 13:01 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33771144**
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : Registered Weight: State of Registration:
Num of Occupants: Driver's Age: Sex: Citation Issued:
Direction of Travel: Public Property Damage: School Bus Involved:
Pre-Accd Action:

Accident Location Information System (ALIS)

Date: 06/15/11 02:50

Accident Verbal Description Report

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6734 VDR CR 58 from Tanger Mall Dr to Pulaski St, Suffolk

Data in this report covers the period Dec 31, 2007 - Dec 31, 2010

Complete Accident data from NYSDMV is only available thru 12/31/2010

County: Suffolk Muni: Riverhead(T) Ref. Marker: Street: OLD COUNTRY RD

12/17/2010 Fri 16:13 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2010-33771151**

Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh : Registered Weight: State of Registration:

Num of Occupants: Driver's Age: Sex: Citation Issued:

Direction of Travel: Public Property Damage: School Bus Involved:

Pre-Accd Action:

Appendix I

§ 81-5. Prohibited acts.

No person shall make, continue or cause or suffer to be made or continued any unreasonable noise as defined in § 81-1 hereof. In particular, without limitations of the foregoing provision of this section, the following enumerated acts are declared to be in violation of this section:

A. Sound reproduction devices.

(1) No person shall operate or cause to be operated a sound reproduction device that produces unreasonable noise. The operation of any such device in such a manner as to create unreasonable noise across a real property boundary or the operation of such device by a passenger of a vehicle in such a way as to disturb any other person is prohibited.

(2) No person shall operate, use or cause to be operated or used any sound reproduction device for commercial or business advertising purposes or for the purposes of attracting attention to any performance, show or sale or display of merchandise in connection with any commercial operation, including but not limited to the sale of radios, televisions, phonographs, tape recorders, phonograph records or tapes; in front or outside of any building, place or premises abutting or adjacent to a public street, park or place, where the sound therefrom may be heard upon any public street, park or place or from any stand, platform or other structure; or on a boat or on the waters within the jurisdiction of the Town of Riverhead; or anywhere on public streets, parks or places. Nothing in this subsection is intended to prohibit sounds emanating from sporting, entertainment or other public events held on property of the Town of Riverhead or School District so suited for such activities, provided that proper authorization from the Town of Riverhead has been obtained.

(3) No person shall operate or use or cause to be operated or used any sound reproduction device in any public place in such a manner that the sound emanating therefrom creates unreasonable noise across a real property boundary.

B. Shouting and peddling.

(1) No person shall shout, yell, call, hoot, whistle or sing on public streets or in public places so as to cause unreasonable noise.

(2) No person shall call for the purpose of advertising goods, services, wares or merchandise within any area zoned for residential use so as to cause unreasonable noise. The provisions of this section shall not apply to the sale of merchandise, food and beverages at Town of Riverhead authorized entertainment events such as parades, fairs and sporting events.

C. Places of public entertainment. No person shall operate or permit to be operated a place of public entertainment, including but not limited to a restaurant, bar, cafe, discotheque or dance hall, in which the playing of any sound reproduction device or similar device creates a sound level in excess of ninety-five (95) dBA sustained for more than thirty (30) seconds at any point that is normally occupied by a customer, unless a conspicuous and legible sign is located outside such place, near each public entrance, stating "sound levels within may cause permanent hearing impairment."

D. Animals and birds. No person shall keep, permit or maintain any animal, including a bird, under his control which frequently or for continued duration of fifteen (15) minutes makes sounds which create unreasonable noise across a residential real property boundary.

E. Noise-sensitive zones. No person shall cause or permit the creation of any sound by means of any device or otherwise on any sidewalk, street or public place adjacent to any school, court, house of

worship or public library while such facility is in use or adjacent to any hospital or nursing home at any time, so that such sound disrupts the normal activities conducted at such facilities or disturbs or annoys persons making use of such facilities.

F. Loading and unloading.

(1) No person shall engage in, cause or permit the loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials or similar objects between the hours of 8:00 p.m. and 7:00 a.m. the following day in such a manner as to cause unreasonable noise across a residential real property boundary.

(2) This provision shall not apply to the operation of any business as to which specific Town Code regulations set forth different times or covenants were recorded prior to the enactment of this chapter by direction of any agency of the Town of Riverhead settling forth a limitation for conducting of the activities set forth in Subsection F(1) above during the hours other than those set forth in said subsection. In such case, the hours set forth in the covenant or Town Code regulations shall control.

G. Horns and signaling devices. No person shall cause or permit to be caused the sounding of any horn or other auditory signaling device on or in any motor vehicle except to serve as a danger warning.

H. Squealing tires. No person shall operate a vehicle in such a manner as to cause unnecessary noise by spinning or squealing the tires of such vehicle.

I. Standing motor vehicles.

(1) No person shall operate or permit to be operated the engine of any motor vehicle or any auxiliary equipment attached to such vehicle, for a period longer than ten (10) minutes in any hour while the vehicle is stationary, for reasons other than traffic congestion, on any private property or public right-of-way or public space so that the sound therefrom is audible within three hundred (300) feet of a residential property boundary between the hours of 8:00 p.m. and 7:00 a.m. the following day.

(2) This subsection shall not apply to authorized emergency vehicles or to public utility vehicles actually engaged in any emergency repair activity.

J. Street cleaning and/or parking lot sweeper equipment. No person shall engage in or permit to be operated any street sweepers, industrial vacuums or other like equipment between the hours of 8:00 p.m. and 7:00 a.m. the following day. The provisions of this subsection shall not apply to emergency work or municipal street cleaning.

K. Construction.

(1) No person shall operate or permit to be operated any construction device, including but not limited to construction and demolition work, excavating or earthmoving equipment:

(a) Between the hours of 8:00 p.m. and 7:00 a.m. the following day on weekdays or at any time on Sundays or legal holidays, such that the sound therefrom creates unreasonable noise across a residential real property boundary.

(b) At any other time such that the continuous sound-in-air level at or across a real property boundary exceeds an L{10} of eighty (80) dBA.

(c) At any other time such that the impulsive sound-in-air has a peak sound pressure level at or across a real property boundary in excess of one hundred thirty (130) dBA.

(2) The provisions of this subsection shall not apply to emergency work.

L. Commercial, business and industrial operation.

(1) No person shall operate or permit to be operated on a sound source site a commercial business or industrial operation that produces a sound level exceeding the limitations as provided in this subsection.

(2) Continuous sound-in-air which has crossed the property line of such sound source site and enters property zoned for residential use or property within a noise-sensitive zone shall not exceed either of the following levels:

(a) During the hours of 7:00 a.m. and 8:00 p.m.:

[1] A sound level in excess of sixty-five (65) dBA measures with the slow response of sound-level meter.

[2] An L{10} in excess of sixty (60) dBA.

(b) During the hours of 8:00 p.m. and 7:00 a.m. the following day:

[1] A sound level in excess of fifty (50) dBA measured with the slow response of a sound-level meter.

[2] An L{10} in excess of forty-five (45) dBA.

(c) The sound levels contained herein shall not apply to noise-sensitive zones when the facilities in such zones are not in use.

(3) Continuous sound-in-air which has crossed the property line of a sound source site and enters property which is zoned for business or property where the public in general congregates, except property zoned for industrial use, shall not exceed either of the following levels:

(a) A sound level in excess of sixty-five (65) dBA measured with the slow response of a sound-level meter.

(b) An L{10} in excess of sixty (60) dBA.

(4) The sound levels specified in Subsection M(2) and (3) above shall be decreased by five (5) decibels if the sound contains impulsive sound characteristics.

(5) Exposure to sound that has crossed the property line of a sound source site and enters property zoned for industrial use shall not exceed any of the following levels:

(a) Continuous sound-in-air.

Duration per Day (24 hours)	**Sound Level 80 dBA (slow response)**
16	82
8	85
4	88
2	91
1	94
1/2	97
1/4	100

(b) Impulsive sound-in-air which has a peak pressure level in excess of one hundred (100) decibels.

M. Noise mufflers. No person shall operate a motor vehicle which shall fail to contain a muffler or other sound-suppression equipment in operable condition which shall prevent said vehicle from causing unnecessary noise. In addition to other standards contained herein in the definition of "unreasonable noise" under § 81-1, a motor vehicle shall be deemed to cause unreasonable noise if it produces a sound level of eighty (80) dBA's or more.

Appendix J

Transportation
Land Development
Environmental
Services

VHB Engineering, Surveying and Landscape Architecture, P.C. | Affiliated with Vanasse Hangen Brustlin, Inc.

September 2, 2011

VIA CERTIFIED MAIL - RETURN RECEIPT REQUESTED

Ref: 27694.01

Chief David J. Hegermiller
Riverhead Town Police
210 Howell Avenue
Riverhead, New York 11901

Re: Final Environmental Impact Statement for the Shops at Riverhead
Old Country Road (C.R. 58), east of Kroemer Avenue
Hamlet of Riverhead, Town of Riverhead
Suffolk County, New York

Dear Chief Hegermiller:

VHB Engineering, Surveying and Landscape Architecture, P.C. (VHB) is in the process of preparing a Final Environmental Impact Statement (FEIS) for the above-referenced proposed action, which involves the redevelopment of a 41.55±-acre parcel located on the north side of Old Country Road east of Kroemer Avenue, which is currently developed with asphalt and concrete pads associated with the former Hazeltine industrial facility (hereinafter the "subject property") (see enclosed site plan).

The proposed redevelopment entails the creation of approximately 270,787 square feet of retail space and approximately 1,383 associated parking spaces. The main access to the proposed retail development would be via Old Country Road. Correspondence regarding this project was originally forwarded to your office on December 19, 2006. Subsequent to this submission, the proposed project was redesigned from approximately 499,609 sf of retail space to the aforementioned 270,787 sf of retail space.

As part of the State Environmental Quality Review Act (SEQRA) process, the DEIS is to include information on community services, including police protection services, and we would appreciate your assistance in this regard. As the subject parcel is within your service area, please advise in writing, as to the following:

1. The number of personnel and patrols in the area;
2. The number and types of calls received in 2010;
3. The percentage of calls attributed to retail facilities, such as that proposed herein;
4. Estimated response time to the subject property; and

2150 Joshua's Path, Suite 300
Hauppauge, New York 11788
631.234.3444 ▪ FAX 631.234.3477
email: info@vhb.com
www.vhb.com

5. Any other relevant information you feel would assist in the preparation of the FEIS.

Thank you for your assistance in this matter. Please feel free to contact me at (631) 234-3444 if you should have any questions concerning this request.

Very truly yours,

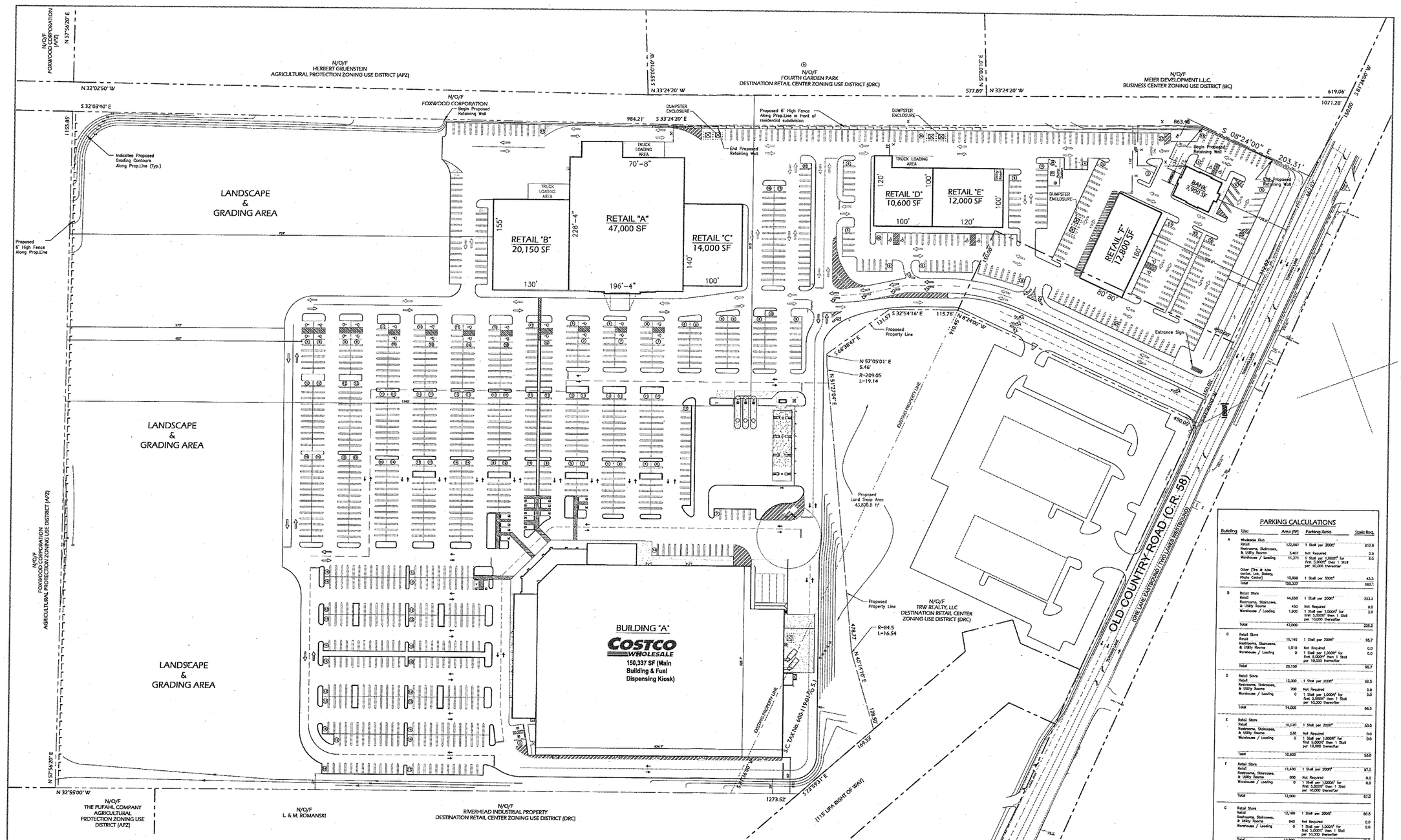
VHB Engineering, Surveying and Landscape Architecture, P.C.

Erin Echevarria
Project Manager

EE/ th
enc.

P:\ 27694.01 The Shops at Riverhead\ ProjRecords\ FinalDocs\ Hegermiller Police Department 9-2-11.doc

VHB



GENERAL INFORMATION

Location of Site: Town of Riverhead, Suffolk County
Access: Suffolk County Route 58 in the Town of Riverhead

Suffolk County Tax Map Numbers:	600-101-01-03 & 600-119-01-06		
Zoning District:	DRC (Destination Retail Center)		
Area Data:	600-101-01-5.03	= 1,498,573.66ft²	(38.39 Acres)
	600-119-01-06	= 67,500.00 ft²	(1.55 Acres)
	600-119-01-7.0, 5.1	= 43,826.80 ft²	(1.01 Acres)
	Total Site Area	= 1,609,900.46ft²	(41.55 Acres)

Survey information taken from survey done by: Joseph Inglesino, Land Surveyor (Dated 12-18-2006)

FINAL BUILDING FOOTPRINT COVERAGE

Footprint Coverage: 270,787 ft²/1,609,900.46 ft²=14.96%

Description	Allowed	Provided
Building Footprint Coverage with Transfer of Development Rights	30.00 %	14.96 %
Building Footprint Coverage without Transfer of Development Rights	15.00 %	14.96 %

FINAL FLOOR AREA RATIO

PROVIDED: 249,191 ft² / 1,609,900.46 ft² = 13.77%

Description	Allowed	Provided
Floor Area Ratio with Transfer of Development Rights	60.00 %	13.77 %
Floor Area Ratio without Transfer of Development Rights	20.00 %	13.77 %

BUILDING AREA

Building	Building Use	Footprint Area**	Floor Area for FAR
A	Wholesale Club	150,337 ft²	135,559 ft²
B	Retail Store	47,000 ft²	44,650 ft²
C	Retail Store	20,150 ft²	19,140 ft²
D	Retail Store	14,000 ft²	13,300 ft²
E	Retail Store	10,600 ft²	10,070 ft²
F	Retail Store	12,000 ft²	11,400 ft²
G	Retail Store	12,800 ft²	12,160 ft²
H	Bank	3,900 ft²	2,912 ft²
Total #		270,787 ft²	249,191 ft²

** One-story buildings are anticipated, therefore Footprint Area equals Gross Floor Area

DRC ZONING SETBACK REQUIREMENTS

Description		Required	Provided
Front Yard	(Building)	50 ft	126.60 ft
Rear Yard	(Building)	50 ft	324.00 ft
Side Yard#	(Building)	25 ft	30.00 ft
Side Yard1.	(Building)	25 ft	62.70 ft
Front Yard	(Driveway)	50 ft	50.00 ft
Rear Yard	(Driveway)	30 ft	372.00 ft
Side Yard#	(Driveway)	5 ft	5.00 ft
Side Yard1.	(Driveway)	5 ft	24.00 ft
Front Yard	(Parking)	50 ft	55.00 ft
Rear Yard	(Parking)	30 ft	402.00 ft
Side Yard#	(Parking)	10 ft	10.00 ft
Side Yard1.	(Parking)	10 ft	27.00 ft
Fueling Station (no Residential Prop.)		500 ft	513 & 1,145 ft

PARKING SUMMARY

Description	Required	Provided
10.0' x 20.0'	1235 (See Parking Calculations)	1418
Total Stalls	1235	1418
Handicap Parking *	2% of Total Provided= 28	48
Landbanked Stalls:	N/A	N/A

* - Included in The Total Provided Parking Spaces

DIMENSIONAL REQUIREMENTS

Description	Required	Provided
Impervious Surface:	75% max. allowed of Lot Size (1,207,425 ft²)	17.7 % (286,420 ft²)
Contiguous Landscape:	20% min. of Lot Size (321,980 ft²)	34.2 % (620,062.8 ft²)
Interior Parking Landscape:	10% min. of Max. Paved Area (195,763 ft²)	6.4 % (54,829 ft²)
Maximum Building Height:	35 ft max.	35 ft

PARKING CALCULATIONS

Building	Use	Area (ft²)	Parking Ratio	Stalls Req.
A	Wholesale Club			
	Retail	122,561	1 Stall per 200ft²	612.8
	Restrooms, Stairtowers, & Utility Rooms	3,407	Not Required	0.0
	Warehouse / Loading	11,371	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	8.0
	Other (Tire & lube center, Lab, Bakery, Photo Center)	13,998	1 Stall per 300ft²	43.3
	Total	150,337		662.1
B	Retail Store			
	Retail	44,650	1 Stall per 200ft²	223.3
	Restrooms, Stairtowers, & Utility Rooms	450	Not Required	0.0
	Warehouse / Loading	1,900	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	2.0
	Total	47,000		225.3
C	Retail Store			
	Retail	19,140	1 Stall per 200ft²	95.7
	Restrooms, Stairtowers, & Utility Rooms	1,010	Not Required	0.0
	Warehouse / Loading	0	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	0.0
	Total	20,150		95.7
D	Retail Store			
	Retail	13,300	1 Stall per 200ft²	66.5
	Restrooms, Stairtowers, & Utility Rooms	700	Not Required	0.0
	Warehouse / Loading	0	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	0.0
	Total	14,000		66.5
E	Retail Store			
	Retail	10,070	1 Stall per 200ft²	53.0
	Restrooms, Stairtowers, & Utility Rooms	530	Not Required	0.0
	Warehouse / Loading	0	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	0.0
	Total	10,600		53.0
F	Retail Store			
	Retail	11,400	1 Stall per 200ft²	57.0
	Restrooms, Stairtowers, & Utility Rooms	600	Not Required	0.0
	Warehouse / Loading	0	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	0.0
	Total	12,000		57.0
G	Retail Store			
	Retail	12,160	1 Stall per 200ft²	60.8
	Restrooms, Stairtowers, & Utility Rooms	640	Not Required	0.0
	Warehouse / Loading	0	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	0.0
	Total	12,800		60.8
H	Bank			
	Banking	2,912	1 Stall per 200ft²	14.5
	Restrooms, Stairtowers, & Utility Rooms	988	Not Required	0.0
	Warehouse / Loading	0	Not Required	0.0
	Total	3,900		14.5
	Total Parking Stalls of Retail Buildings			1,234.8
	Total Parking Stalls Required			1,235

Date	Revision	Approval By:

UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW

The Shops at Riverhead

Site Improvements

County Road 58
Riverhead, N.Y. 11901

E.S. KALOGERAS, P.E
Consulting Engineer
UNION SQUARE, 277 UNION AVENUE, SHIRLEY NEW YORK, 11967
TEL (631) 732-4040
FAX (631) 732-4034
E-mail: kalogueras@yahoo.com

Drawn by:	Date:	Scale:	Dwg. No:
Paul F. Sigismondi	AUGUST 31, 2011	1" = 50'	SP-1
Job #: CPS11-01	Sheet Title: Proposed "As-Of-Right" Site Plan		1 of 1

Transportation
Land Development
Environmental
Services

VHB Engineering, Surveying and Landscape Architecture, P.C. | Affiliated with Vanasse Hangen Brustlin, Inc.

September 2, 2011

Ref: 27694.01

VIA CERTIFIED MAIL - RETURN RECEIPT REQUESTED

Chief Nicholas Luparella III
Riverhead Volunteer Fire Department
540 Roanoke Avenue
Riverhead, New York 11901

Re: The Shops at Riverhead
Final Environmental Impact Statement
Old Country Road (C.R. 58), east of Kroemer Avenue
Hamlet of Riverhead, Town of Riverhead
Suffolk County, New York

Dear Chief Luparella:

VHB Engineering, Surveying and Landscape Architecture, P.C. (VHB) is in the process of preparing a Final Environmental Impact Statement (FEIS) for the above-referenced proposed action, which involves the redevelopment of the former Hazeltine property on Old Country Road, Riverhead, to accommodate a retail center (see enclosed site plan).

The proposed action involves the redevelopment of a 41.55±-acre parcel located on the north side of Old Country Road east of Kroemer Avenue, which is the site of the former Hazeltine industrial facility (hereinafter the "subject property"). The proposed redevelopment entails the creation of a destination retail center of approximately 270,787 square feet (sf) and 1,383 associated parking spaces. The access to the proposed retail development would be via Old Country Road. Correspondence regarding the redevelopment of this property with a 499,609 sf retail center was originally forwarded to your office on December 19, 2006. Subsequent to this submission, the proposed project was reduced in size to the aforementioned 270,787 sf of retail space.

As part of the State Environmental Quality Review Act (SEQRA) process, the FEIS is to include information on community services, including fire protection services, and we would appreciate your assistance in this regard. As the subject parcel is within your service area, please advise in writing as to the following:

1. Estimated response time to the subject property;
2. The percentage of calls attributed to retail facilities, such as that proposed herein; and
3. Any other relevant information you feel would assist us in the preparation of the FEIS.

2150 Joshua's Path, Suite 300
Hauppauge, New York 11788
631.234.3444 ▪ FAX 631.234.3477
email: info@vhb.com
www.vhb.com

Thank you for your assistance in this matter. Please feel free to contact me at (631) 234-3444 with any questions concerning this request.

Very truly yours,

VHB Engineering, Surveying and Landscape Architecture, P.C.

Erin Echevarria
Project Manager

EE/th
enc.

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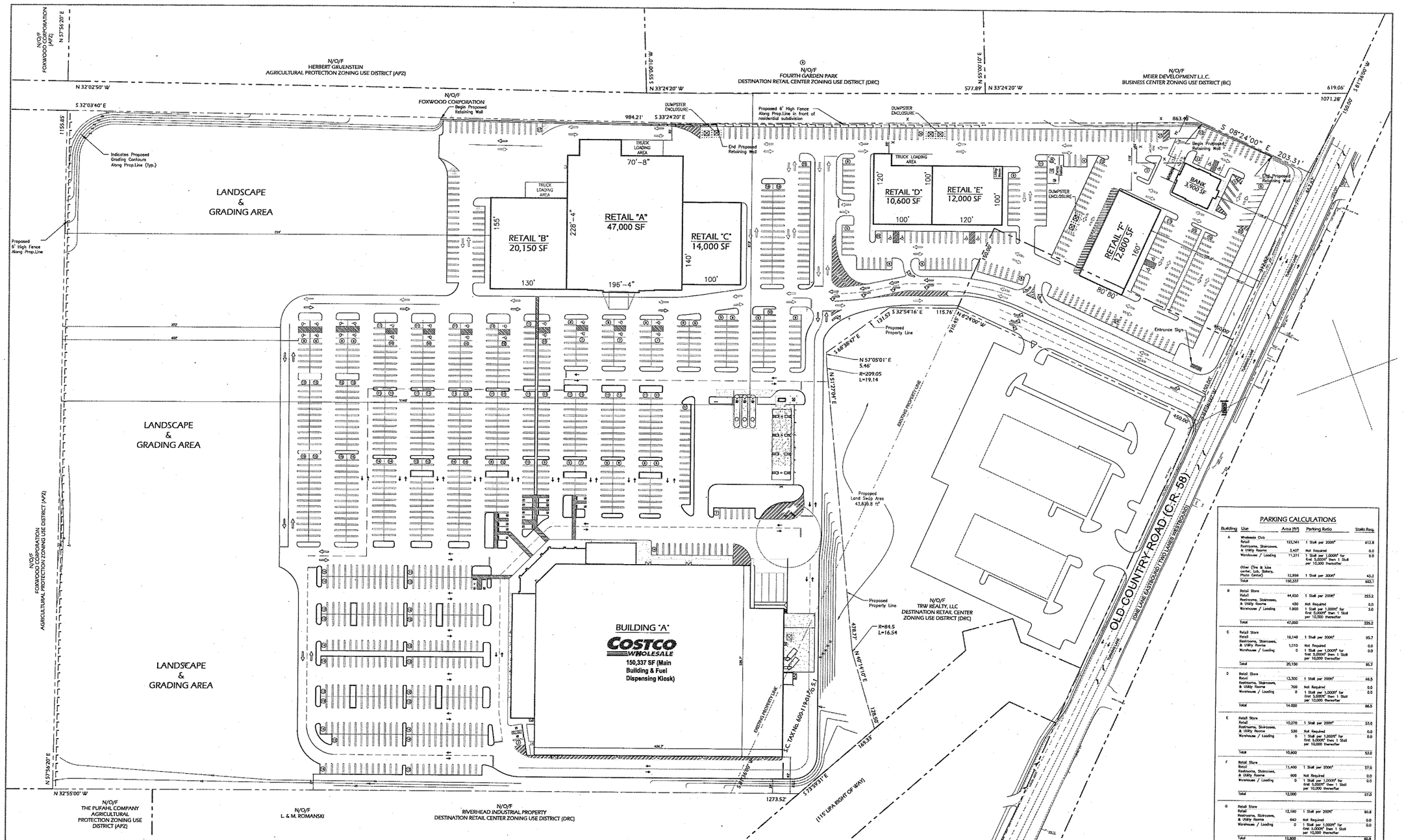

GENERAL INFORMATION

Location of Site: Town of Riverhead, Suffolk County
Access: Suffolk County Route 58 in the Town of Riverhead

Suffolk County Tax Map Numbers:	600-121.01-2.5 & 600-119.01.06	
Zoning District:	DRC (Destination Retail Center)	
Area Data: 600-121.01-2.5, 63	= 1,818,573.66ft²	(36.99 Acres)
600-119.01-06	= 67,300.00 ft²	(1.55 Acres)
600-119.01-56.5.1	= 43,828.80 ft²	(1.01 Acres)
Total Site Area	= 1,869,900.46ft²	(41.55 Acres)

Survey information taken from survey done by: Joseph Ingogno, Land Surveyor (Dated 12-18-2006)

FINAL BUILDING FOOTPRINT COVERAGE

Footprint Coverage: 270,787 ft²/1,869,900.46 ft² = 14.96%

Description	Allowed	Provided
Building Footprint Coverage with Transfer of Development Rights	30.00 %	14.96 %
Building Footprint Coverage without Transfer of Development Rights	15.00 %	14.96 %

FINAL FLOOR AREA RATIO

PROVIDED: 248,191 ft² / 1,869,900.46 ft² = 13.27%

Description	Allowed	Provided
Floor Area Ratio with Transfer of Development Rights	60.00 %	13.27 %
Floor Area Ratio without Transfer of Development Rights	20.00 %	13.27 %

BUILDING AREA

Building	Building Use	Footprint Area**	Floor Area for FAR
A	Wholesale Club	150,337 ft²	150,559 ft²
B	Retail Store	47,000 ft²	44,650 ft²
C	Retail Store	20,150 ft²	19,140 ft²
D	Retail Store	14,000 ft²	13,300 ft²
E	Retail Store	10,600 ft²	10,070 ft²
F	Retail Store	12,000 ft²	11,400 ft²
G	Retail Store	12,800 ft²	12,160 ft²
H	Bank	3,900 ft²	2,912 ft²
Total		270,787 ft²	248,191 ft²

** One-story buildings are anticipated, therefore Footprint Area equals Gross Floor Area

DRC ZONING SETBACK REQUIREMENTS

Description		Required	Provided
Front Yard	(Building)	50 ft	128.60 ft
Rear Yard	(Building)	50 ft	724.00 ft
Side Yard #	(Building)	25 ft	30.00 ft
Side Yard #	(Building)	25 ft	62.70 ft
Front Yard	(Driveway)	50 ft	50.00 ft
Rear Yard	(Driveway)	30 ft	372.00 ft
Side Yard #	(Driveway)	5 ft	5.00 ft
Side Yard #	(Driveway)	5 ft	24.00 ft
Front Yard	(Parking)	50 ft	55.00 ft
Rear Yard	(Parking)	30 ft	402.00 ft
Side Yard #	(Parking)	10 ft	10.00 ft
Side Yard #	(Parking)	10 ft	27.00 ft
Fueling Station (to Residential Prop.)		500 ft	512 & 1,145 ft

PARKING SUMMARY

Description	Required	Provided
10.0' x 20.0'	1235 (See Parking Calculations)	1418
Total Stalls	1235	1418
Handicap Parking: *	2% of Total Provided= 28	48
Land Banked Stalls:	N/A	N/A

* - Included In The Total Provided Parking Spaces

DIMENSIONAL REQUIREMENTS

Description	Required	Provided
Impervious Surface	75% max. allowed of Lot Size: (1,357,425 ft²)	47.9 % (863,425 ft²)
Contiguous Landscape	20% min. of Lot Size: (261,980 ft²)	34.3 % (620,363 ft²)
Interior Parking Landscape	10% min. of Max. Paved Area (135,243 ft²)	6.4 % (54,825 ft²)
Maximum Building Height	35 ft max	35 ft

PARKING CALCULATIONS

Building	Use	Area (ft²)	Parking Ratio	Stalls Req.
A	Wholesale Club			
	Retail	122,561	1 Stall per 200ft²	612.8
	Restrooms, Staircases, & Utility Rooms	3,407	Not Required	0.0
	Warehouse / Loading	11,371	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	8.0
	Other (Tire & Lube center, Lab, Bakery, Photo Center)	12,998	1 Stall per 300ft²	43.3
	Total	150,337		662.1
B	Retail Store			
	Retail	44,650	1 Stall per 200ft²	223.3
	Restrooms, Staircases, & Utility Rooms	450	Not Required	0.0
	Warehouse / Loading	1,900	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	2.0
	Total	47,000		225.3
C	Retail Store			
	Retail	19,140	1 Stall per 200ft²	95.7
	Restrooms, Staircases, & Utility Rooms	1,010	Not Required	0.0
	Warehouse / Loading	0	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	0.0
	Total	20,150		95.7
D	Retail Store			
	Retail	13,300	1 Stall per 200ft²	66.5
	Restrooms, Staircases, & Utility Rooms	700	Not Required	0.0
	Warehouse / Loading	0	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	0.0
	Total	14,000		66.5
E	Retail Store			
	Retail	10,070	1 Stall per 200ft²	53.0
	Restrooms, Staircases, & Utility Rooms	530	Not Required	0.0
	Warehouse / Loading	0	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	0.0
	Total	10,600		53.0
F	Retail Store			
	Retail	11,400	1 Stall per 200ft²	57.0
	Restrooms, Staircases, & Utility Rooms	600	Not Required	0.0
	Warehouse / Loading	0	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	0.0
	Total	12,000		57.0
G	Retail Store			
	Retail	12,160	1 Stall per 200ft²	60.8
	Restrooms, Staircases, & Utility Rooms	640	Not Required	0.0
	Warehouse / Loading	0	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	0.0
	Total	12,800		60.8
H	Bank			
	Banking	2,912	1 Stall per 200ft²	14.5
	Restrooms, Staircases, & Utility Rooms	988	Not Required	0.0
	Warehouse / Loading	0	Not Required	0.0
	Total	3,900		14.5
	Total Parking Stalls of Retail Buildings			1,234.8
	Total Parking Stalls Required			1,235

Date	Revision	Approval By:

The Shops at Riverhead
Site Improvements
County Road 58
Riverhead, N.Y. 11901

E.S. KALOGERAS, P.E
Consulting Engineer
UNION SQUARE, 777 UNION AVENUE, RIVERHEAD NEW YORK, 11901
TEL (631) 727-0400 FAX: (631) 722-4024
E-mail: dalogeras@aol.com

UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING IS A VIOLATION OF SECTION 7209 SUB-DIVISION 2 OF ART. 145A OF THE N.Y.S. EDUCATION LAW

Drawn by: Paul F. Sigismondi	Date: AUGUST 31, 2011	Scale: 1" = 50'	Dwg. No.: SP-1
Job #: CPG11-01	Sheet Title: Proposed "As-Of-Right" Site Plan		1 of 1

Riverhead Volunteer Ambulance Corps, Inc.

P.O. Box 924
Riverhead, NY 11901
(631) 727 - 1686 Ext. 22 Fax (631) 727-3041

October 5, 2011

Transportation Land Development
Environmental Services
VHB Engineering, Surveying and Landscaping
Architecture, P.C.
2150 Joshua's Path, Suite 300
Hauppauge, NY 11788

RE: The Shops at Riverhead
Final Environmental Impact Statement
Old Country Road (C.R. 58), East of Kroemer Avenue
Hamlet of Riverhead, Town of Riverhead
Suffolk County, New York

To Whom It May Concern:

In response to your request of letter dated September 2, 2011 the following was requested and answers are as follows regards:

1. Total number of rescue calls responded to in 2010
   2898
2. Estimated response time to the subject property.
   Four (4) minutes
3. The percentage of calls attributed to retail facilities, such as that proposed herein.
   Six (6%) percent
4. The receiving hospital(s) to which you would transport persons in need of emergency care.
   Primary is Peconic Bay Medical Center
   Riverhead, NY 11901
5. Any other relevant information you feel would assist us in the preparation of the FEIS.
   None at this time

If there are any further questions, please feel free to contact me.

Sincerely yours,

Ronald D. Rowe
President

RD/jck

RECEIVED

Transportation
Land Development
Environmental
Services

VHB Engineering, Surveying and Landscape Architecture, P.C. | Affiliated with Vanasse Hangen Brustlin, Inc.

September 2, 2011

VIA CERTIFIED MAIL – RETURN RECEIPT REQUESTED

Ref: 27694.01

Ronald Rowe, Director
Riverhead Town Volunteer Ambulance Corps
1111 Osborne Avenue
Riverhead, New York 11901

Re: The Shops at Riverhead
Final Environmental Impact Statement
Old Country Road (C.R. 58), east of Kroemer Avenue
Hamlet of Riverhead, Town of Riverhead
Suffolk County, New York

Dear Mr. Rowe:

VHB Engineering, Surveying and Landscape Architecture, P.C. (VHB) is in the process of preparing a Final Environmental Impact Statement (FEIS) for the above-referenced proposed action, which involves the redevelopment of a 41.55±-acre parcel located on the north side of Old Country Road east of Kroemer Avenue, which is the site of the former Hazeltine industrial facility (hereinafter the "subject property") (see enclosed plan).

The proposed redevelopment entails the creation of a destination retail center of approximately 270,787 square feet (sf) and approximately 1,383 parking spaces. The access to the proposed retail development would be via Old Country Road (C.R. 58). Correspondence regarding the redevelopment of this property with a 499,609 sf retail center was originally forwarded to your office December 19, 2006. Subsequent to this submission, the proposed project was reduced in size to the aforementioned 270,787 sf of retail space.

As part of the State Environmental Quality Review Act (SEQRA) process, the FEIS is to include information on community services, including ambulance services, and we would appreciate your assistance in this regard. As the subject parcel is within your service area, please advise in writing as to the following:

1. Total number of rescue calls responded to in 2010.

2150 Joshua's Path, Suite 300
Hauppauge, New York 11788
631.234.3444 ▪ FAX 631.234.3477
email: info@vhb.com
www.vhb.com

2. Estimated response time to the subject property.
3. The percentage of calls attributed to retail facilities, such as that proposed herein.
4. The receiving hospital(s) to which you would transport persons in need of emergency care.
5. Any other relevant information you feel would assist us in the preparation of the FEIS.

Thank you for your assistance in this matter. Please feel free to contact me at (631) 234-3444 with any questions concerning this request.

Very truly yours,

VHB Engineering, Surveying and Landscape Architecture, P.C.

Erin Echevarria
Project Manager

EE/ th
enc.

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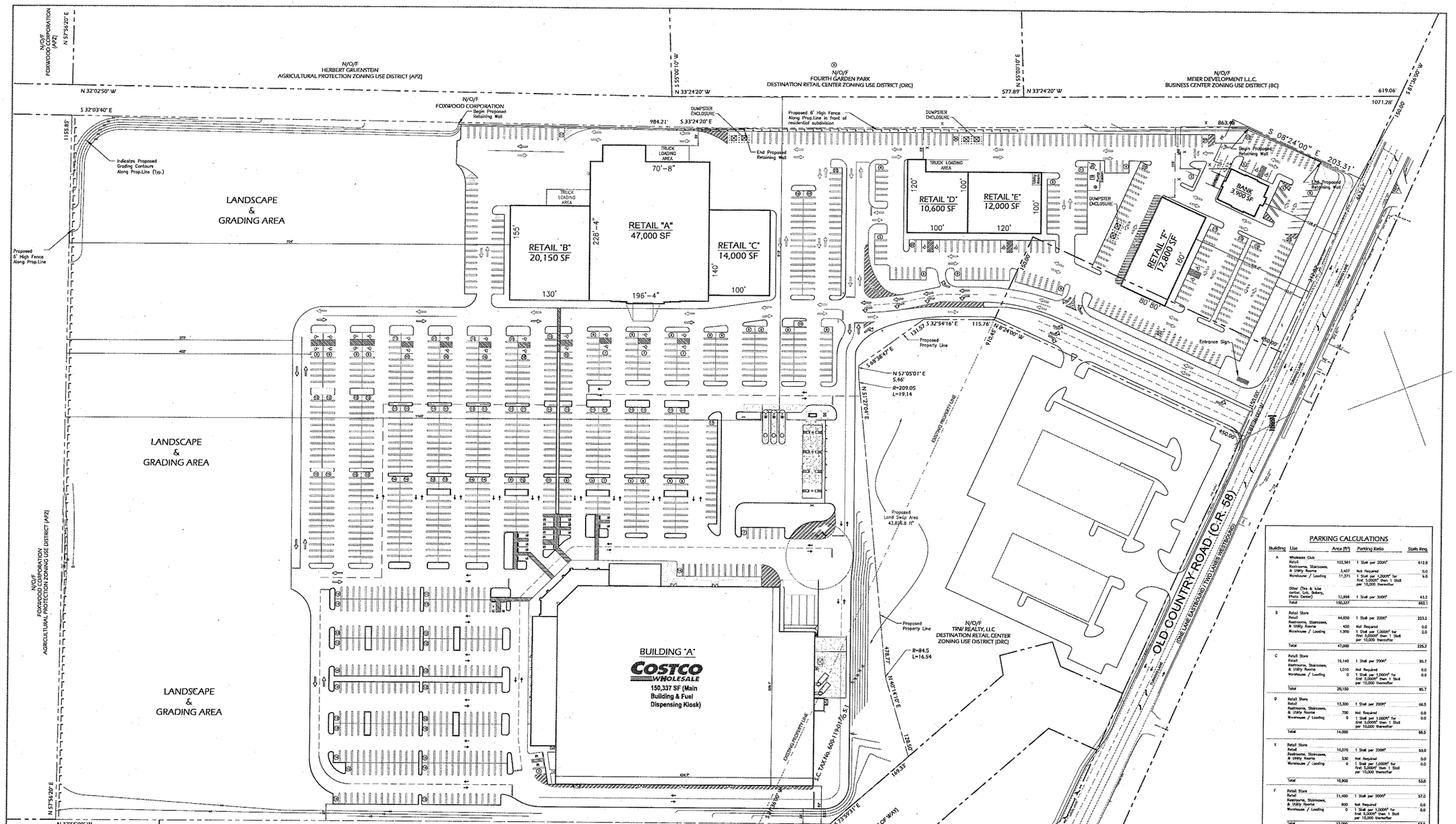

PARKING CALCULATIONS

Building	Use	Area (ft²)	Parking Ratio	Stalls Req.
A	Wholesale Club			
	Retail	122,561	1 Stall per 200ft²	612.8
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	Warehouse / Loading	11,371	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	5.0
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	Total	150,337		662.1
B	Retail Store			
	Retail	44,850	1 Stall per 200ft²	223.2
	Restrooms, Staircases, & Utility Rooms	450	Not Required	0.0
	Warehouse / Loading	1,900	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	2.0
	Total	47,000		225.2
C	Retail Store			
	Retail	19,140	1 Stall per 200ft²	95.7
	Restrooms, Staircases, & Utility Rooms	1,010	Not Required	0.0
	Warehouse / Loading	0	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	0.0
	Total	20,150		95.7
D	Retail Store			
	Retail	13,300	1 Stall per 200ft²	66.5
	Restrooms, Staircases, & Utility Rooms	700	Not Required	0.0
	Warehouse / Loading	0	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	0.0
	Total	14,000		66.5
E	Retail Store			
	Retail	10,070	1 Stall per 200ft²	50.0
	Restrooms, Staircases, & Utility Rooms	530	Not Required	0.0
	Warehouse / Loading	0	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	0.0
	Total	10,600		50.0
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	Retail	12,160	1 Stall per 200ft²	60.8
	Restrooms, Staircases, & Utility Rooms	640	Not Required	0.0
	Warehouse / Loading	0	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	0.0
	Total	12,800		60.8
H	Bank			
	Banking	2,912	1 Stall per 200ft²	14.5
	Restrooms, Staircases, & Utility Rooms	988	Not Required	0.0
	Warehouse / Loading	0	Not Required	0.0
	Total	3,900		14.5
	Total Parking Stalls at Retail Buildings			1,234.8
	Total Parking Stalls Required			1,235

GENERAL INFORMATION

Location of Site: Town of Riverhead, Suffolk County
Access: Suffolk County Route 58 in the Town of Riverhead

Suffolk County Tax Map Numbers:		600-101-01-03 & 600-119-01-06
Zoning DISTRICT:		DRC (Destination Retail Center)
Area Data:	600-101-01-5.03 =	1,698,573.66ft² (38.99 Acres)
	600-119-01-06 =	67,500.00 ft² (1.55 Acres)
	600-119-01-5.5.1 =	49,836.00 ft² (1.01 Acres)
	Total Site Area =	1,809,900.66ft² (41.55 Acres)

Survey information taken from survey done by:
Joseph Ingrigna, Land Surveyor (Dated 12-19-2006)

FINAL BUILDING FOOTPRINT COVERAGE

Footprint Coverage: 270,787 ft²/1,809,900.66 ft²=14.96%

Description	Allowed	Provided
Building Footprint Coverage with Transfer of Development Rights	30.00 %	14.96 %
Building Footprint Coverage without Transfer of Development Rights	15.00 %	14.96 %

FINAL FLOOR AREA RATIO

PROVIDED: 249,191 ft² / 1,809,900.66 ft² = 13.77%

Description	Allowed	Provided
Floor Area Ratio with Transfer of Development Rights	60.00 %	13.77 %
Floor Area Ratio without Transfer of Development Rights	20.00 %	13.77 %

BUILDING AREA

Building	Building Use	Footprint Area**	Floor Area for FAR
A	Wholesale Club	150,337 ft²	150,337 ft²
B	Retail Store	47,000 ft²	44,650 ft²
C	Retail Store	20,150 ft²	19,140 ft²
D	Retail Store	14,000 ft²	13,300 ft²
E	Retail Store	10,600 ft²	10,070 ft²
F	Retail Store	12,000 ft²	11,400 ft²
G	Retail Store	12,800 ft²	12,160 ft²
H	Bank	3,900 ft²	2,912 ft²
Total #		270,787 ft²	249,191 ft²

** One-story buildings are anticipated, therefore Footprint Area equals Gross Floor Area

DRC ZONING SETBACK REQUIREMENTS

Description		Required	Provided
Front Yard	(Building)	50 ft	128.60 ft
Rear Yard	(Building)	50 ft	724.00 ft
Side Yard-R	(Building)	25 ft	30.00 ft
Side Yard-L	(Building)	25 ft	62.70 ft
Front Yard	(Driveway)	50 ft	50.00 ft
Rear Yard	(Driveway)	30 ft	372.00 ft
Side Yard-R	(Driveway)	5 ft	5.00 ft
Side Yard-L	(Driveway)	5 ft	24.00 ft
Front Yard	(Parking)	50 ft	55.00 ft
Rear Yard	(Parking)	20 ft	402.00 ft
Side Yard-R	(Parking)	10 ft	10.00 ft
Side Yard-L	(Parking)	10 ft	27.00 ft
Parking Station (no Residential Prop.)		500 ft	513 & 1,145 ft

PARKING SUMMARY

Description	Required	Provided
10.0' x 20.0'	1235 (See Parking Calculations)	1418
Total Stalls	1235	1418
Handicap Parking: *	2% of Total Provided=28	48
Land-Banked Stalls:	N/A	N/A

* - Included In The Total Provided Parking Spaces

DIMENSIONAL REQUIREMENTS

Description	Required	Provided
Impervious Surface	75% max. allowed of Lot Size (1,357,425 ft²)	47.7 % (863,425.99)
Contiguous Landscape	20% min. of Lot Size (361,980 ft²)	34.1 % (619,063.99)
Interior Parking Landscape	10% min. of Max. Paved Area (135,742 ft²)	6.4 % (54,825.99)
Maximum Building Height	35 ft max	35 ft

Date	Revision	Approval By:

UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING AND BLUEPRINTS DESIGNED BY A LICENSED OF NEC 7209 OF THE N.Y.S. EDUCATION LAW

The Shops at Riverhead
Site Improvements

County Road 58
Riverhead, N.Y. 11901

E.S. KALOGERAS, P.E
Consulting Engineers

UNION SQUARE, 757 UNION AVENUE, MIDDLE ISLAND, N.Y. 11953
TEL: (631) 733-4040
FAX: (631) 733-4004
E-mail: kalogeraspe@yahoo.com

Drawn By:	Date	Scale	Dwg. No.
Paul F. Sigismondi	AUGUST 31, 2011	1" = 50'	SP-1
Job #: CPG11-01	Show No: Proposed "As-Of-Right" Site Plan		1 of 1

Appendix K

HEALTH AND SAFETY PLAN
THE SHOPS AT RIVERHEAD
OLD COUNTRY ROAD
RIVERHEAD, SUFFOLK COUNTY, NEW YORK

INTRODUCTION

This Health and Safety Plan ("HASP") has been developed to address the potential physical and chemical hazards that workers may face while performing the planned field activities for The Shops at Riverhead property located on Old Country Road, east of Kroemer Avenue, in Riverhead, New York. This HASP establishes procedures to minimize worker's exposures to potential hazards though the use of personal protective equipment and safe work practices. This HASP has been developed to meet the requirements of the Occupational Safety and Health Administration ("OSHA") Labor and Construction safety regulation contained in Title 29, Code of Federal Regulations ("CFR") 1910 and 1926. It is intended for the protection of workers during general on-site activities. Anyone else, such as subcontractors, client, and visitors may review this HASP and follow its procedures, if they choose.

RESPONSIBILITIES

The Site Safety Officer ("SSO") will be responsible for implementing the procedures and safe work practices established in this HASP. These responsibilities include conducting Health and Safety orientations for all persons entering the site, conducting daily tailgate safety meetings with site workers, and control setup and access of restricted work zones. The SSO will coordinate with site contractor's managers/superintendents to ensure that the HASP is implemented. In the event that the SSO must leave the site while the work is in progress, an alternate SSO will be designated to ensure that the HASP will continue to be followed.

The SSO will report all health and safety matters to the Project Manager, who has responsibility for overseeing the planned activities. A Certified Industrial Hygienist ("CIH") will also be available on an as-needed basis. The Project Director or Project Engineer will have overall project responsibility.

SITE DESCRIPTION

The Shops at Riverhead occupies a 41.55-acre site located on Old Country Road, east of Kroemer Avenue, in the Hamlet of Riverhead, within the Town of Riverhead, Suffolk County, New York (Figure 1). The property is the site of a former Hazeltine industrial facility, which consisted of a large main manufacturing building, a Quonset hut, and associated parking areas. The proposed plan consists of the development of approximately 500,000-square feet of retail and restaurant space and associated parking areas.

PLANNED FIELD ACTIVITIES

The following is a brief description of the planned redevelopment activities for the site.

Underground Storage Tank Removal: Includes the excavation, cleaning, and dismantling of underground storage tanks ("USTs") including in-ground hydraulic lifts and their associated piping at the site. This also includes the excavation and removal of contaminated soil surrounding the tanks, if needed.

Demolition of Foundations and Subsurface Structures: Includes utility close-outs; demolition of buildings foundations and backfilling the site with indigenous materials and imported common fill, if needed. This work includes the loading of vehicles for off-site transportation of Construction and Demolition ("C&D") debris generated during the site activities.

Asbestos Containing Material ("ACM") Removal: Includes the removal of friable and non-friable ACM from structures, flooring, and equipment through-out the site.

Underground Utilities Abatement and Installation: Includes the removal of current sanitary and stormwater systems and associated leaching pools and the installation of new sanitary and stormwater conveyance infrastructure for the site development.

TRAINING

All subcontractor personnel who will potentially be exposed to hazardous materials while working at the site will be required to have attended a 40-hour health and safety training course, and have current 8 hours of annual refresher training. Tasks which may result in exposure to hazardous wastes include asbestos abatement, UST closures, underground piping and waste consolidation and handling. All workers taking part in these activities will provide certificates of training, respirator fit testing, and medical clearances prior to start of work.

HAZARD EVALUATION

The potential hazards, physical and chemical, associated with the planned field activities for this site have been evaluated based on existing information, such as the task that will be performed, past site experience, and past sampling results. The physical hazards associated with the planned field activities include trips and falls at grade, being struck by collapsing structures, striking overhead power lines, falls from elevated platforms (scaffolding, cherry picker, etc.), open excavations, and being stuck by/against objects and equipment.

Contractor personnel will not enter open pits deeper than four feet and, therefore, no confined space entries will be made by personnel. Should any contractor's worker need to enter an excavation deeper than four feet, all provisions, such as side wall stabilization, air monitoring, entry and exit, lifelines, and confined space entry procedures will be the responsibility of the subcontractor.

The chemical hazards associated with this site consist of potential exposure hazards associated with heavy metals, polycyclic aromatic hydrocarbons ("PAHs"), and volatile organic compounds ("VOCs"). Based upon this information, the following exposure pathways have been identified to minimize potential worker's exposure:

- Inhalation of vapors, gases, and particulate matter.
- Direct skin contact and absorption with contaminated media.
- Accidental ingestion of contaminants.

AIR MONITORING

Air monitoring will be conducted by the SSO at this site during all planned intrusive field activities to ensure that the workers are appropriately protected from the potential chemical hazards. A photo-ionization detector ("PID") organic vapor meter ("OVM") (i.e., Thermo Environmental Instruments, Inc. 580B OVM or similar will be used). This instrument is designed to measure trace quantities of VOCs in air and has a parts per million ("ppm") sensitivity range. Air monitoring reading will be recorded every 15 minutes during site activities

The primary route of potential exposure to heavy metals is through skin absorption with potentially contaminated soil. This will be prevented by the following measures: gloves will be worn during all intrusive field activities, no eating or drinking will be permitted in the work or support zones, and potable water will be sprayed on the ground for dust suppression if needed. If a connection to public water is not available, water trucks will be brought onsite. Continuous real-time air monitoring for particulates will be conducted using a MIE Personal Data Ram Monitor at the downwind and within the perimeter of the contaminated exclusion zone (see Site Control). As above, particulate monitoring will be recorded at 15 minute intervals during work activities. If particulate levels exceed 150 micrograms per cubic meter ("ug/m^3"), then dust suppression will be employed as outlined above.

Air monitoring readings will be recorded on air monitoring logs which will be kept by the SSO. All air monitoring equipment will be calibrated, as per manufacturer's specifications each morning, before field use and calibration records (provided in Attachment B) will be kept by the SSO.

ACTION LEVELS

Based upon the data collected from the site, the planned field activities are expected to be conducted in Level D protection. The following criteria will be used to evaluate whether actual field conditions will require upgrading from the initial Level D protection. For intrusive earthwork in areas where contaminants were previously identified, continuous air monitoring using the PID and dust particulate monitor will be conducted by the SSO. Action levels of 25-ppm needle deflection on the PID or 150 micrograms per cubic meter (ug/m^3) on the particulate air monitor for a sustained period of 5 minutes in the worker's breathing zone have been established. Should the action level be met or exceeded, the SSO may permit the resumption of work with the level of protection upgraded to Level C, using a full-face air-purifying respirator equipped with organic vapor cartridges and a dust prefilter or a particulate filter. Work would also be discontinued should PID readings exceed 100 ppm. Site personnel must leave the work area and allow vapors to vent until PID readings are below 100 ppm or until the substance creating the vapor can be identified thereby allowing a revised action level to be used under Level C.

LEVELS OF PROTECTION

Based upon the hazard evaluation results, all tasks will initially be performed in Level D protection. In the event that the established action levels are exceeded, the level of protection will be upgraded to Level C. The anticipated levels of personal protection based on work activities are:

Work Activity	Anticipated Level of Personal Protection
1. Pre-Demolition Remediation	Level D or Level C
2. General Demolition	Level D
3. Confined Space (if needed)	Level C
4. Underground Utilities	Modified Level D
5. Security	Level D
6. Asbestos Abatement	Level C
7. Handling Materials Potentially Containing Lead	Level C

The following is a description of the personal protective equipment required for each level:

Level D:

- Hard hat;
- Disposable coveralls (optional except for asbestos work);
- Safety glasses, goggles, or faceshield;
- Steel-toe and shank, chemical-resistant boots;
- Chemical-resistant gloves; and

- Hearing protection, Noise Reduction Rating ("NRR") of 35 decibels (as necessary).

Level C:

- Full-face air purifying respirator equipped with organic vapor cartridges and dust prefilters or particulate filters;
- Hard hat;
- Disposable coveralls (optional except for asbestos work);
- Steel-toe and shank, chemical-resistant boots;
- Chemical-resistant gloves; and
- Hearing protection, NRR of 35 decibels (as necessary).

Level B:

- Full-face supplied-air respirator using either self-contained breathing apparatus ("SCBA") or air cascade system;
- Hard hat;
- Disposable coveralls (optional except for asbestos work);
- Steel-toe and shank, chemical-resistant boots;
- Chemical-resistant gloves;
- Hearing protection, NRR of 35 decibels (as necessary); and
- Life vest when working within 2.5 feet of the water.

The following personal protective equipment procedures will be used as a minimum. Additional measures may be implemented based on specific locations and procedures, if needed.

1. Prescription eyeglasses that are not safety glasses or contact lenses are not permitted in the contaminated exclusion zone or contaminant reduction zone;

2. Respirator cartridges will be changed daily or when breakthrough occurs, whichever occurs first;

3. Rubber overshoes will be worn over steel-toed safety shoes or boots when entering or working in a contaminated exclusion zone or contaminant reduction zone;

4. Disposable PPE will be replaced each day; reusable PPE will be clean each day and prior to reissuing; and

5. No personnel will be permitted to enter a contaminated exclusion zone or contaminant reduction zone who has not passed a respirator fit test. Certification of respiratory fit test must be supplied. No facial hair, which may interfere with proper respirator fit, will be permitted.

SAFE WORK PRACTICES

To ensure that safe work practices are followed, the following procedures will be implemented:

- All contractor personnel must review the HASP prior to participating in the planned field activities;

- A copy of the HASP will be available at the site for reference during the planned field activities;

- All new personnel entering the site will be given a Health and Safety orientation to review the site hazards and restrictions. Weekly safety meeting will be held by the SSO to restate health and safety requirements and procedures, discuss on-going safety issues, and outline any new procedures which may be needed based on changing field conditions. Health and safety orientation and weekly meetings attendance will be recorded by the SSO;

- Dust suppression, using a water spray, will be used when needed to reduce airborne particulates during the field activity;

- A pre-entry, tailgate safety meeting will be conducted prior to the start of each day to discuss the associated hazards. This meeting will be recorded by the SSO;

- The SSO will inform all subcontractors of the potential hazards associated with the site and the planned field activities. A copy of the HASP will be made available for their review;

- All underground utilities and structures will be cleared and marked out prior to any ground-intrusive work;

- All site visitors requiring access to the site will be required to review the HASP and their name, title, and affiliation will be recorded by the SSO;

- No eating, drinking, and smoking will be permitted in the contaminated exclusion or contaminant reduction zones;

- No sources of ignition, such as matches or lighters, will be permitted in the work zones. The buddy system will be used in all work areas; and

- During hazardous weather conditions, such as lightning and thunder storms, work will cease immediately.

HEAT STRESS

Heat stress is caused by a number of interacting factors, including environmental conditions, personal protective equipment, work load, and the individual characteristics of the worker. Each individual has different susceptibilities to heat stress. Factors affecting an individual's susceptibility to heat stress include age, physical fitness, degree of acclimatization, and the specific task being performed. Symptoms of heat stress are divided into five general categories as follows:

- Behavioral Disorders: A worker suffering from heat fatigue demonstrates symptoms such as the inability to concentrate, impaired performance, and loss of coordination;

- Skin Eruptions: Skin eruptions include profuse, tiny, raised red vesicles (blister-like) on affected areas, prickling sensation during heat exposure, and prickly heat. During heat stress, extensive areas of the skin that do not sweat upon heat exposure, will present a goose-flesh appearance that subside with cool environments;

- Heat Exhaustion: Heat exhaustion is a condition that results from extensive water and/or salt depletion. Symptoms include fatigue, nausea, headaches, giddiness, clammy skin, pale complexion, and fainting. Heat cramps, which are painful muscle spasms (arms, legs, or abdomen), are also a symptom of heat exhaustion and can occur during or after work hours;

- Heat Syncope: Symptoms associated with this stage of heat stress include fainting while standing erect and the individual's becoming immobile; and

- Heat Stroke: Symptoms usually associated with heat stroke are hot, dry skin, which is usually red, mottled, or blue. Additional symptoms include confusion, loss of consciousness, and convulsions;

To minimize workers' exposures to heat stress, it is important for field personnel to recognize the early signs and symptoms of heat stress so that preventive measures can be taken. Preventive measures include work schedule adjustment, rotating personnel, increasing rest periods, and selection of personal protective equipment.

- Adjustment of Work Schedules: In environments of extreme heat and humidity, work schedules should be modified. Heavy work should be conducted during the cooler hours of early morning or early evening when the ambient temperature is usually lower. During the hotter hours, usually associated with midday, light work tasks should be performed whenever possible. Subcontractors should be informed of the potential for adjusted work schedules;

- Rotation of Personnel: By alternating job functions, a single worker may not be overstressed or overexerted as a result of performing heavy tasks throughout the day; and

- Increase in Rest Periods: In extreme environmental conditions, the number of rest periods should be increased. Shaded areas or air conditioned facilities (trailer, cars, buildings) should also be provided for these rest periods so that workers can adequately recover.

Bodily fluids should also be maintained at normal levels. A good guideline to follow is that the fluid intake should equal every ounce lost in sweat. Water is recommended as the fluid of choice. Field showers or hose-down areas should be provided to reduce body temperature.

COLD STRESS

If field operations are conducted in the cold winter months, cold stress will be monitored. Two factors influence the development of a cold injury: ambient temperature and the velocity of the wind. Wind chill is used to describe the chilling effect on moving air in combination with low temperature. Fir instance, 10 degrees Fahrenheit air with a wind of 15 miles per hour (mph) is equivalent in chilling effect to still air at –18 degrees Fahrenheit.

As a general rule, the greatest incremental increase in wind chill occurs when a wind of 5 mph increased to 10 mph. Additionally, water conducts heat 240 times faster than air. Thus the body cools suddenly when chemical-protective equipment is removed if the clothing underneath is perspiration soaked.

Local injury resulting from cold is included in the generic term frostbite. There are several degrees of damage. Frostbite of the extremities can be categorized into:

- Incipient Frostbite: Characterized by suddenly blanching or whitening of skin;

- Superficial Frostbite: Skin has a waxy or white appearance and is firm to the touch, but tissue beneath is resilient;

- Deep Frostbite: Tissues are cold, pale and solid; extremely serious injury; and

- Hypothermia: Systemic hypothermia is caused by exposure to freezing or rapidly dropping temperatures. Its symptoms are usually exhibited in five stages: (1) shivering; (2) apathy, listlessness, sleepiness, and (sometimes) rapid cooling of the body temperature to less than 95 degrees Fahrenheit; (3) unconsciousness, glassy stare, slow pulse and slow respiratory rate; (4) freezing of the extremities; and finally, (5) death.

SITE CONTROL

Site contractor personnel will be provided a health and safety orientation before entering the Site. No persons will be allowed access to the site without a health and safety orientation by the SSO. The names of the site workers who have completed the health and safety orientation will be recorded by the SSO. Visitors, who will also be given the health and safety orientation will still required to be escorted by the SSO or a representative of the SSO. The escort will prevent visitors from entering work zones that may compromise the visitor's safety.

The SSO will determine and identify the following areas of the work site. These areas will be divided into three zones, designated as the contaminated exclusion zone, the contamination reduction zone, and the support zone. The SSO will also specify the equipment, operations, and personnel to occupy these controlled areas.

1. Contaminated exclusion zone (Zone 1)

   The contaminated exclusion zone is the zone where contamination exists or could occur. All personnel working in a contaminated exclusion zone will wear the prescribed level of protection. An entry and exit check point will be visually defined at the periphery of the contaminated exclusion zone to regulate the flow of personnel and equipment into and out of the zone. Personnel who are not directly involved with the work to be performed in the contaminated exclusion zone are not permitted to enter the contaminated exclusion, contamination reduction, and support zones.

   A visually defined contaminated exclusion zone will be established around work areas in which there is the potential for encountering hazardous substances. When established, this zone will be a sufficient size to contain all work activities and resultant waste production. The contaminated exclusion zone perimeter will be defined with temporary fencing. Warning signs will be posted on fencing to designate the contaminated exclusion zone.

2. Contamination Reduction Zone (Zone 2)

   The area between the contaminated exclusion zone and the support zone is the contaminant reduction zone. This zone provides a transition between a contaminated area (contaminated exclusion zone) and a support zone. The contaminant reduction zone serves as a buffer to further reduce the possibility of the clean support zone becoming contaminated. It provides additional assurance that the physical transfer of contaminating substances on personnel, on equipment, or in the air is limited through a combination of decontamination, distance between exclusion and support zones, air dilution, zone restrictions, and work functions.

Decontamination of personnel and sampling equipment will be performed in the contamination reduction corridor, which will be situated within the contaminant reduction zone. The contaminant reduction corridor will be established as the entry and exit points to the defined work areas.

3. Support Zone (Zone 3)

This space is outside the zone of contamination. The support zone must be marked and protected against contamination from the work area. This zone serves the following functions:

- An entry for personnel, material, and equipment.
- An exit for decontaminated personnel, materials, and equipment.
- A designated area for rest breaks where eating, drinking, and smoking will be allowed. Rest break areas will be defined using barricade tape and posted with a sign.

Waste materials resulting from work activities (such as contaminated protective clothing) will be containerized within the contaminated exclusion zone and properly disposed. Only authorized visitors and contractor personnel will be allowed within work areas during the field work. Site security will be performed by a security firm, the SSO, or the SSO's designee.

DECONTAMINATION

A personnel decontamination station will be established in the support zone. Personnel decontamination will consist of washing potentially contaminated items, such as boots and gloves, with a mild soap and water solution and a water rinse. All personnel leaving the work zone will go though the decontamination process before leaving the site.

Equipment will be washed with decontamination solution (i.e., detergent and water), rinsed with clean water, and if required, steam cleaned to the satisfaction of the SSO prior to reuse. Equipment and vehicles will be decontaminated in a designated area. Support vehicles will be decontaminated as deemed necessary by the SSO. Vehicle and equipment decontamination will be conducted on a containment pad. The containment pad will consist of an impermeable base using 60 mil EPDM overlain with gravel. The pad will be bermed and graded to control and capture wash water. Wash water will be periodically removed and disposed of at an appropriate off-site treatment facility.

Personnel working in the contaminant reduction zone will wear, at a minimum, the same level of protection as the workers in the contaminated exclusion zone. Solid wastes (discarded protective clothing, tape, etc.) will be containerized and disposed with the waste debris from the area where the work was conducted.

EMERGENCY PLAN

Verbal communications may be difficult at times due to personal protective equipment and noise. A universal set of hand signals will then be used. They are as follows:

Hand gripping throat:	Can't breathe.
Grip partner's wrist or place hands around waist:	Leave work area immediately.
Hand on top of head:	Need assistance.
Thumbs up:	Okay, I'm all right.
Thumbs down:	No, negative.

All job-related injuries and illnesses will be reported to the SSO. If medical attention is needed, the injured worker will be decontaminated, if possible, prior to leaving the site. The SSO will investigate the cause of the accident and corrective measures will be taken before the work can resume. The SSO is responsible for completing the accident reporting form, OSHA 101, for all injuries. The completed OSHA 101 form should be forwarded to the contractor's health and safety administrator within 6 days for recording into the OSHA 200 log. In the event of a fatality or three or more workers being hospitalized as a result of a single incident, the SSO will contact the contractor's health and safety administrator immediately for OSHA reporting purposes.

A list of phone numbers for off-site emergency personnel is provided in this plan and will be posted near all on-site telephones. In the event of an emergency, the SSO will either notify the appropriate off-site personnel, or designate someone to do so. The first responders are expected to consist of police, fire, and ambulance.

EMERGENCY RESPONSE PROCEDURES

All releases of materials must be responded to immediately and the emergency response procedures must be activated. During active field work, air monitoring equipment and other health and safety equipment will already be operating according to procedures outlined above. In an emergency situation, however, additional response measures are to be taken, and additional equipment is to be used. These procedures are described in the following sections. In addition to the procedures specified below, all responses to releases are subject to the controls designated in the site HASP.

MINOR SPILLS

For the purposes of this project, a minor spill consists of one gallon or less. Minor spills will be remediated by removing the spill debris and the contaminated soil. Any spilled material is to be handled as hazardous waste. The leaking container will be placed in an overpack drum and disposed in an appropriate manner. Additional emergency measures will not be implemented unless the SSO decides they are necessary.

MAJOR SPILLS

For the purposes of this project, a major spill is defined as greater than one gallon. In the event of a major spill, communication and notification procedures will be implemented and the level of response will depend upon the nature of the release. Attempts will be made to control the release by diking and draining. Sorbent pads, oil dry, or soil will be used to absorb the release and will be placed directly into drums and sealed to prevent a fire hazard. Employees should note that absorbents solidify the liquid, but do not remove the fire hazard. Because solvents can volatilize from the sorbent and ignite, a fire extinguisher will be brought to the area of the release by the emergency response team. If the release is sufficiently large; cannot be controlled by diking, damming, absorbing, or other methods; and is a known hazardous substance, the local fire department, police, Coast Guard (if surface waters are affected), and the National Response Center must be notified as soon as possible following the determination that the spill cannot be contained. If the material released is unknown, sampling and testing will be conducted to determine if the material exhibits characteristics of a hazardous substance. If the material is characterized as a hazardous substance, the above notifications will be made.

FIRE

A fire extinguisher will be used on minor fires where a container is not involved. If the fire cannot be extinguished immediately or a container is involved, the area must be evacuated immediately and the fire department notified from a safe location. Extinguishing methods may include the use of CO^2, a dry chemical, or a water spray, but not a direct hose stream. Foam or a water spray may be used on larger spills.

EXPLOSION

In the event of an explosion, the area must be evacuated immediately, and the fire department notified. The reason for the explosion should be assessed and corrected, prior to re-entering the site.

MEDICAL

Medical emergency procedures are addressed above. Appropriate first aid will be administered, and, if necessary, the injured individual will be sent to the designated medical facility for further treatment. An ambulance will be summoned (if needed), and the cause of the accident will be evaluated and corrected before operations are continued.

Any subcontractor personnel entering an excavation greater than four feet deep will strictly adhere to protocols detailed in their Confined Space Entry Plan and a confined space entry permit will be completed. A copy of which will be available at the job site. If an individual is injured within a confined space or a collapse occurs while a person is inside it, the injured individual will be brought to the surface via the lifeline by the emergency response team. If necessary, CPR or emergency first aid will be administered to the individual, and the proper authorities will be contacted.

Emergency and First Aid Equipment

An emergency first aid kit sized for up 50 persons including a portable eye wash station will be provided at the personnel decontamination facilities. A minimum of two fire extinguishers will also be available at the facilities.

Emergency Telephone Numbers

Riverhead Town Police	(631) 727-4500 or 911
Fire	911
Ambulance	911
Peconic Bay Medical Center	(631) 548-6200
Coast Guard National Response Center	(212) 668-6395

The closest hospital to the site is

Peconic Bay Medical Center,
1300 Roanoke Avenue
Riverhead, New York.

Directions to Peconic Bay Medical Center

Exit the site going east on Old Country Road (County Route 58). Go approximately 2 miles to the traffic circle. Enter the traffic circle and exit at the third right turn off the traffic circle onto Roanoke Avenue. The entrance to the hospital is located on the right after exiting the traffic circle.

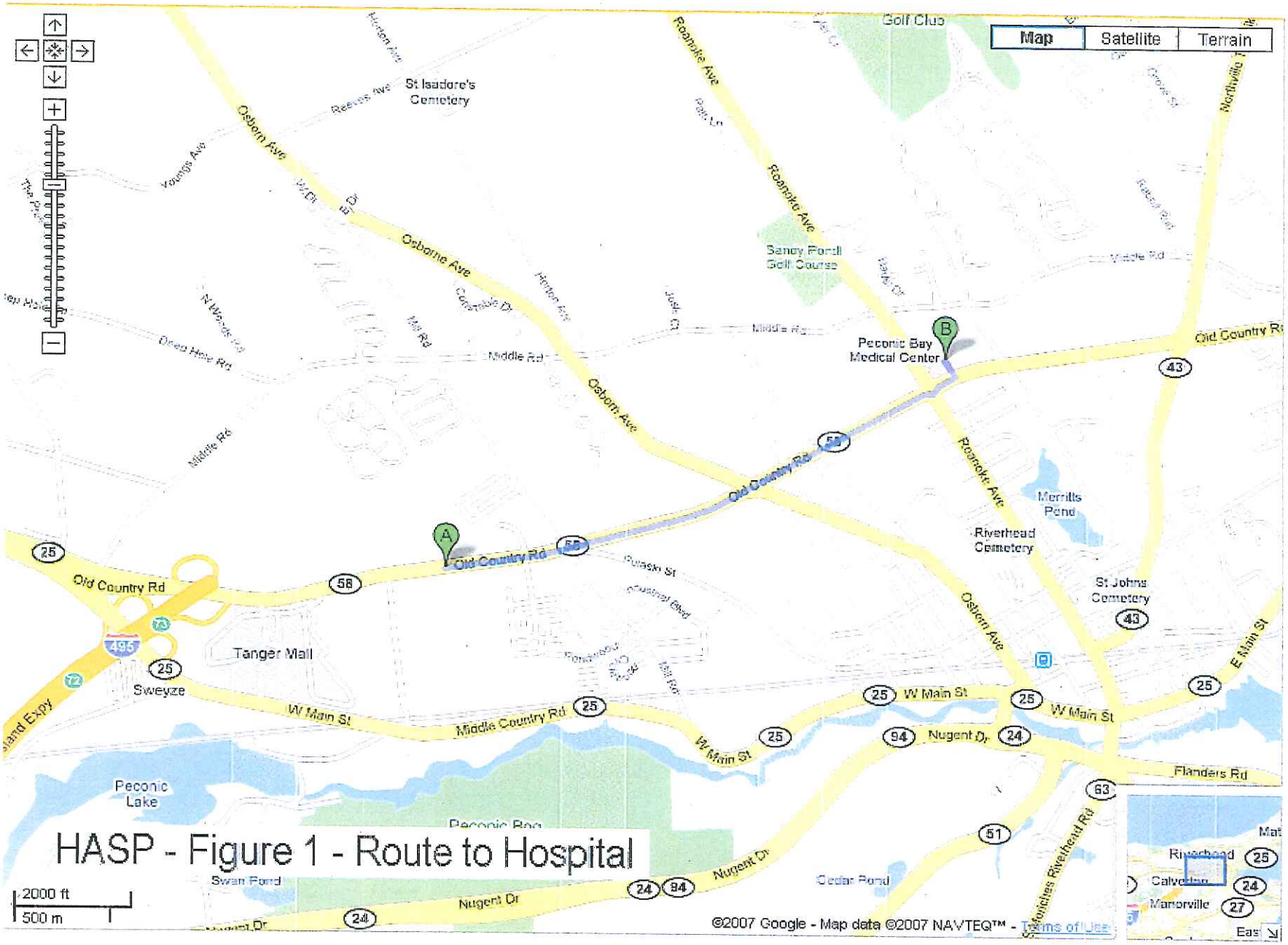
REFERENCES

American Conference of Governmental Industrial Hygienist (ACGIH). 1999. Threshold Limit Values for Chemical Substances and Physical Agents and Biological Exposure Indices.

Nelson, Pope & Voorhis, LLC. 2003. Phase I Environmental Site Assessment, Former Hazeltine Property, Riverhead, New York. June 26, 2003.

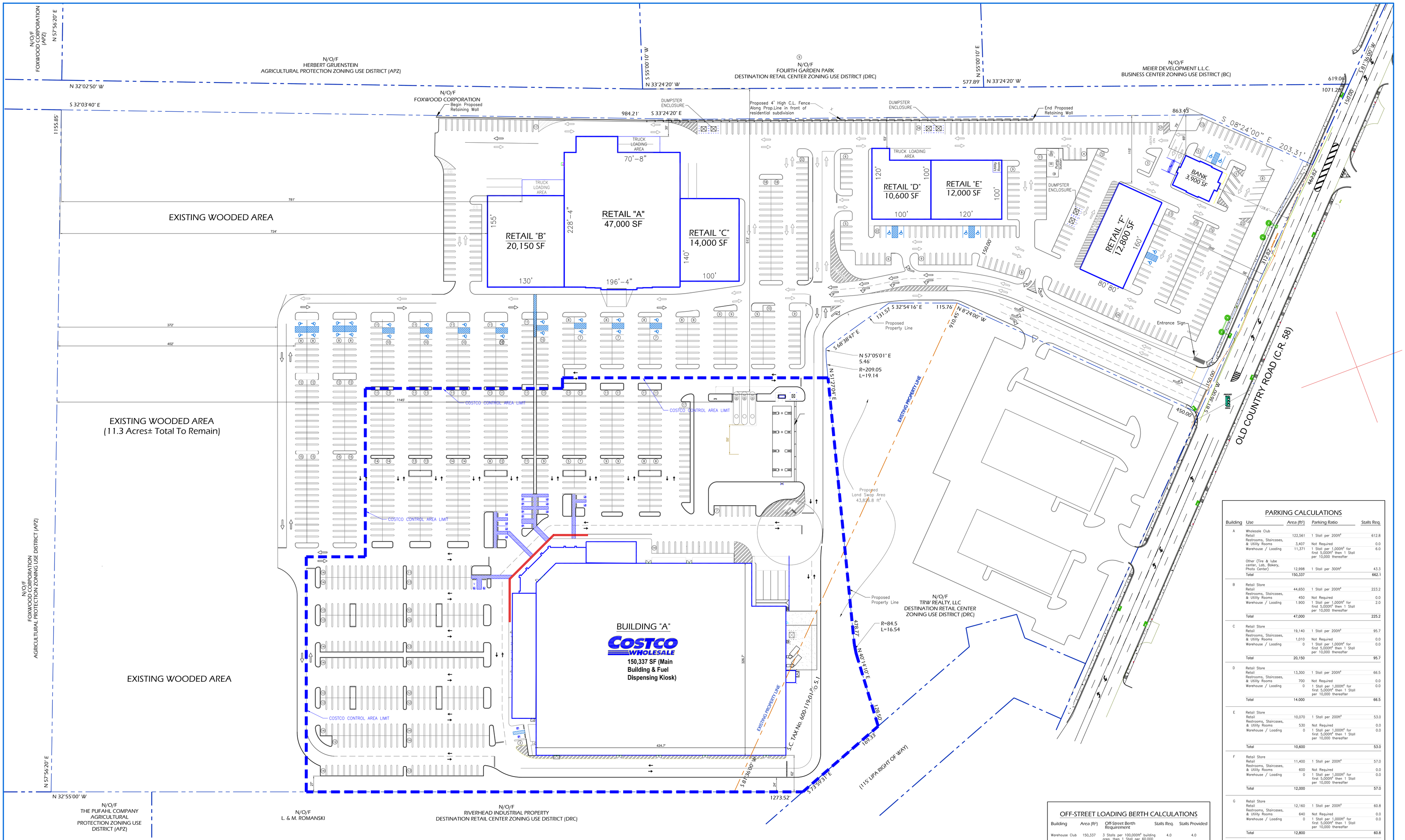
Nelson, Pope & Voorhis, LLC. 2003. Limited Phase II Environmental Site Assessment, Former Hazeltine Property, Riverhead, New York. September 9, 2003.

Occupational Safety and Health Administration (OSHA). Hazardous Waste Operations and Emergency Response, Title 29, Code of Federal Regulations, Part 1910.120.



HASP - Figure 1 - Route to Hospital

Appendix L



GENERAL INFORMATION

Location of Site: Town of Riverhead, Suffolk County
Access: Suffolk County Route 58 in the Town of Riverhead

Suffolk County Tax Map Numbers:			600-101-01-03 & 600-119-01-06
Zoning District:			DRC (Destination Retail Center)
Area Data:	600-101-01-$\frac{1}{2}$-03	= 1,698,573.66ft²	(38.99 Acres)
	600-119-01-06	= 67,500.00 ft²	(1.55 Acres)
	600-119-01-$\frac{1}{2}$-5.1	= 43,826.80 ft²	(1.01 Acres)
	Total Site Area	= 1,809,900.46ft²	(41.55 Acres)

Survey information taken from survey done by:
Joseph Ingegno, Land Surveyor (Dated 12-18-2006)

FINAL BUILDING FOOTPRINT COVERAGE

Footprint Coverage: 270,787 ft²/1,809,900.46 ft²=14.96%

Description	Allowed	Provided
Building Footprint Coverage with Transfer of Development Rights	30.00 %	14.96 %
Building Footprint Coverage without Transfer of Development Rights	15.00 %	14.96 %

FINAL FLOOR AREA RATIO

PROVIDED: 249,191 ft² / 1,809,900.46 ft² = 13.77%

Description	Allowed	Provided
Floor Area Ratio with Transfer of Development Rights	60.00 %	13.77 %
Floor Area Ratio without Transfer of Development Rights	20.00 %	13.77 %

BUILDING AREA

Building	Building Use	Footprint Area**	Floor Area for FAR
A	Wholesale Club	150,337 ft²	135,559 ft²
B	Retail Store	47,000 ft²	44,650 ft²
C	Retail Store	20,150 ft²	19,140 ft²
D	Retail Store	14,000 ft²	13,300 ft²
E	Retail Store	10,600 ft²	10,070 ft²
F	Retail Store	12,000 ft²	11,400 ft²
G	Retail Store	12,800 ft²	12,160 ft²
H	Bank	3,900 ft²	2,912 ft²
Total 8		270,787 ft²	249,191 ft²

** One-story buildings are anticipated, therefore Footprint Area equals Gross Floor Area

DRC ZONING SETBACK REQUIREMENTS

Description		Required	Provided
Front Yard	(Building)	50 ft	128.60 ft
Rear Yard	(Building)	50 ft	724.00 ft
Side Yard-R	(Building)	25 ft	30.00 ft
Side Yard-L	(Building)	25 ft	62.70 ft
Front Yard	(Driveway)	50 ft	50.00 ft
Rear Yard	(Driveway)	30 ft	372.00 ft
Side Yard-R	(Driveway)	5 ft	5.00 ft
Side Yard-L	(Driveway)	5 ft	24.00 ft
Front Yard	(Parking)	50 ft	55.00 ft
Rear Yard	(Parking)	30 ft	402.00 ft
Side Yard-R	(Parking)	10 ft	10.00 ft
Side Yard-L	(Parking)	10 ft	27.00 ft
Fueling Station (to Residential Prop.)		500 ft	513 & 1,145 ft

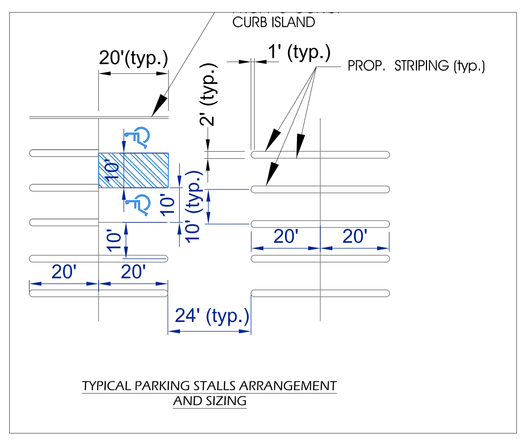
PARKING SUMMARY

Description	Required	Provided
10.0' x 20.0'	1235 (See Parking Calculations)	1418
Total Stalls	1235	1418
Handicap Parking: *	2% of Total Provided= 28	48
Land-Banked Stalls:	N/A	N/A

* - Included In The Total Provided Parking Spaces)

DIMENSIONAL REQUIREMENTS

Description	Required	Provided
Impervious Surface	75% max. allowed of Lot Size (1,357,425 ft²)	47.7 % (863,425 ft²)
Contiguous Landscape	20% min. of Lot Size (361,980 ft²)	34.3 % (620,863 ft²)
Interior Parking Landscape	10% min. of Max. Paved Area (135,743 ft²)	3.4 % (54,825 ft²)
Maximum Building Height	35 ft max	35 ft



TYPICAL PARKING STALLS ARRANGEMENT AND SIZING

OFF-STREET LOADING BERTH CALCULATIONS

Building	Area (ft²)	Off-Street Berth Requirement	Stalls Req.	Stalls Provided
Warehouse Club	150,337	3 Stalls per 100,000ft² building area, then 1 Stall per 60,000 thereafter	4.0	4.0
Retail "A"	47,000	3 Stalls per 100,000ft² building area, then 1 Stall per 60,000 thereafter	3.0	4.0
Retail "B"	20,100	1 Stall per 15,000sf to 25,000sf building area	1.0	2.0
Retail "C"–"F"	<15,000 ea.	No stalls required below 15,000sf floor area	0.0	1.0

Note that minimum stall size provided shall be 14'wide by 40' long, which is greater than 14' wide by 12' long Town min. standard.

PARKING CALCULATIONS

Building	Use	Area (ft²)	Parking Ratio	Stalls Req.
A	Wholesale Club			
	Retail	122,561	1 Stall per 200ft²	612.8
	Restrooms, Staircases, & Utility Rooms	3,407	Not Required	0.0
	Warehouse / Loading	11,371	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	6.0
	Other (Tire & lube center, Lab, Bakery, Photo Center)	12,998	1 Stall per 300ft²	43.3
	Total	150,337		662.1
B	Retail Store			
	Retail	44,650	1 Stall per 200ft²	223.2
	Restrooms, Staircases, & Utility Rooms	450	Not Required	0.0
	Warehouse / Loading	1,900	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	2.0
	Total	47,000		225.2
C	Retail Store			
	Retail	19,140	1 Stall per 200ft²	95.7
	Restrooms, Staircases, & Utility Rooms	1,010	Not Required	0.0
	Warehouse / Loading	0	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	0.0
	Total	20,150		95.7
D	Retail Store			
	Retail	13,300	1 Stall per 200ft²	66.5
	Restrooms, Staircases, & Utility Rooms	700	Not Required	0.0
	Warehouse / Loading	0	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	0.0
	Total	14,000		66.5
E	Retail Store			
	Retail	10,070	1 Stall per 200ft²	53.0
	Restrooms, Staircases, & Utility Rooms	530	Not Required	0.0
	Warehouse / Loading	0	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	0.0
	Total	10,600		53.0
F	Retail Store			
	Retail	11,400	1 Stall per 200ft²	57.0
	Restrooms, Staircases, & Utility Rooms	600	Not Required	0.0
	Warehouse / Loading	0	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	0.0
	Total	12,000		57.0
G	Retail Store			
	Retail	12,160	1 Stall per 200ft²	60.8
	Restrooms, Staircases, & Utility Rooms	640	Not Required	0.0
	Warehouse / Loading	0	1 Stall per 1,000ft² for first 5,000ft² then 1 Stall per 10,000 thereafter	0.0
	Total	12,800		60.8
H	Bank			
	Banking	2,912	1 Stall per 200ft²	14.5
	Restrooms, Staircases, & Utility Rooms	988	Not Required	0.0
	Warehouse / Loading	0	Not Required	0.0
	Total	3,900		14.5
	Total Parking Stalls of Retail Buildings			1,234.8
	Total Parking Stalls Required			1,235

Date	Revision	Approval By:
01/06/12	Added Costco Limits	ESK
12/05/11	Parking Stall and Lane details added per TOR request	ESK
10/07/11	SC Rte 58 Lane markings added	ESK
10/03/11	Minor revisions added	ESK

The Shops at Riverhead
Site Improvements

County Road 58
Riverhead, N.Y. 11901

E.S. KALOGERAS, P.E
Consulting Engineer
UNION SQUARE, 727 UNION AVENUE, RIVERHEAD NEW YORK, 11901
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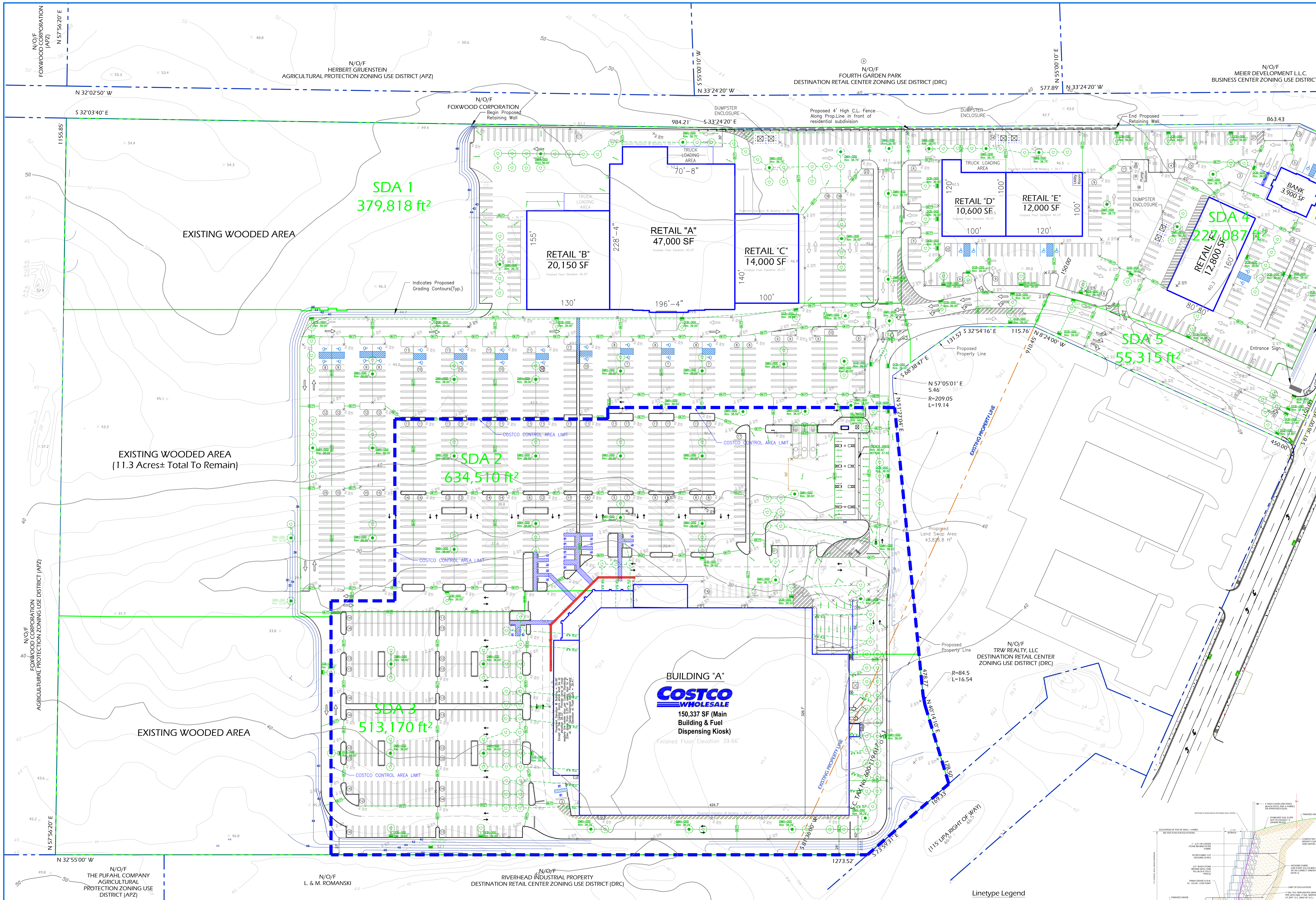
FAX: (631) 722-4004
E-mail: tkalogeras@msn.com

UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING AND RELATED DOCUMENTS IS A VIOLATION OF SEC. 7209 OF THE N.Y.S. EDUCATION LAW

Sheet By:	Paul F. Sigismondi	Date:	AUGUST 31, 2011	Scale:	1" = 50'	Dwg No:
Job #:	CPG11-01	Sheet Title:	Proposed Alternate "As-Of-Right" Site Plan			ASP-1 1 of 3

Proposed Alternate "As-Of-Right" Site Plan



Basis of Design of Storm Drainage System

Based On SCDHS Code

SDA-1

Total Area:		379,818 ft²
Roof Surface Area:	81,150 ft² x 2" Storm x 1.0 Run-Off Coefficient	13,796 ft³
Paved & Concrete Surface Area:	107,913 ft² x 2" Storm x 1.0 Run-Off Coefficient	18,345 ft³
Grass / Landscape Area:	190,755 ft² x 2" Storm x 0.3 Run-Off Coefficient	9,729 ft³
SDA-1 Required Storm Water Volume:		41,870 ft³
	Using 12'Ø x 6' high precast concrete leaching rings @ 605 ft³ each, (2) Two rings per unit capable of holding 1,210 ft³ per unit, therefore 41,872 ft³ divided by 1,210 ft³ = 34.6 Units	Required 34.6 Units
		Provided 38 Units
SDA-1 Provided Storm Water Volume:		45,980 ft³

SDA-2

Total Area:		634,510 ft²
Roof Surface Area:	0 ft² x 2" Storm x 1.0 Run-Off Coefficient	0 ft³
Paved & Concrete Surface Area:	450,312 ft² x 2" Storm x 1.0 Run-Off Coefficient	76,553 ft³
Grass / Landscape Area:	184,198 ft² x 2" Storm x 0.3 Run-Off Coefficient	9,394 ft³
SDA-2 Required Storm Water Volume:		85,947 ft³
	Using 12'Ø x 6' high precast concrete leaching rings @ 605 ft³ each, (2) Two rings per unit capable of holding 1,210 ft³ per unit, therefore 85,947 ft³ divided by 1,210 ft³ = 85.0 Units	Required 71.0 Units
		Provided 78 Units
SDA-2 Provided Storm Water Volume:		94,380 ft³

SDA-3

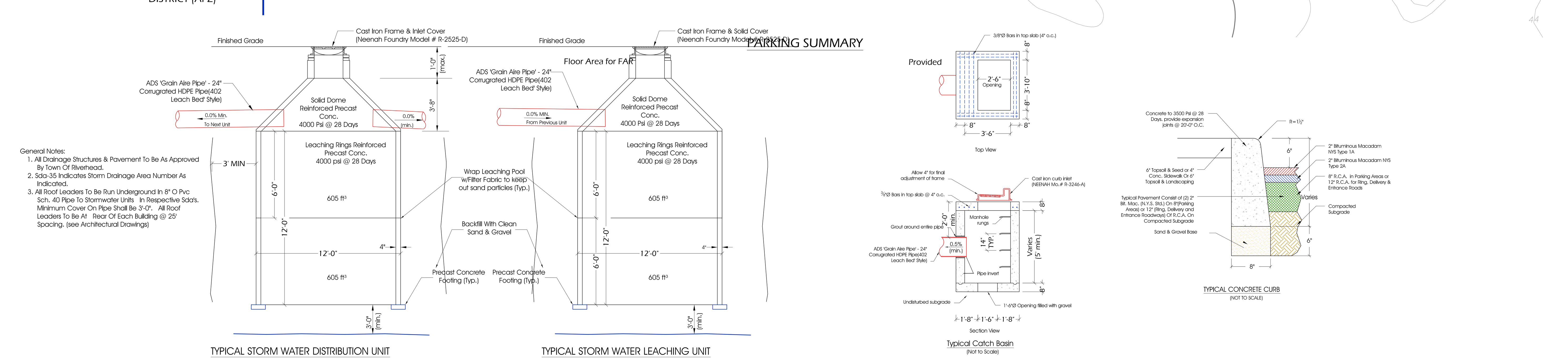
Total Area:		513,170 ft²
Roof Surface Area:	150,337 ft² x 2" Storm x 1.0 Run-Off Coefficient	25,557 ft³
Paved & Concrete Surface Area:	208,454 ft² x 2" Storm x 1.0 Run-Off Coefficient	35,437 ft³
Grass / Landscape Area:	154,379 ft² x 2" Storm x 0.3 Run-Off Coefficient	7,873 ft³
SDA-3 Required Storm Water Volume:		68,867 ft³
	Using 12'Ø x 6' high precast concrete leaching rings @ 605 ft³ each, (2) Two rings per unit capable of holding 1,210 ft³ per unit. therefore 68,867 ft³ divided by 1,210 ft³ = 56.9 Units	Required 56.9 Units
		Provided 58 Units
SDA-3 Provided Storm Water Volume:		70,180 ft³

SDA-4

Total Area:		227,087 ft²
Roof Surface Area:	39,300 ft² x 2" Storm x 1.0 Run-Off Coefficient	6,550 ft³
Paved & Concrete Surface Area:	136,495 ft² x 2" Storm x 1.0 Run-Off Coefficient	22,749 ft³
Grass / Landscape Area:	51,292 ft² x 2" Storm x 0.3 Run-Off Coefficient	2,565 ft³
SDA-4 Required Storm Water Volume:		34,940 ft³
	Using 12'Ø x 6' high precast concrete leaching rings @ 605 ft³ each, (2) Two rings per unit capable of holding 1,210 ft³ per unit. therefore 39,940 ft³ divided by 1,210 ft³ = 33.0 Units	Required 33.0 Units
		Provided 41 Units
SDA-3 Provided Storm Water Volume:		49,610 ft³

SDA-5

Total Area:		55,315 ft²
Roof Surface Area:	0 ft² x 2" Storm x 1.0 Run-Off Coefficient	0 ft³
Paved & Concrete Surface Area:	49,612 ft² x 2" Storm x 1.0 Run-Off Coefficient	8,269 ft³
Grass / Landscape Area:	5,703 ft² x 2" Storm x 0.3 Run-Off Coefficient	285 ft³
SDA-5 Storm Water Volume:		8,554 ft³
	Using 12'Ø x 6' high precast concrete leaching rings @ 605 ft³ each, (2) Two rings per unit capable of holding 1,210 ft³ per unit, therefor 8,554 ft³ divided by 1,210 ft³ = 7.1 Units	Required 7.1 Units
		Provided 9 Units
SDA-3 Provided Storm Water Volume:		10,890 ft³



Linetype Legend

- Property Line
- Proposed Elevations
- Existing Elevations
- Storm Drainage - 18" Corrug. HDPE
- Limits of Stormwater Drainage Area

Symbol Legend

- Elevation Contour Line
- Pavement Highpointelevation
- Spot Elevation (Grade Elevation)
- Spot Elevation (Top & Bottom of Curb)
- Spot Elevation (Edge of Pavement)
- Drainage Leaching Pool (12'Ø) (with C.I. Inlet Cover At Grade)
- Drainage Leaching Pool (12'Ø) (with Solid Cover Below Grade)
- Drainage Catch Basin
- Drainage Flow Direction
- Drainage Roof Leader

GENERAL INFORMATION

Location of Site: Town of Riverhead, Suffolk County
Access: County Road 58 and Kroemer Avenue in the Town of Riverhead

Suffolk County Tax Map Numbers:	600-101-01-03 & 600-119-01-06		
Zoning District:	DRC (Destination Retail Center)		
Area Data:	600-101-01-P/O 3	= 1,698,573.66ft²	(38.99 Acres)
	600-119-01-06	= 67,500.00 ft²	(1.55 Acres)
	600-119-01-P/O 5.1	= 43,826.80 ft²	(1.01 Acres)
	Total Site Area	= 1,809,900.46ft²	(41.55 Acres)

Survey information taken from survey done by:
Joseph Ingegno, Land Surveyor (Dated 12-18-2006)

Date	Revision	Approval By:
01/06/12	Added Costco Limits	ESK
12/09/11	Changed Plan to address COSTCO Peer Review comments	ESK
11/29/11	Changed Plan to address TOR Planning Board comments	ESK
10/14/11	Oil/Water Separator added and minor grade changes made	ESK
10/05/11	Legends added	ESK
10/03/11	Minor revisions added	ESK

The Shops at Riverhead

Site Improvements

County Road 58
Riverhead, N.Y. 11901

E.S. KALOGERAS, P.E
Consulting Engineer
UNION SQUARE, 727 UNION AVENUE, RIVERHEAD NEW YORK, 11901
TEL: (631) 722-4040 FAX: (631) 722-4004
E-mail: kalogeras@msn.com

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Sheet By: Paul F. Sigismondi	Date: AUGUST 31, 2011	Scale: 1" = 50'	Dwg. No: AGD-1 (1 of 1)
Job #: CPG11-01	Sheet Title: Proposed Alternate "As-Of-Right" Drainage & Grading Plan		

Proposed Alternate "As-Of-Right" Drainage & Grading Plan

N/O/F
FOXWOOD CORPORATION
(APZ)

N/O/F
HERBERT GRUENSTEIN
AGRICULTURAL PROTECTION ZONING USE DISTRICT (APZ)

N/O/F
FOURTH GARDEN PARK
DESTINATION RETAIL CENTER ZONING USE DISTRICT (DRC)

N/O/F
MEIER DEVELOPMENT L.L.C.
BUSINESS CENTER ZONING USE DISTRICT (BC)

N/O/F
FOXWOOD CORPORATION
AGRICULTURAL PROTECTION ZONING USE DISTRICT (APZ)

N/O/F
THE PUFAHL COMPANY
AGRICULTURAL
PROTECTION ZONING USE
DISTRICT (APZ)

N/O/F
L. & M. ROMANSKI

N/O/F
RIVERHEAD INDUSTRIAL PROPERTY
DESTINATION RETAIL CENTER ZONING USE DISTRICT (DRC)

N/O/F
TRW REALTY, LLC
DESTINATION RETAIL CENTER
ZONING USE DISTRICT (DRC)

EXISTING WOODED AREA

EXISTING WOODED AREA
(11.3 Acres± Total To Remain)

EXISTING WOODED AREA

RETAIL "A"
47,000 SF
Finished Floor Elevation 40.33'

RETAIL "B"
20,150 SF
Finished Floor Elevation 40.33'

RETAIL "C"
14,000 SF
Finished Floor Elevation 40.33'

RETAIL "D"
10,600 SF
Finished Floor Elevation 40.33'

RETAIL "E"
12,000 SF
Finished Floor Elevation 40.33'

RETAIL "F"
12,800 SF

BANK
3,900 SF

TRUCK LOADING AREA

DUMPSTER ENCLOSURE

Proposed 4' High C.L. Fence Along Prop.Line in front of residential subdivision

Begin Proposed Retaining Wall

End Proposed Retaining Wall

Entrance Sign

OLD COUNTRY ROAD (C.R. 58)

BUILDING "A"

COSTCO WHOLESALE

150,337 SF (Main Building & Fuel Dispensing Kiosk)

Finished Floor Elevation 39.66'

COSTCO CONTROL AREA LIMIT

EXISTING PROPERTY LINE

Proposed Property Line

Proposed Land Swap Area 43,826.8 ft²

S.C. TAX No. 600-119.01-P.O.S.1

(115 LIPA RIGHT OF WAY)

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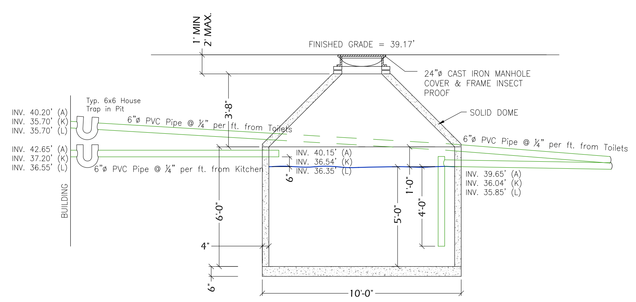
Survey information taken from survey done by:
Joseph Ingegno, Land Surveyor (Dated 12-18-2006)

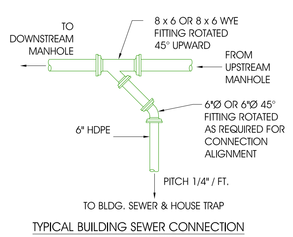
Basis of Design of Sanitary Sewer System

Proposed Design Flow (Based On SCDHS Standards for Retail Dry Store Use & Food Service >16seats):

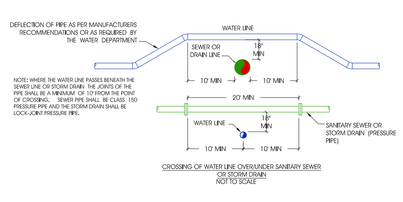
Dry Store: (Bldg. A)	150,337 ft² X 0.03 gpd / Total ft²	=	4,510 gpd
Food Service Costco: (Bldg. A)	48 Seats X 20 gpd(grey water) / Seat	=	3,614 gpd
Dry Store: (Remaining Bldg.'s)	120,450 ft² X 0.03 gpd / Total ft²	=	960 gpd
Total Design Flow		=	9,084 gpd



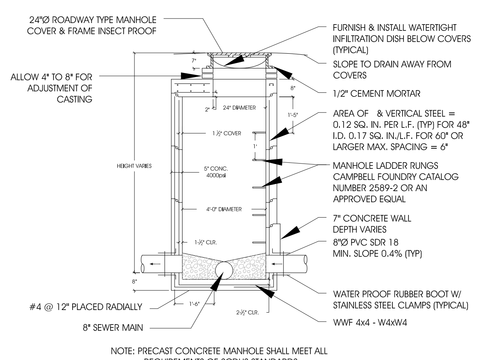
2,500 GALLON GREASE TRAP DETAIL
(BUILDINGS A.K & L)
(NOT TO SCALE)



TYPICAL BUILDING SEWER CONNECTION
(NOT TO SCALE)



CROSSING OF WATER LINE OVERUNDER SANITARY SEWER OR STORM DRAIN
(NOT TO SCALE)



NOTE: PRECAST CONCRETE MANHOLE SHALL MEET ALL REQUIREMENTS OF SCDHS STANDARDS

PRECAST MANHOLE DETAIL (SCDHS)
(NOT TO SCALE)

Date	Revision	Approval By:
01/06/12	Added Costco Limits	ESK
11/29/11	Changed Plan to address TOR Planning Board comments	ESK
10/05/11	Design Flow and other details added	ESK
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E-mail: tskalogeras@msn.com

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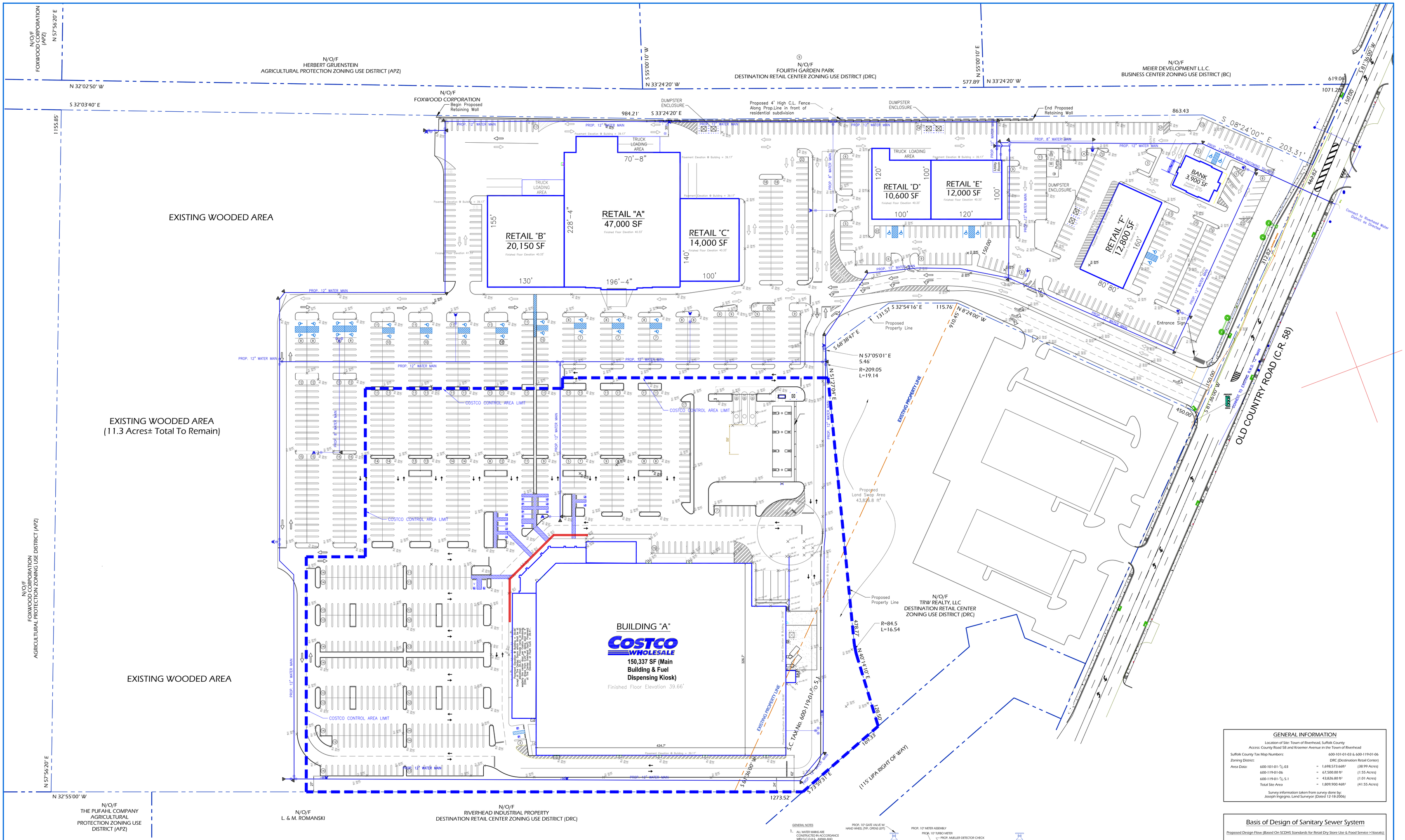
Proposed Alternate "As-Of-Right" Sewer Utilities Plan

Sheet By:	Date:	Scale:	Dwg No:
Paul F. Sigismondi	SEPTEMBER 6, 2011	1" = 50'	ASWR-1
Job #: CPG11-01	Sheet Title: Proposed Alternate "As-Of-Right" Sewer Utilities Plan		1 of 1



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Survey information taken from survey done by:
Joseph Ingrigno, Land Surveyor (Dated 12-18-2006)

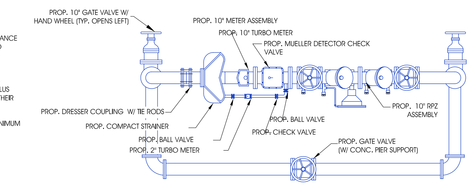
Basis of Design of Sanitary Sewer System

Proposed Design Flow (Based On SCDHS Standards for Retail Dry Store Use & Food Service >16seats)

Dry Store: (Bldg. A)	150,337 ft² X 0.03 gpd / Total ft²	= 4,510 gpd
Food Service Costco: (Bldg. A)	48 Seats X 20 gpd(grey water) / Seat	= 3,614 gpd
Dry Store: (Remaining Bldg.'s)	120,450 ft² X 0.03 gpd / Total ft²	= 960 gpd
Total Design Flow (Based on SCDHS guidelines)		= 9,084 gpd
Total Irrigation Design Flow (Private well supply for irrigation)		= 0 gpd
Total Project Design Flow		= 9,084 gpd

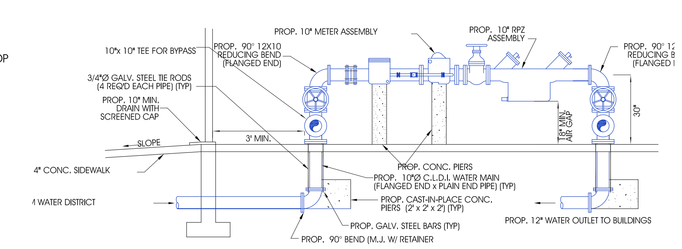
GENERAL NOTES

1. ALL WATER MAINS ARE CONSTRUCTED IN ACCORDANCE WITH S.C.D.H.S., AWWA AND RIVERHEAD WATER DISTRICT STANDARDS. (SEE SPECS).
2. RPZ ARE CONSTRUCTED PER S.C.D.H.S. REQUIREMENTS PLUS TESTED AND CERTIFIED PER THEIR REQUIREMENTS.
3. ALL WATER LINES HAVE A MINIMUM COVER OF 54'.

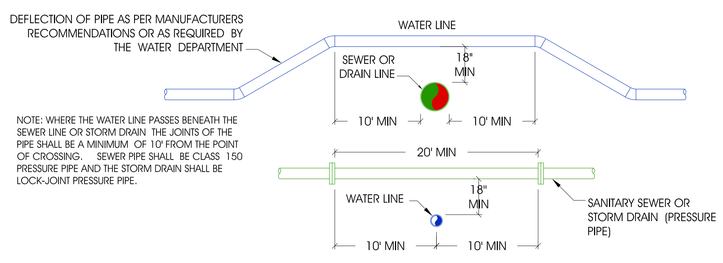


PLAN VIEW

RPZ & METER INSTALLATION
(NO SCALE)

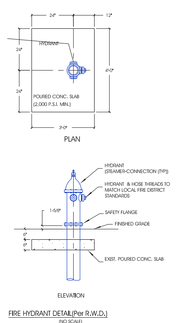


CROSS SECTION VIEW

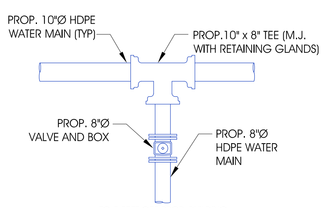


NOTE: WHERE THE WATER LINE PASSES BENEATH THE SEWER LINE OR STORM DRAIN THE JOINTS OF THE PIPE SHALL BE A MINIMUM OF 10' FROM THE POINT OF CROSSING. SEWER PIPE SHALL BE CLASS 150 PRESSURE PIPE AND THE STORM DRAIN SHALL BE LOCK-JOINT PRESSURE PIPE.

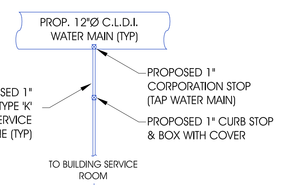
CROSSING OF WATER LINE OVER/UNDER SANITARY SEWER OR STORM DRAIN
NOT TO SCALE



RIBE HYDRANT DETAIL(Per R.W.D.)
(NO SCALE)



TYPICAL FIRE SERVICE LINE
(NO SCALE)



TYPICAL WATER SERVICE LINE DETAIL
(NO SCALE)

Date	Revision	Approval By:
01/06/12	Added Costco Limits & Spur for future expansion	ESK
11/29/11	Changed Plan to address TOR Planning Board comments	ESK
10/14/11	Minor revisions added	ESK
10/03/11	Design Flow and other minor revisions added	ESK

The Shops at Riverhead

Site Improvements

County Road 58
Riverhead, N.Y. 11901

E.S. KALOGERAS, P.E
Consulting Engineer
UNION SQUARE, 727 UNION AVENUE, RIVERHEAD NEW YORK, 11901
TEL: (631) 722-4540
E-mail: tkalogeras@msn.com
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UNAUTHORIZED ALTERATION OR ADDITION TO THIS DRAWING AND RELATED DOCUMENTS IS A VIOLATION OF SEC. 7209 OF THE N.Y.S. EDUCATION LAW

Proposed Alternate "As-Of-Right" Water Utilities Plan

Sheet By:	Paul F. Sigismondi	Date:	SEPTEMBER 2, 2011	Scale:	1" = 50'	Dwg No:
Job #:	CPG11-01	Sheet Title:	Proposed Alternate "As-Of-Right" Water Utilities Plan			AW-1 1 of 1

NORTH WESTERN PROPERTY
BOUNDRY LANDSCAPE LIST - SCREEN PLANTING BORDER

TREES

Qty	Code	Generic Name	Common Name	Size	Comments
45	PG	Picea glauca	White Spruce	8-10' ht.	B&B
56	TPGG	Thuja plicata 'Green Giant'	Western Arborvitae	8-10' ht.	B&B

SHRUBS

Qty	Code	Generic Name	Common Name	Size	Comments
45	PC	Prunus cistena	Purpleleaf Sand Cherry	3-4' ht.	Container OR B&B
90	SVR	Spiraea vanhouttei 'Renaissance'	Vanhoutte Spirea	3-4' ht.	Container OR B&B

PERENNIALS & GROUNDCOVERS

Qty	Code	Generic Name	Common Name	Size	Comments
77	MP	Miscanthus purpurescens	Purple Maiden Grass	2 Gal.	Pots

INDIVIDUAL PERENNIAL MIX LIST:
Cheiranthus allionii (Siberian Wallflower)
Chrysanthemum maximum (Shasta Daisy)
Coreopsis lanceolata (Lance-Leaf Coreopsis)
Dianthus barbatus (Sweet William)
Digitalis purpurea (Foxglove)
Echinacea purpurea (Purple Coneflower)
Eschscholzia californica (California Poppy)
Gaillardia aristata (Blanket Flower)
Helianthus maximiliani (Perennial Sunflower)
Hesperis matronalis (Dame's Rocket)
Iberis umbellata (Candytuft)
Liatris spicata (Blazing Star)
Linum perenne lewisii (Blue Flax)
Lupinus perennis (Perennial Lupine)
Dalea purpurea (Purple Prairie Clover)
Ratibida columnaris (Mexican Hat)
Ratibida columnaris (Yellow Prairie Coneflower)
Rudbeckia hirta (Black-Eyed Susan)
Rudbeckia gloriosa (Gloriosa Daisy)

PERIMETER PROPERTY LINE AREAS
WILDFLOWER SEED MIX SPECIFICATION:

This mix is a blend of 19 sturdy wild perennials
Examples: Daisies, Black-eyed Susans, and Lupines
to Sunflower, Mexican Hat, and Purple Coneflower.
Mix provides a permanent planting that should
increase in color year after year.
FOR ALL ZONES AND REGIONS.

Coverage is as follows:
2 lbs covers 1000 sq ft
100 lbs covers 1+ Acres (HIGH DENSITY)

PARKING LOT & PROPERTY BOUNDRY LANDSCAPE LIST

TREES

Qty	Code	Generic Name	Common Name	Size	Comments
53	GBM	Ginkgo biloba 'Magyar'	Magyar Ginkgo	12-14' ht.	B&B
70	GTS	Gleditsia t. 'Shademaster'	Shademaster Honeylocust	12-14' ht.	B&B
24	PAB	Platanus acerifolia 'Bloodgood'	Bloodgood London Planetree	12-14' ht.	B&B
27	CCC	Crataegus l. 'Crimson Cloud'	Crimson Cloud Hawthorn	7-8' ht.	B&B
43	TTS	Tilia tomentosa 'Sterling'	Sterling Linden	14-16' ht.	B&B
18	AAB	Amelanchier g. 'Autumn Brilliance'	Autumn Brilliance Serviceberry	8-10' ht.	B&B
204	TPGG	Thuja plicata 'Green Giant'	Western Arborvitae	8-10' ht.	B&B
9	CXR	Cornus x. 'Rutgan'	Stellar Pink Dogwood	8-10' ht.	B&B
17	ASL	Acer saccharum 'Legacy'	Legacy Sugar Maple	12-14' ht.	B&B
71	ARO	Acer rubrum October Glory	October Glory Maple	12-14' ht.	B&B
15	MZC	Malus x zumi 'Calocarpa'	Zumi Calocarpa Crabapple	8-10' ht.	B&B
20	SIS	Syringa 'Ivory Silk'	Syringa 'Ivory Silk'	10-12' ht.	B&B
62	PG	Picea glauca	White Spruce	8-10' ht.	B&B

SHRUBS

Qty	Code	Generic Name	Common Name	Size	Comments
338	BW	Buxus 'Wintergem'	Boxwood	3-4' ht.	Container OR B&B
189	RBP	Rosa 'Betty Prior'	Betty Prior Rose	2-3' ht.	Container OR B&B
104	SLP	Spiraea 'Little Princess'	Little Princess Spirea	3-4' ht.	Container OR B&B
90	VP	Viburnum Pragense	Prague Viburnum	5-6' ht.	Container OR B&B
18	VW	Viburnum 'Willowood'	Willowood Viburnum	6-8' ht.	Container OR B&B
50	VC	Viburnum 'Carlesi'	Carlesi Viburnum	5-6' ht.	Container OR B&B
132	IRS	Ilex v. 'Red Sprite'	Red Sprite Holly	3-4' ht.	Container OR B&B
12	IGS	Ilex glabra 'Shamrock'	Inkberry	30-36" ht.	Container OR B&B
156	SNF	Spiraea 'Neon Flame'	Red Spirea	24-30" ht.	Container OR B&B

PARKING LOT & PROPERTY BOUNDRY LANDSCAPE LIST (cont.)

PERENNIALS & GROUNDCOVERS

Qty	Code	Generic Name	Common Name	Size	Comments
158	PA	Pennisetum alopecuroides	Fountain Grass	1 Gal.	Pots
500	PAP	Pennisetum a. 'Piglet'	Dwarf Fountain Grass	1 Gal.	Pots
1000	TSK	Tradescanthia 'Sweet Kate'	Spiderwort	1 Gal.	Pots
725	HB	Hemerocallis 'Baja'	Red 24" Reblooming Daylily	1 Gal.	Pots
975	HCW	Hemerocallis 'Catherine Woodbury'	Peach 24" Rebloooming Daylily	1 Gal.	Pots
665	HIC	Hemerocallis 'Ice Carnival'	White 18" Rebloooming Daylily	1 Gal.	Pots
500	HLB	Hemerocallis 'Little Business'	Rose 12" Rebloooming Daylily	1 Gal.	Pots
655	HRP	Hemerocallis 'Raspberry Pixie'	Dark Pink 18" Rebloooming Daylily	1 Gal.	Pots
7000	LBB	Liriope 'Big Blue'	Lily Turf	1 Qt.	Pots
105	SN	Sedum 'Neon'	Stonecrop	1 Gal.	Pots
125	SVJ	Sedum 'Vera Jameson'	Purple Dwf. Stonecrop	1 Gal.	Pots
825	CID	Carex 'Ice Dance'	Sedge	1 Gal.	Pots
335	MP	Miscanthus purpurescens	Purple Maiden Grass	2 Gal.	Pots

RECOMMENDED SEASONAL FILL-IN ANNUALS LIST

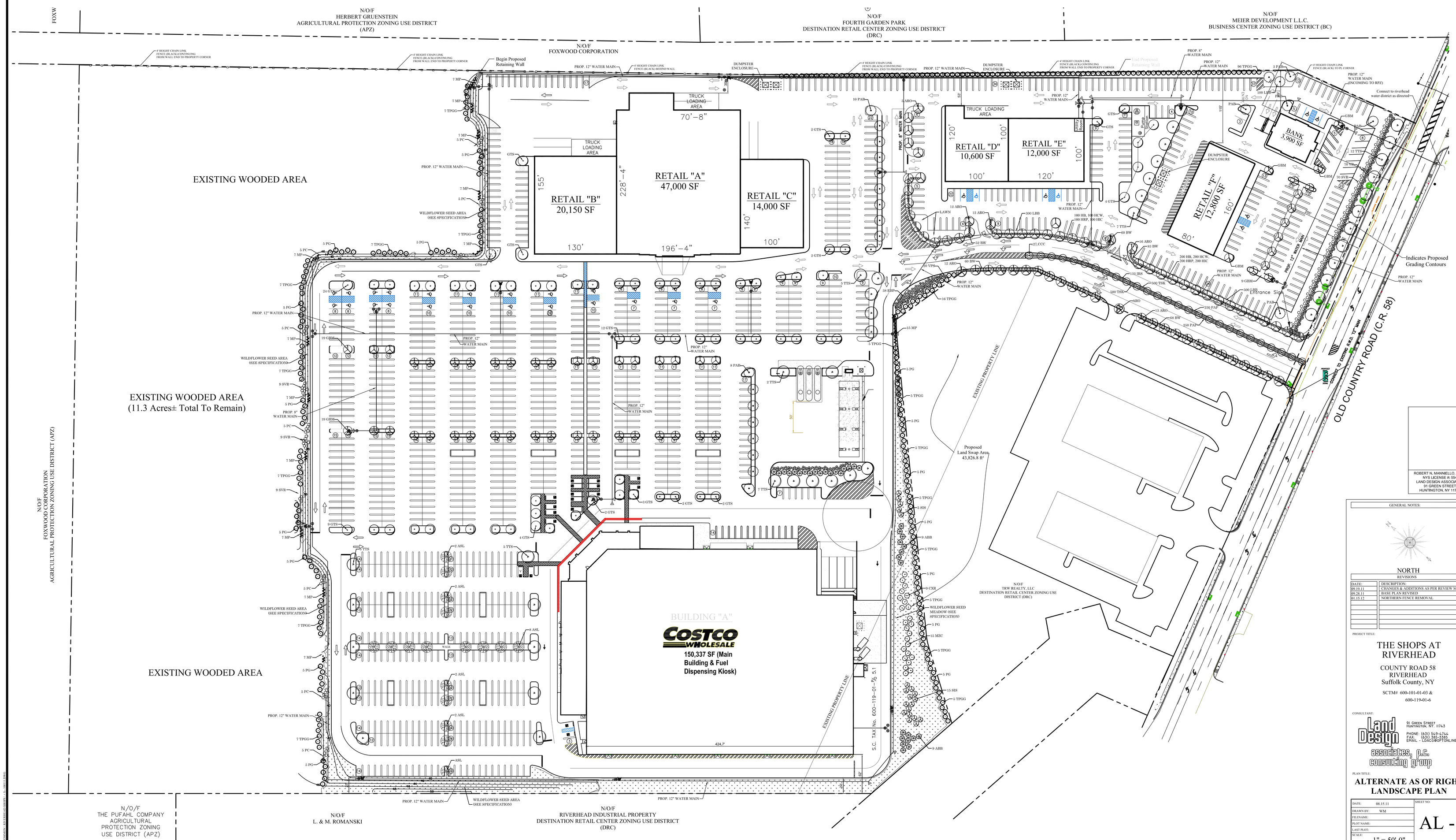
Scientific Name	Common Name	Size
Agapanthus	Agapanthus Bulbs	Bulbs or Potted
Coleus 'Varieties'	Coleus Varieties	Pots or Flats
Gerbera jamesonii	Gerber Daisy	Pots
Impatiens 'New Guinea'	New Guinea Impatiens	Pots or Flats
Ipomea 'Blackie' & 'Marguerite'	Potato Vine Varieties	Pots
Petunia 'Varieties'	Assorted Petunias	Pots or Flats
Scaevola 'Varieties'	Assorted Scaevola	Pots

NOTE:

SEE SHEET 2 OF 2 FOR DETAILED ISLAND PLANTING LAYOUTS.

KEY MAP

SCALE: 1" = 1000'



ROBERT N. MANNIELLO, R.L.A.
NYS LICENSE # 504
LAND DESIGN ASSOCIATES
91 GREEN STREET
HUNTINGTON, NY 11743

GENERAL NOTES:

NORTH

REVISIONS

DATE:	DESCRIPTION:
09.19.11	CHANGES & ADDITIONS AS PER REVIEW MTG.
09.28.11	BASE PLAN REVISED
01.15.12	NORTHERN FENCE REMOVAL

PROJECT TITLE:

THE SHOPS AT RIVERHEAD

COUNTY ROAD 58
RIVERHEAD
Suffolk County, NY

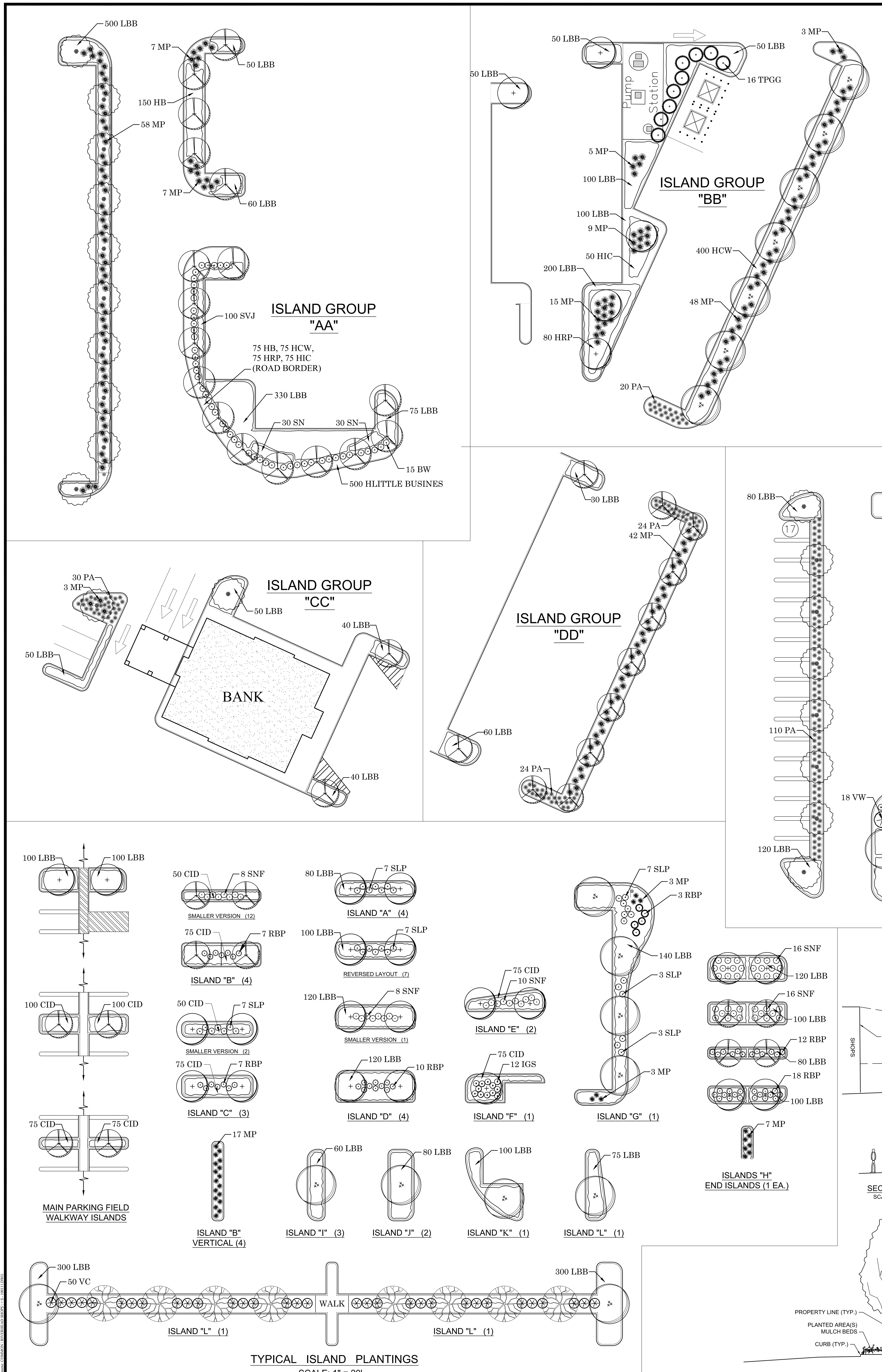
SCTM# 600-101-01-03 &
600-119-01-6

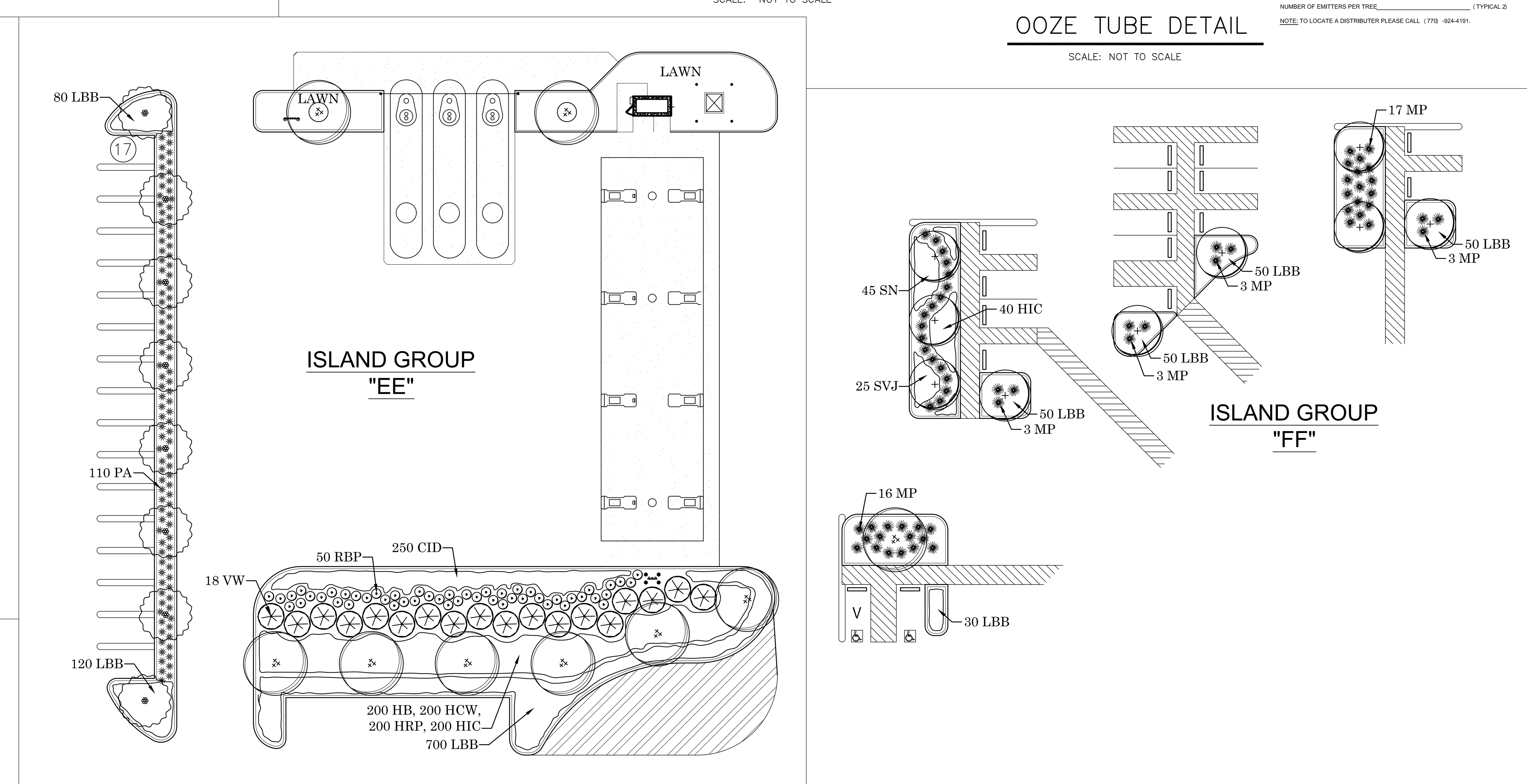
CONSULTANT:
Land Design associates, p.c. consulting group
91 GREEN STREET
HUNTINGTON, NY. 11743
PHONE: (631) 549-4744
FAX: (631) 385-3955
EMAIL - LDACG@OPTONLINE.NET

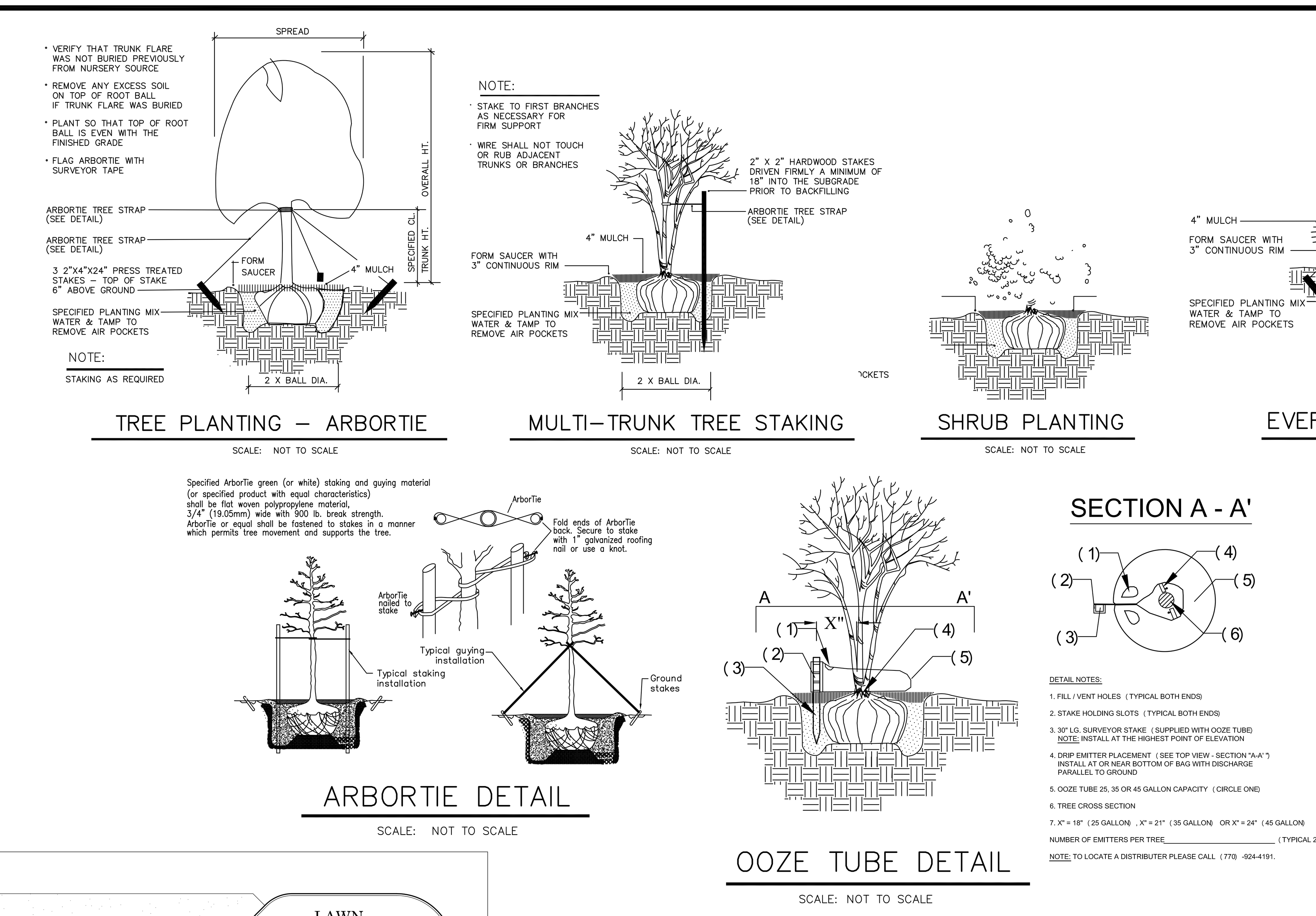
PLAN TITLE:

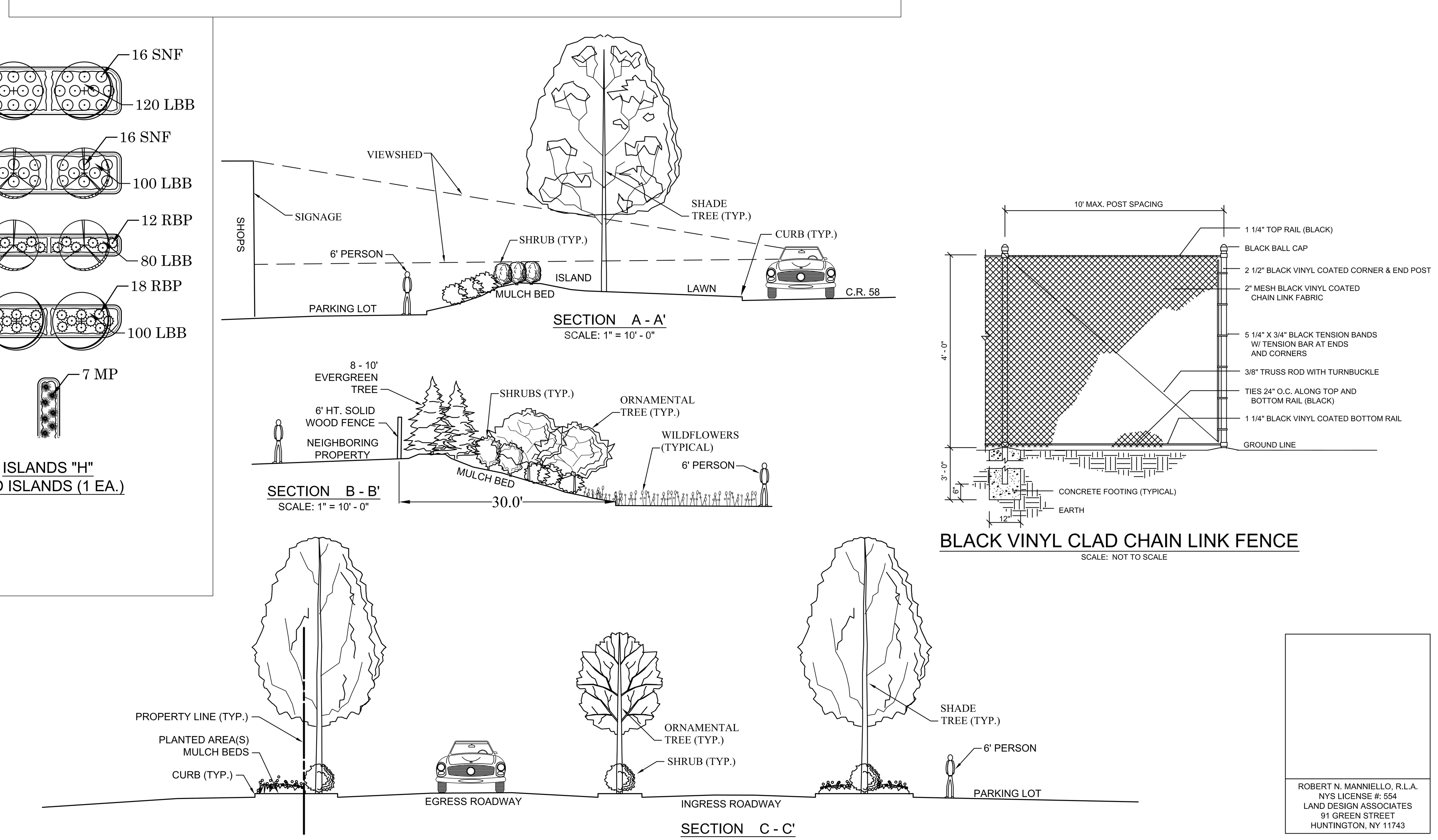
ALTERNATE AS OF RIGHT LANDSCAPE PLAN

DATE: 08.15.11	SHEET NO:
DRAWN BY: WM	AL -1
FILENAME:	
PLOT NAME:	
LAST PLOT:	
SCALE: 1" = 50'-0"	









PLANTING NOTES:

- ALL PLANTS SHALL BE INSTALLED AS PER PLAN. ALL PLANT SUBSTITUTIONS SHALL BE VERIFIED BY LANDSCAPE ARCHITECT.
- ALL PLANTINGS (WITH THE EXCEPTION OF SMALL PERENNIALS AND GROUNCOVERS) SHALL BE NO LESS THAN 2'-0" IN DISTANCE FROM ANY MASONRY OR HARDSCAPE.
- ALL TREES AND/OR MEDIUM SIZED SHRUBS SHALL BE INSPECTED TO DETERMINE WHETHER THE TRUNK / STEM FLARE HAS BEEN BURIED FROM THE NURSERY SOURCE. SOIL ABOVE THE TRUNK / STEM FLARE SHALL BE REMOVED PRIOR TO INSTALLATION.
- ALL BALLED & BURLAPPED TREES OR LARGE SHRUBS SHALL HAVE THEIR BURLAP, TWINE OR SISAL REMOVED FROM THE TOP THIRD OF THE ROOTBALL. IF BURLAP, TWINE OR SISAL IS THE NON-BIODEGRADABLE TYPE, ALL BURLAP, TWINE OR SISAL SHALL BE REMOVED IN ITS ENTIRETY. WIRE BASKET SHALL BE REMOVED ENTIRELY OR SHALL BE FOLDED BACK ONE-THIRD THE HEIGHT OF THE ROOTBALL. IF FOLDED OVER, THE WIRE SHALL BE CUT EVERY 12" HORTIZONTALLY & VERTCALLY THROUGHOUT THE ENTIRE WIRE BASKET.
- ALL PLANTINGS SHALL BE ALLOWED TO GROW TOGETHER IN MASSES UNLESS SPECIFIED OTHERWISE BY LANDSCAPE ARCHITECT.
- ALL PLANT BED AREAS SHALL BE TOPPED WITH A MINIMUM OF 2" OF DOUBLE HAMMERED SHREDDED CEDAR BARK MULCH (OR EQUAL) .
- ALL TREES IN LAWN AREAS SHALL BE PLANTED IN A BED WITH A MINIMUM RADIUS OF 3 FEET OUTSIDE OF THE TREE STEM (MIN. 6 FT. DIAMETER BED) BEDS SHALL BE MULCHED AS STATED ABOVE.
- ALL PLANTS SHALL BE INSTALLED IN A PREPARED SOIL MEDIUM. SOIL SHALL CONSIST OF 1 PART ORGANIC MATTER TO 2 PARTS TOPSOIL BY VOLUME. ALL SOILS SHALL BE AMENDED WITH PLANT HEALTH CARE MYCOR PLANT SAVER® PLANTING INOCULANT (OR EQUAL) AT A RATE OF 1/2 LBS. PER 1" D.B.H. OR 4 OZ. PER 1 GAL. CONTAINER. TREES SHALL BE FERTILIZED WITH MYCOR TREE SAVER (OR EQUAL) AT A RATE OF 3 OZ. PER 1" CALIPER. FOR TREES WITH CAL. IN 1/2" INCREMENTS ADD AN ADDITIONAL 3 OZ. PER 1/2" CAL. (EXAMPLE: 2 1/2" CAL. TREE = 9 OZ. MYCOR TREE SAVER) (FOR QUESTIONS ABOUT THIS PRODUCT CALL 1-800-421-9051) .
- ALL TREE & SHRUB PLANTING AREAS SHALL EITHER BE EXCAVATED AND GRUBBED OR ROTOTILLED TO A DEPTH OF 18 INCHES. PERENNIAL AND GROUNDCOVER AREAS SHALL BE ROTOTILLED TO A 12 INCH DEPTH.
- ALL TREES SHALL BE ESTABLISHED THE FIRST YEAR USING 45 GALLON OOZE TUBE ENGINEERED WATERING SYSTEM OR EQUAL.
- ALL PLANT MATERIAL SHALL BE FERTILIZED USING PLANT HEALTH CARE, INC., HEALTHY START® 3-4-3 BIOFERTILIZER AT A RATE OF 50 LBS. PER 1000 SQUARE FEET OF PLANTING AREA. BIOFERTILIZER SHALL BE MIXED INTO THE FIRST 3 INCHES OF THE SOIL.
- CONTRACTOR SHALL VERIFY WITH OWNER & UTILITY COMPANIES THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION OR PLANTING. TO DETERMINE IN THE FIELD THE ACTUAL LOCATIONS AND ELEVATIONS OF ALL EXISTING UTILITIES, EVEN IF SAID UTILITIES ARE NOT SHOWN ON THE ISSUED PLANS. THE CONTRACTOR SHALL CALL UTILITY PROTECTION SERVICES 72 HOURS PRIOR TO CONSTRUCTION OR PLANTING. IN SITUATIONS WHERE TREE OR SHRUB PLANTINGS ARE IN CLOSE PROXIMITY TO UTILITIES, AND MAY INTERFERE WITH THESE UTILITIES, LANDSCAPE ARCHITECT SHALL BE NOTIFIED PRIOR TO INSTALLATION.
- ALL QUANTITIES SHOWN ARE INTENDED TO ASSIST CONTRACTOR (S) IN EVALUATING THEIR OWN ESTIMATES AND ARE NOT GUARANTEED AS ACCURATE REPRESENTATIONS OF REQUIRED MATERIALS. THE CONTRACTOR (S) SHALL BE RESPONSIBLE FOR THEIR BID QUANTITIES AS REQUIRED BY THE PLAN AND SPECIFICATIONS.
- CONTRACTOR (S) SHALL EXAMINE ALL FINISHED SURFACES, GRADES TOPSOIL QUALITY AND DEPTH. NO WORK SHALL PROCEED UNTIL UNSATISFACTORY CONDITIONS HAVE BEEN CORRECTED. LIMITS OF ACTUAL WORK SHALL BE VERIFIED BEFORE COMMENCEMENT. CONTRACTOR (S) SHALL REPAIR ALL DAMAGES TO EXISTING CONDITIONS AND WILL BE RESPONSIBLE TO PROVIDE SATISFACTORY PERFORMANCE.
- IN ALL AREAS THAT SHALL BE LAWN, CONTRACTOR (S) SHALL FINE GRADE TOPSOIL LAYER TO PROVIDE A SMOOTH CONTINUAL GRADE FREE OF IRREGULARITIES OR DEPRESSIONS. LAWN AREAS SHALL BE GRADED TO PROVIDE POSITIVE DRAINAGE TO THE DESIGNATED OUTLETS.
- IN AREAS DESIGNATED AS "ANNUALS", CONTRACTOR SHALL PREPARE SOIL TO A MINIMUM DEPTH OF 8" WITH THE SOIL MIXTURE SPECIFIED. THESE AREAS SHALL BE TOPPED WITH A MINIMUM OF 2" OF DOUBLE HAMMERED SHREDDED CEDAR BARK MULCH (OR EQUAL) FOR SUBSEQUENT PLANTINGS BY PROPERTY OWNER.
- ALL LANDSCAPING SHALL BE INSTALLED AND MAINTAINED IN CONFORMANCE WITH THE RELATED TOWN OR VILLAGE STANDARDS, REGULATIONS AND SITE IMPROVEMENT SPECIFICATIONS. ALL LANDSCAPING IS REQUIRED TO BE MAINTAINED IN A HEALTHY AND VIGOROUS GROWING CONDITION. ANY PLANTS EXIBITING DECLINE IN HEALTH, ARE TO BE REPLACED WITH PLANTS OF COMPARABLE TYPE AND SIZE AT THAT TIME OR AT THE BEGINNING OF THE NEXT GROWING SEASON. PLANT MATERIAL THAT IS NOT INSTALLED IN THE SPECIFIED MANNER OR THAT DOES NOT REPRESENT THE SPECIES AS OUTLINED IN THE PLANT LIST MAY BE REJECTED. PLANT MATERIAL SHALL BE HEALTHY AND FREE OF DEFECTS, WITH PLANT BALL OR CONTAINER SIZE RELATIONSHIP AS SPECIFIED BY THE AMERICAN NURSERY ASSOCIATION.
- IF IRRIGATION IS TO BE INSTALLED, ALL LANDSCAPE & EXTERIOR CONSTRUCTON SHALL BE COORDINATED WITH THE IRRIGATION INSTALLATION. ALL IRRIGATION SYSTEMS SHALL HAVE RAIN-SENSORS AND AUTOMATED CONTROL BOXES.

SITE PREPARATION NOTES:

- PRIOR TO ALL SITE PREPARATION, ALL TREES SHALL BE INSPECTED FOR PEST INFESTATIONS. ALL TREES TO REMAIN SHALL BE TREATED BY A LICENSED PESTICIDE APPLICATOR IF PESTS EXIST WITHIN THE TREES. ALL TREES TO BE REMOVED SHALL ALSO BE INSPECTED FOR PESTS. IF PESTS EXIST WITHIN TREES TO BE REMOVED, THESE TREES SHALL BE REMOVED AND DISPOSED OF PROPERLY AT A DESIGNATED AREA OFF - SITE. THE CONTRACTOR PREFORMING TREE WORK SHALL BE AWARE OF THE POSSIBILITY OF ENCOUNTERING THE ASIAN LONG-HORN BEETLE. IF BEETLES ARE OBSERVED OR SUSPECTED OF BEING PRESENT, THE CONTRACTOR SHALL CONTACT N.Y.S. DEPARTMENT OF AGRICULTURE AND MARKETS DIVISION OF PLANT INDUSTRY, 4 STEWART AVE., WEST HAMPTON BEACH, NY 11978 (631) -288-1751 OR 1-800-554-4501 EXT. 72087.
- ALL AREAS OUTSIDE THE PRIMARY ROOT ZONE (PRZ) OF THE TREES TO REMAIN SHALL BE PREPARED PRIOR TO PLANTING. ALL UNMARKED TREES, SAPLINGS, SHRUBS, BRUSH AND/OR WEEDS SHALL BE REMOVED. IN ADDITION, ALL STUMPS LEFT FROM THE VEGETATION SHALL ALSO BE REMOVED. SOIL AREAS SHALL BE PREPARED AS DISCUSSED BELOW PRIOR TO DISTRIBUTION OF WOODCHIPS. ALL REMOVED TREES SHALL BE CHIPPED. WOODCHIPS SHALL BE SPREAD UNDER THE TREES TO REMAIN. THE DEPTH OF THE WOODCHIPS SHALL NOT EXCEED 3".
- ALL AREAS TO BE PLANTED SHALL BE PREPARED BY TILLING TO A MINIMUM 6" DEPTH. REMOVE STONES OVER 2 INCHES, ROOTS AND ANY OTHER RUBBISH IN AREAS WHERE SHRUBS OR TREES ARE TO BE PLANTED, SOIL SHALL BE EXCAVATED TO A MINIMUM DEPTH OF 6 INCHES BELOW THE DEPTH OF THE ROOT BALL OR CONTAINER. EXCAVATION SHALL NOT EXCEED AN 8 INCH DEPTH BELOW ROOT BALL OR CONTAINER. SEE PLANTING NOTES FOR SOIL REQUIREMENTS.

INDIVIDUAL PERENNIAL MIX LIST:
Cheiranthus allionii (Siberian Wallflower)
Chrysanthemum maximum (Shasta Daisy)
Coreopsis lanceolata (Lance-Leaf Coreopsis)
Dianthus barbatus (Sweet William)
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Echinacea purpurea (Purple Coneflower)
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Gaillardia aristata (Blanket Flower)
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FOR ALL ZONES AND REGIONS.

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ROBERT N. MANNIELLO, R.L.A.
NYS LICENSE #: 554
LAND DESIGN ASSOCIATES
91 GREEN STREET
HUNTINGTON, NY 11743

GENERAL NOTES:

NORTH

REVISIONS

DATE:	DESCRIPTION:
09.19.11	CHANGES & ADDITIONS AS PER REVIEW MTG.
01.15.12	NORTHERN FENCE REMOVAL

PROJECT TITLE:

THE SHOPS AT RIVERHEAD
COUNTY ROAD 58
RIVERHEAD
Suffolk County, NY

SCTM# 600-101-01-03 &
600-119-01-6

CONSULTANT:

Land Design associates, p.c. consulting group
91 GREEN STREET
HUNTINGTON, NY. 11743
PHONE: (631) 549-4744
FAX: (631) 385-3385
EMAIL - LDACG@OPTONLINE.NET

PLAN TITLE:

ALTERNATE AS OF RIGHT DETAILS PLAN

DATE:	08.15.11	SHEET NO.
DRAWN BY:	WM	AL -2
FILENAME:		
PLOT NAME:		
LAST PLOT:		
SCALE:	1" = 50'-0"	

File name: COMMON \ RIVERHEAD SHOPS \ + S - 100111.DWG