



Buildings & Grounds Committee

Tuesday, December 6, 2022 4PM
40 McMaster Street, Ballston Spa, NY

Chair: Matt Veitch

Members:

Eric Connolly
Joe Grasso-VC
John Lant
Scott Ostrander
Jean Raymond
Mike Smith

- I. Welcome and Attendance
- II. Approval of the minutes of the November 1, 2022 meeting.
- III. Declaring lead agency status and authorizing issuance of a Negative Declaration under SEQRA for the County's Airport Terminal project – Chad Cooke, Public Works
- IV. Discussion: Family Court renovation and modular office update – Chad Cooke, Public Works
- V. Other Business
- VI. Adjournment



SARATOGA COUNTY

AGENDA ITEM REQUEST FORM

TO: Steve Bulger, County Administrator
Ridge Harris, Deputy County Administrator
Michael Hartnett, County Attorney
Therese Connolly, Clerk of the Board
Stephanie Hodgson, Director of Budget

CC: Jason Kemper, Director of Planning and Economic Development
Bridget Rider, Deputy Clerk of the Board
Matt Rose, Management Analyst
Clare Giammusso, County Attorney's Office
Audra Hedden, County Administrator's Office

DEPARTMENT: Department of Public Works

DATE: 11/30/22

COMMITTEE: Buildings & Grounds

RE: Declaring lead agency status and authorizing issuance of a Negative Declaration under SEQRA for the County's Airport Terminal project.

1. Is a Resolution Required:

Yes, Other

2. Proposed Resolution Title:

Airport Terminal Project SEQRA Review

3. Specific Details on what the resolution will authorize:

Declaring lead agency status and authorizing issuance of a Negative Declaration under SEQRA for the County's Airport Terminal project.

This column must be completed prior to submission of the request.

County Attorney's Office
Consulted

4. Is a Budget Amendment needed: YES or NO
 If yes, budget lines and impact must be provided.
 Any budget amendments must have equal and offsetting entries.

County Administrator's Office
 Consulted

Please see attachments for impacted budget lines.
 (Use ONLY when more than four lines are impacted.)

Revenue

Account Number	Account Name	Amount

Expense

Account Number	Account Name	Amount

Source of Revenue

Fund Balance	State Aid	Federal Aid	Other

5. Identify Budget Impact:

--

- a. G/L line impacted
- b. Budget year impacted
- c. Details

6. Are there Amendments to the Compensation Schedule?

YES or NO (If yes, provide details)

a. Is a new position being created? Y N

Effective date

Salary and grade

b. Is a new employee being hired? Y N

Effective date of employment

Salary and grade

Appointed position:

Term

c. Is this a reclassification? Y N

Is this position currently vacant? Y N

Is this position in the current year compensation plan? Y N

7. Does this item require hiring a Vendors/Contractors: Y N

a. Were bids/proposals solicited: Y N

b. Type of Solicitation

c. Is the vendor/contractor a sole source: Y N

d. If a sole source, appropriate documentation has been submitted and approved by Purchasing Department? Y N N/A

e. Commencement date of contract term:

f. Termination of contract date:

g. Contract renewal and term:

h. Contact information:

i. Is the vendor/contractor an LLC, PLLC or partnership:

j. State of vendor/contractor organization:

k. Is this a renewal agreement: Y N

l. Vendor/Contractor comment/remarks:

Human Resources Consulted

Purchasing Office Consulted

8. Is a grant being accepted: YES or NO

County Administrator's Office Consulted <input type="checkbox"/>

a. Source of grant funding:

b. Agency granting funds:

c. Amount of grant:

d. Purpose grant will be used for:

e. Equipment and/or services being purchased with the grant:

f. Time period grant covers:

g. Amount of county matching funds:

h. Administrative fee to County:

9. Supporting Documentation:

Marked-up previous resolution

No Markup, per consultation with County Attorney

Program information summary

Copy of proposal or estimate

Copy of grant award notification and information

Other Short Environmental Assessment Form

10. Remarks:

Short Environmental Assessment Form

Part 1 - Project Information

Instructions for Completing

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

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

Part 1 – Project and Sponsor Information				
Name of Action or Project:				
Project Location (describe, and attach a location map):				
Brief Description of Proposed Action:				
Name of Applicant or Sponsor:		Telephone:		
		E-Mail:		
Address:				
City/PO:		State:	Zip Code:	
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.			NO <input type="checkbox"/>	YES <input type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval:			NO <input type="checkbox"/>	YES <input type="checkbox"/>
3. a. Total acreage of the site of the proposed action? _____ acres				
b. Total acreage to be physically disturbed? _____ acres				
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? _____ acres				
4. Check all land uses that occur on, are adjoining or near the proposed action:				
5. Urban Rural (non-agriculture) Industrial Commercial Residential (suburban)				
<input type="checkbox"/> Forest Agriculture Aquatic Other(Specify):				
<input type="checkbox"/> Parkland				

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

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply: <input type="checkbox"/> Shoreline <input type="checkbox"/> Forest Agricultural/grasslands Early mid-successional <input type="checkbox"/> Wetland <input type="checkbox"/> Urban Suburban		
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered? <div style="text-align: right;">*located in an Exempt Zone*</div>	NO	YES
	<input type="checkbox"/>	<input type="checkbox"/>
16. Is the project site located in the 100-year flood plan?	NO	YES
	<input type="checkbox"/>	<input type="checkbox"/>
17. Will the proposed action create storm water discharge, either from point or non-point sources? If Yes, <ul style="list-style-type: none"> a. Will storm water discharges flow to adjacent properties? b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)? If Yes, briefly describe: _____ _____	NO	YES
	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>
18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)? If Yes, explain the purpose and size of the impoundment: _____ _____	NO	YES
	<input type="checkbox"/>	<input type="checkbox"/>
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility? If Yes, describe: _____ _____	NO	YES
	<input type="checkbox"/>	<input type="checkbox"/>
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste? If Yes, describe: _____ _____	NO	YES
	<input type="checkbox"/>	<input type="checkbox"/>
I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE Applicant/sponsor/name: _____ Date: _____ Signature: _____ Title: _____		



Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.



Part 1 / Question 7 [Critical Environmental Area]	No
Part 1 / Question 12a [National or State Register of Historic Places or State Eligible Sites]	No
Part 1 / Question 12b [Archeological Sites]	No
Part 1 / Question 13a [Wetlands or Other Regulated Waterbodies]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
Part 1 / Question 15 [Threatened or Endangered Animal]	Yes
Part 1 / Question 15 [Threatened or Endangered Animal - Name]	Frosted Elfin, Karner Blue
Part 1 / Question 16 [100 Year Flood Plain]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
Part 1 / Question 20 [Remediation Site]	No

Project:

Date:

***Short Environmental Assessment Form
Part 2 - Impact Assessment***

Part 2 is to be completed by the Lead Agency.

Answer all of the following questions in Part 2 using the information contained in Part 1 and other materials submitted by the project sponsor or otherwise available to the reviewer. When answering the questions the reviewer should be guided by the concept “Have my responses been reasonable considering the scale and context of the proposed action?”

	No, or small impact may occur	Moderate to large impact may occur
1. Will the proposed action create a material conflict with an adopted land use plan or zoning regulations?		
2. Will the proposed action result in a change in the use or intensity of use of land?		
3. Will the proposed action impair the character or quality of the existing community?		
4. Will the proposed action have an impact on the environmental characteristics that caused the establishment of a Critical Environmental Area (CEA)?		
5. Will the proposed action result in an adverse change in the existing level of traffic or affect existing infrastructure for mass transit, biking or walkway?		
6. Will the proposed action cause an increase in the use of energy and it fails to incorporate reasonably available energy conservation or renewable energy opportunities?		
7. Will the proposed action impact existing:		
a. public / private water supplies?		
b. public / private wastewater treatment utilities?		
8. Will the proposed action impair the character or quality of important historic, archaeological, architectural or aesthetic resources?		
9. Will the proposed action result in an adverse change to natural resources (e.g., wetlands, waterbodies, groundwater, air quality, flora and fauna)?		
10. Will the proposed action result in an increase in the potential for erosion, flooding or drainage problems?		
11. Will the proposed action create a hazard to environmental resources or human health?		

Project:

Date:

Short Environmental Assessment Form Part 3 Determination of Significance

For every question in Part 2 that was answered “moderate to large impact may occur”, or if there is a need to explain why a particular element of the proposed action may or will not result in a significant adverse environmental impact, please complete Part 3. Part 3 should, in sufficient detail, identify the impact, including any measures or design elements that have been included by the project sponsor to avoid or reduce impacts. Part 3 should also explain how the lead agency determined that the impact may or will not be significant. Each potential impact should be assessed considering its setting, probability of occurring, duration, irreversibility, geographic scope and magnitude. Also consider the potential for short-term, long-term and cumulative impacts.

Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action may result in one or more potentially large or significant adverse impacts and an environmental impact statement is required.

Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action will not result in any significant adverse environmental impacts.


Name of Lead Agency

Date

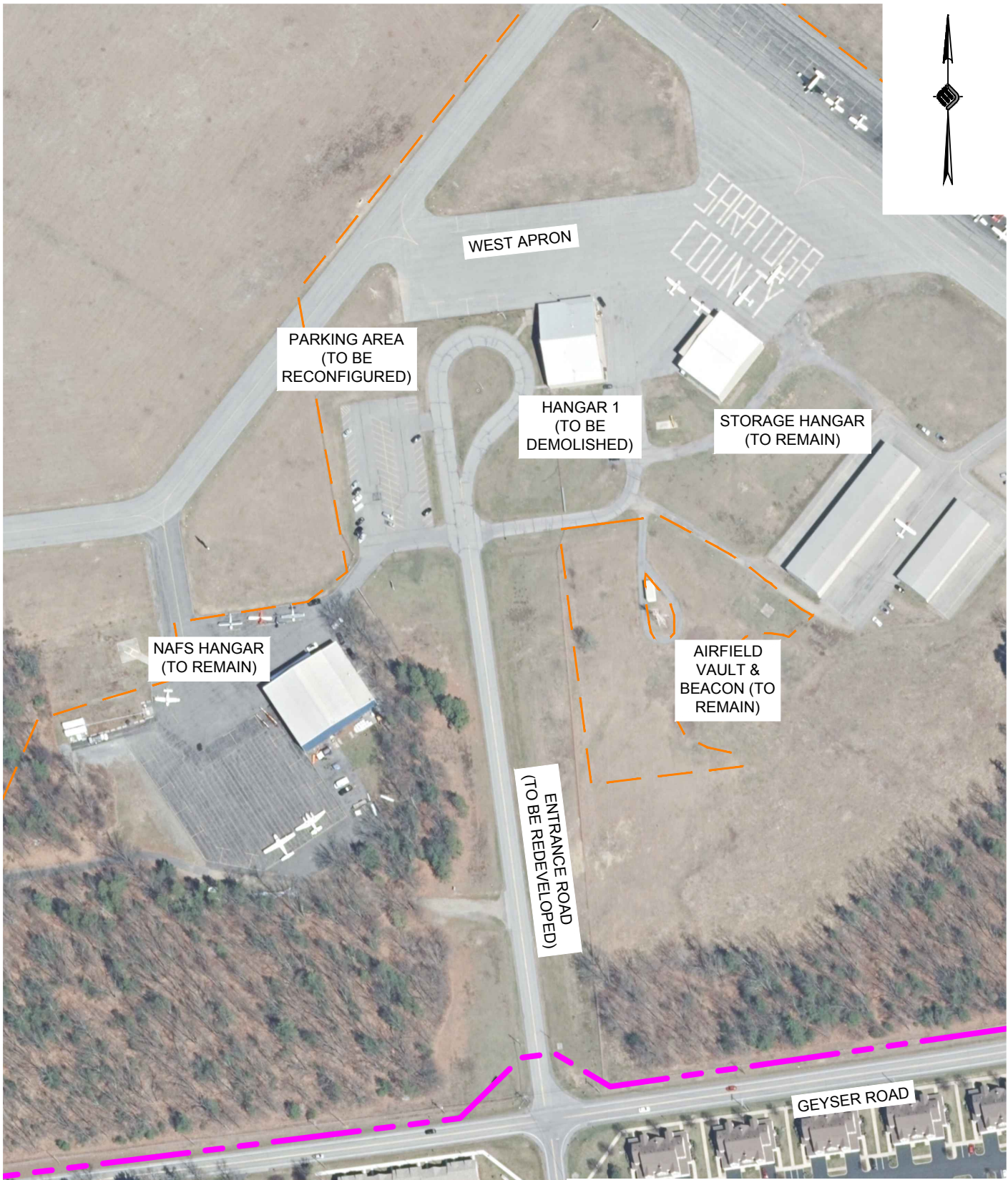
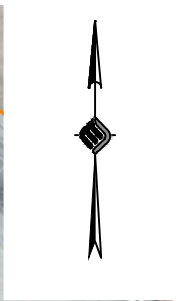
Print or Type Name of Responsible Officer in Lead Agency

Title of Responsible Officer

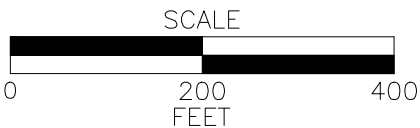
Signature of Responsible Officer in Lead Agency



Signature of Preparer (if different from Responsible Officer)



 KBB HABITAT BOUNDARY
 AIRPORT PROPERTY LINE

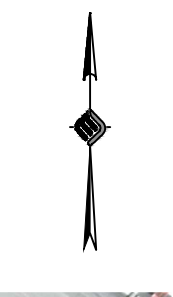


SARATOGA COUNTY AIRPORT
TOWN OF MILTON, NY

**FBO TERMINAL BUILDING
EXISTING CONDITIONS**

SCALE: 1" = 200'	DATE: NOVEMBER 2022	FIGURE: 001
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PROJECT AREA (7.75 AC)

WEST APRON

SARATOGA COUNTY

POTENTIAL STORMWATER MANAGEMENT (TYP.)

FBO TERMINAL BUILDING

STORAGE HANGAR




NAFS HANGAR

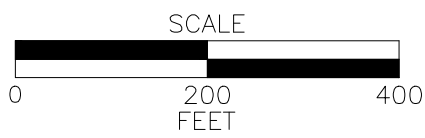
AIRFIELD VAULT & BEACON

ENTRANCE ROAD

ENTRANCE SIGN

GEYSER ROAD

-  PROJECT LIMIT
-  KBB HABITAT BOUNDARY
-  AIRPORT PROPERTY LINE



SARATOGA COUNTY AIRPORT
TOWN OF MILTON, NY

FBO TERMINAL BUILDING PROPOSED PROJECT

SCALE: 1" = 200'	DATE: NOVEMBER 2022	FIGURE: 002
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United States Department of the Interior



FISH AND WILDLIFE SERVICE
New York Ecological Services Field Office
3817 Luker Road
Cortland, NY 13045-9385
Phone: (607) 753-9334 Fax: (607) 753-9699
Email Address: fw5es_nyfo@fws.gov

In Reply Refer To:

October 19, 2022

Project Code: 2023-0006467

Project Name: Saratoga County Airport - New Fixed Base Operator Terminal

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2))

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see <https://www.fws.gov/birds/policies-and-regulations.php>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see <https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. **Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.**

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

New York Ecological Services Field Office

3817 Luker Road

Cortland, NY 13045-9385

(607) 753-9334

Project Summary

Project Code: 2023-0006467

Project Name: Saratoga County Airport - New Fixed Base Operator Terminal

Project Type: Airport - New Construction

Project Description: The proposed project includes the following items:

- Demolition of existing Hangar 1.
 - Redevelopment of the entrance corridor and existing parking area.
 - Construction of a new fixed base operator terminal building to include new waiting areas; concessionaire tenant spaces; rental car lease space; advertisement display lease opportunities; conference room space; weather information access room; pilot lounge area; and connected 39,000 square-foot hangar space.
 - Installation of solar panel array on hangar portion of new terminal building.
 - Rehabilitation of the apron connecting to new terminal building
- All of the project area has been previously disturbed and located in the Karner Blue Butterfly Exempt Zone.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@43.0452562,-73.86135669155058,14z>



Counties: Saratoga County, New York

Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Insects

NAME	STATUS
Karner Blue Butterfly <i>Lycaeides melissa samuelis</i> There is proposed critical habitat for this species. Species profile: https://ecos.fws.gov/ecp/species/6656	Endangered
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

IPaC User Contact Information

Agency: McFarland Johnson
Name: Maresa Miller
Address: 87 Beaver Drive
City: DuBois
State: PA
Zip: 15801
Email: mmiller@mjinc.com
Phone: 8142736068

Lead Agency Contact Information

Lead Agency: Federal Aviation Administration



**New York State
Parks, Recreation and
Historic Preservation**

KATHY HOCHUL
Governor

ERIK KULLESEID
Commissioner

November 21, 2022

Maresa Miller
McFarland-Johnson Inc.
87 Beaver Drive
DuBois, PA 15801

Re: FAA
Saratoga County Airport- Proposed FBO Terminal Building
405 Greenfield Ave, Ballston Spa, NY 12020
22PR08476

Dear Maresa Miller:

Thank you for requesting the comments of the State Historic Preservation Office (SHPO). We have reviewed the project in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8).

Based upon this review, it is the opinion of the New York SHPO that no historic properties, including archaeological and/or historic resources, will be affected by this undertaking.

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

Sincerely,

R. Daniel Mackay

Deputy State Historic Preservation Officer
Division for Historic Preservation

rev: J. Schreyer

November 23, 2022

Chad M. Cooke, P.E., M.P.A.
Commissioner of Public Works
Saratoga County Department of Public Works
3654 Galway Road
Ballston Spa, NY 12020

RE: FBO Terminal Building within Airport Property – Saratoga, NY
Traffic Impact Letter of Findings

Dear Mr. Cooke,

McFarland Johnson, Inc. (MJ) has reviewed existing and future traffic conditions associated with the development of a proposed Fixed Base Operator Terminal building and Restaurant at Saratoga County Airport and respectively submits this Letter of Findings. The intent of this letter is to analyze the impacts, if any, that the proposed development may have on the Geyser Road and Greenfield Avenue intersection.

The area to be developed is located within the Airport property on Greenfield Avenue north of Geyser Road as shown in Figure 1 – Site Location. The existing airport entrance intersection is a two-way stop sign controlled intersection with Geyser Road being free flow and Greenfield Avenue having stop signs.

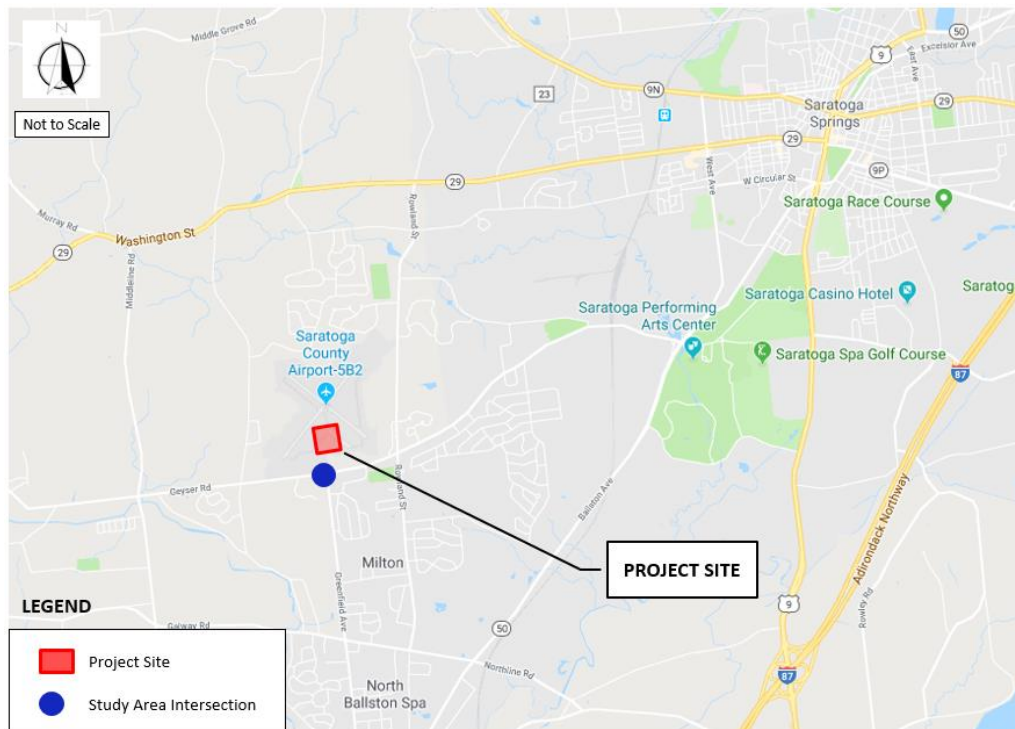


Figure 1 - Site Location

The project consists of construction of a new fixed base operator terminal building with new waiting areas; 75-seat restaurant; concessionaire tenant spaces; rental car lease space; advertisement display lease opportunities; conference room space; weather information access room; pilot lounge area; and connected 39,000 square-foot hangar space. The development includes a rehabilitated access road with approximately 50 parking spaces to replace the existing 50 parking spaces within the area to be removed. Concept Sketch “Proposed Project” figure shows the proposed site plan and is attached to this letter.

2022 Existing Traffic Volumes

Existing traffic volumes were established for this project by recording turn movements counts on Thursday, October 27th, 2022 from 6:45-8:15 AM and 4:15-5:45 PM. The data shows that the weekday traffic in the study area peaks between 7:00 and 8:00 AM in the morning, while the evening traffic peaked between 4:15 and 5:15 PM. The traffic volume data is attached to this letter and the resultant peak hour volume diagram is shown below in Figure 2 – 2022 Base Traffic Volumes. Analysis of the base condition allows the TIS to develop a comparison to future conditions and enables the study to calibrate the traffic model to mimic the present real-life operations that are observed.

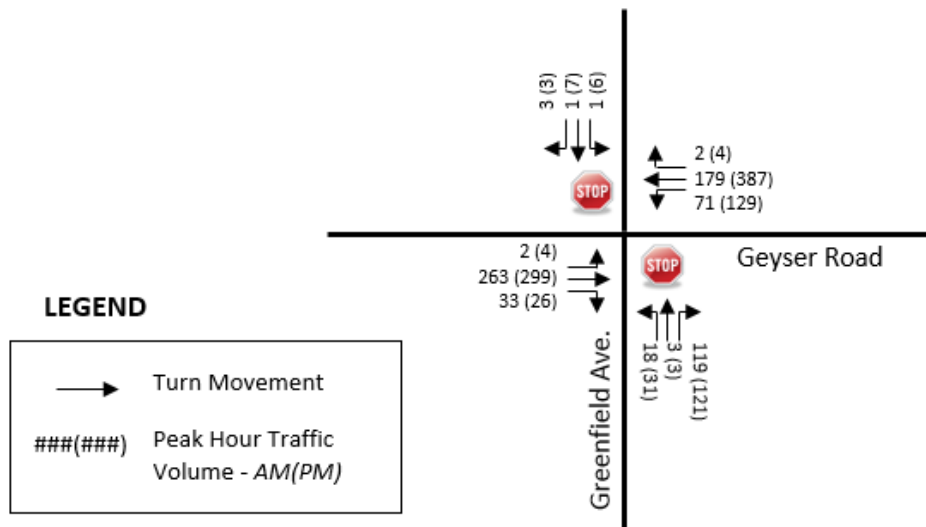


Figure 2 – 2022 Existing Traffic Volumes

2024 Background Traffic Volumes

The 2022 existing traffic volumes were grown by an annual background growth rate of 1.0% per year which enables the analysis to establish projected background volumes to the year 2024 as the terminal is anticipated to be operational by the end of 2024. Based on a review of historic NYSDOT traffic counts on Geysers Road and Greenfield Road, the traffic growth has minor increases and decreases flat over the last 10 years, and a 1.0% annual growth rate was conservatively applied to account for any potential future growth in the area.

The 2024 background traffic volumes shown in Figure 3 include existing traffic and the 1.0% annual background traffic growth. These traffic volumes are used as a base in which to add the proposed development’s traffic.

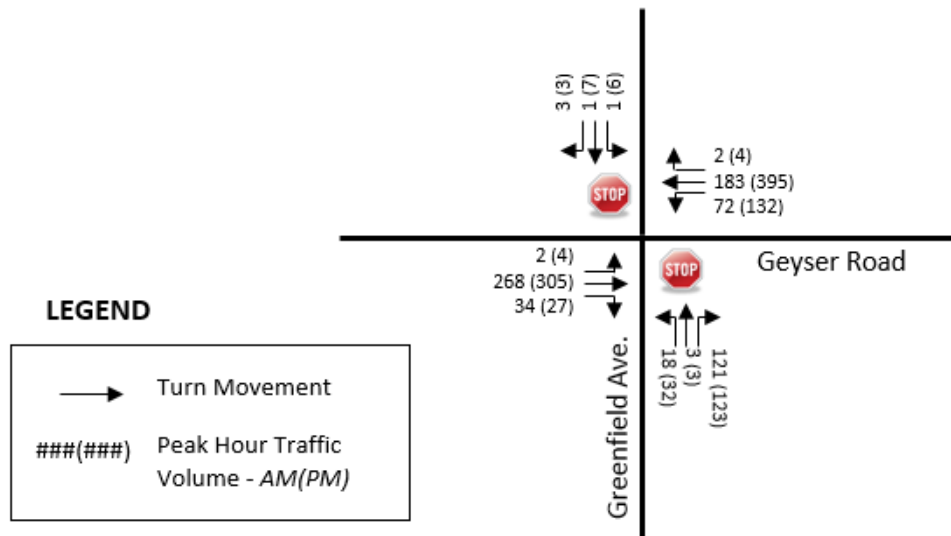


Figure 3 – 2024 Background Traffic Volumes

Trip Distribution

Development of a projected trip distribution model for this proposed project is based on the existing traffic volumes recorded at the intersection. The trip percentages entering and exiting the proposed development are based on the existing flow of traffic at the intersection since the proposed use is similar if not identical to the current use. See Figure 4 below with the calculated trip distributions for the proposed development’s traffic.

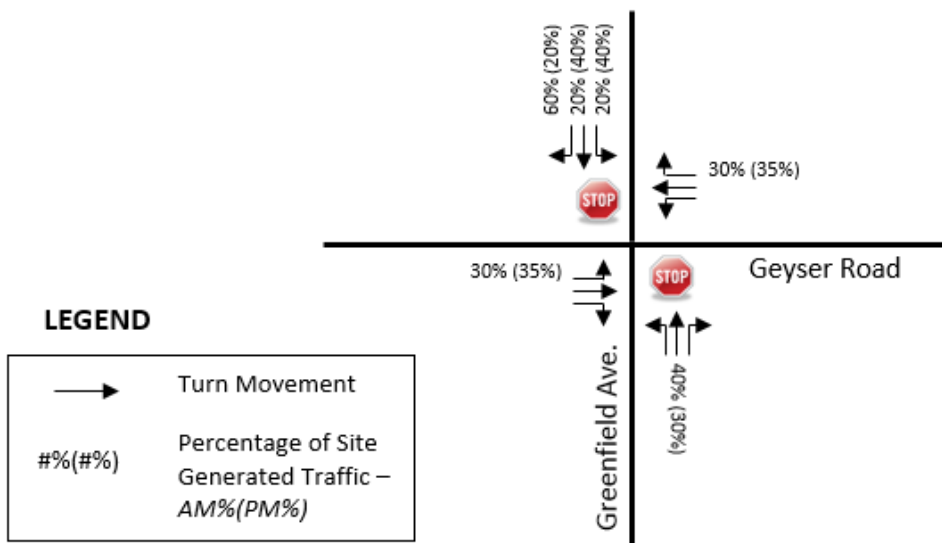


Figure 4 – Trip Distribution Percentages

Trip Generation

For analysis of the proposed FBO Terminal building development with restaurant, site generated traffic was estimated using trip generation rates provided in the Institute of Transportation Engineers’ (ITE) Trip Generation manual, 11th edition as shown in the table below. The analysis utilized the manual’s trip generation rates established for a General Aviation Airport (LU#022) and High Turnover (Sit-Down) Restaurant (LU#932). It is conservatively assumed that the proposed project will result in an additional 5 new employees for the airport. The high turnover sit-down restaurant data is more typical of a chain restaurant along a highly traversed roadway; therefore, the estimated trips for the restaurant are also believed to be conservative for the intended restaurant operations within the Terminal building. Based on the nature of the development, no multi-use credit or pass-by trip credit was applied to the 2024 build scenario. See Figure 5 for the projected trips to be generated by the development distributed based on Figure 4.

Type of Land Use	ITE LU Code	Unit	Weekday Morning Peak			Weekday Evening Peak			Weekday 24-Hour		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
General Aviation Airport	22	5 New Employees	4	4	8	4	4	8	37	38	75
High Turnover (Sit-Down) Restaurant	932	75 Seats	18	16	34	16	13	29	164	164	328
TOTAL Site Generated Trips			22	20	42	20	17	37	201	202	403

* Trip generation volumes based on average rates from ITE Trip Generation Manual 11th Edition for Trips Generated during the weekday data at the study area intersection.

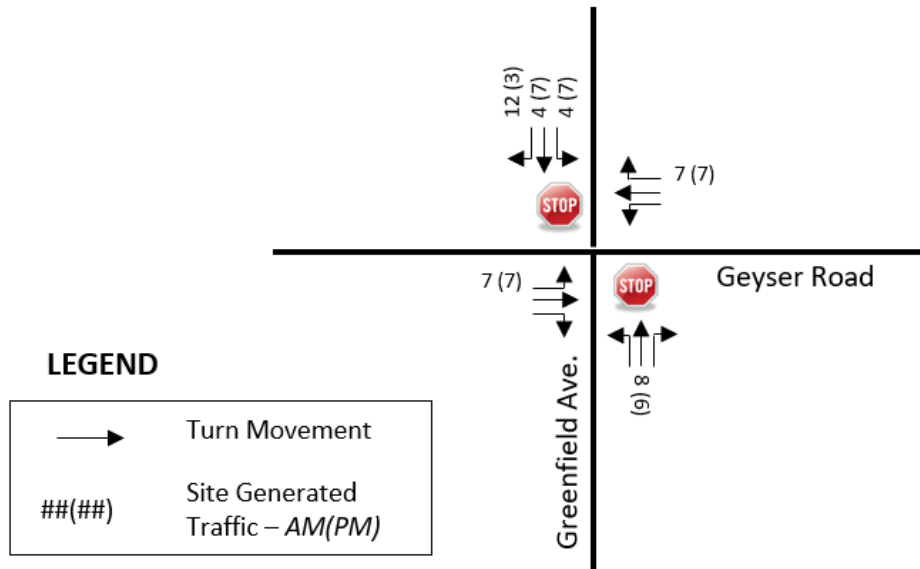


Figure 5 – Trip Generation Volumes

2024 Build Traffic Volumes

The build volumes shown in Figure 6 represent the 2024 background volumes combined with the additional estimated trips generated by the proposed development.

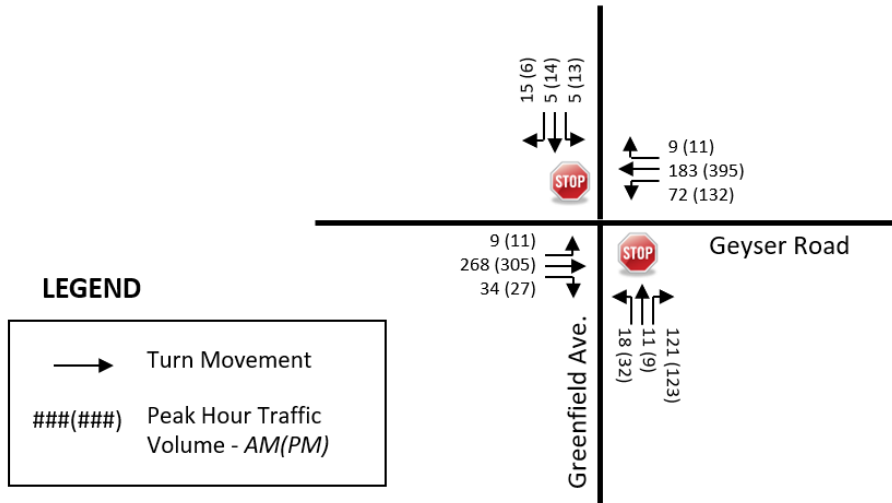


Figure 6 – 2024 Build Traffic Volumes

Capacity Analysis

A capacity analysis was performed using Synchro 8.0 traffic modeling software and the procedures defined in the 2010 Highway Capacity Manual to determine operating conditions for the 2022 Existing, 2024 Background and 2024 Build scenarios. The following Level of Service Summary Table shows the results of the capacity analysis for the proposed conditions, Synchro analysis printouts are attached to this letter.

INTERSECTION LEVEL OF SERVICE TABLE

Study Intersection	Approach and Movement		MORNING PEAK HOUR					
			2022 EXISTING		2024 BACKGROUND		2024 BUILD	
			Delay	LOS	Delay	LOS	Delay	LOS
Geysers Road (CR43) at Greenfield Avenue (CR50) (Un-Signalized)	Eastbound	L	7.6	A	7.6	A	7.7	A
	Westbound	L	8.3	A	8.3	A	8.3	A
	Northbound	L-T-R	13.8	B	14.0	B	15.3	C
	Southbound	L-T-R	12.9	B	13.1	B	14.1	B
	OVERALL		4.3	A	4.4	A	5.2	A

Study Intersection	Approach and Movement		EVENING PEAK HOUR					
			2022 EXISTING		2024 BACKGROUND		2024 BUILD	
			Delay	LOS	Delay	LOS	Delay	LOS
Geysers Road (CR43) at Greenfield Avenue (CR50) (Un-Signalized)	Eastbound	L	8.1	A	8.2	A	8.2	A
	Westbound	L	8.5	A	8.6	A	8.6	A
	Northbound	L-T-R	20.6	C	21.8	C	25.9	D
	Southbound	L-T-R	28.5	D	29.8	D	37.0	E
	OVERALL		4.6	A	4.8	A	6.2	A

As shown in the Level of Service Table, the airport entrance intersection would operate at an overall 'A' Level of Service (LOS) for all peak periods. Individual turn movements in the morning peak hour are estimated to have negligible increases in average delay. The northbound and airport driveway exit movements during the evening peak hour are expected to experience 4 and 7 second increases in delay respectively. No mitigation at this intersection is recommended based on the increase in traffic anticipated from the new terminal building.

Conclusion

The capacity analysis revealed that the proposed development will have minimal impact to the traffic operations at the intersection of Geyser Road (CR43) and Greenfield Avenue (CR50).

Based on the above noted analysis, the amount of new traffic generated by the proposed FBO Terminal building is believed to be negligible in respect to the existing background traffic currently utilizing the intersection, with only minimal delay increases associated with cars exiting the proposed site.

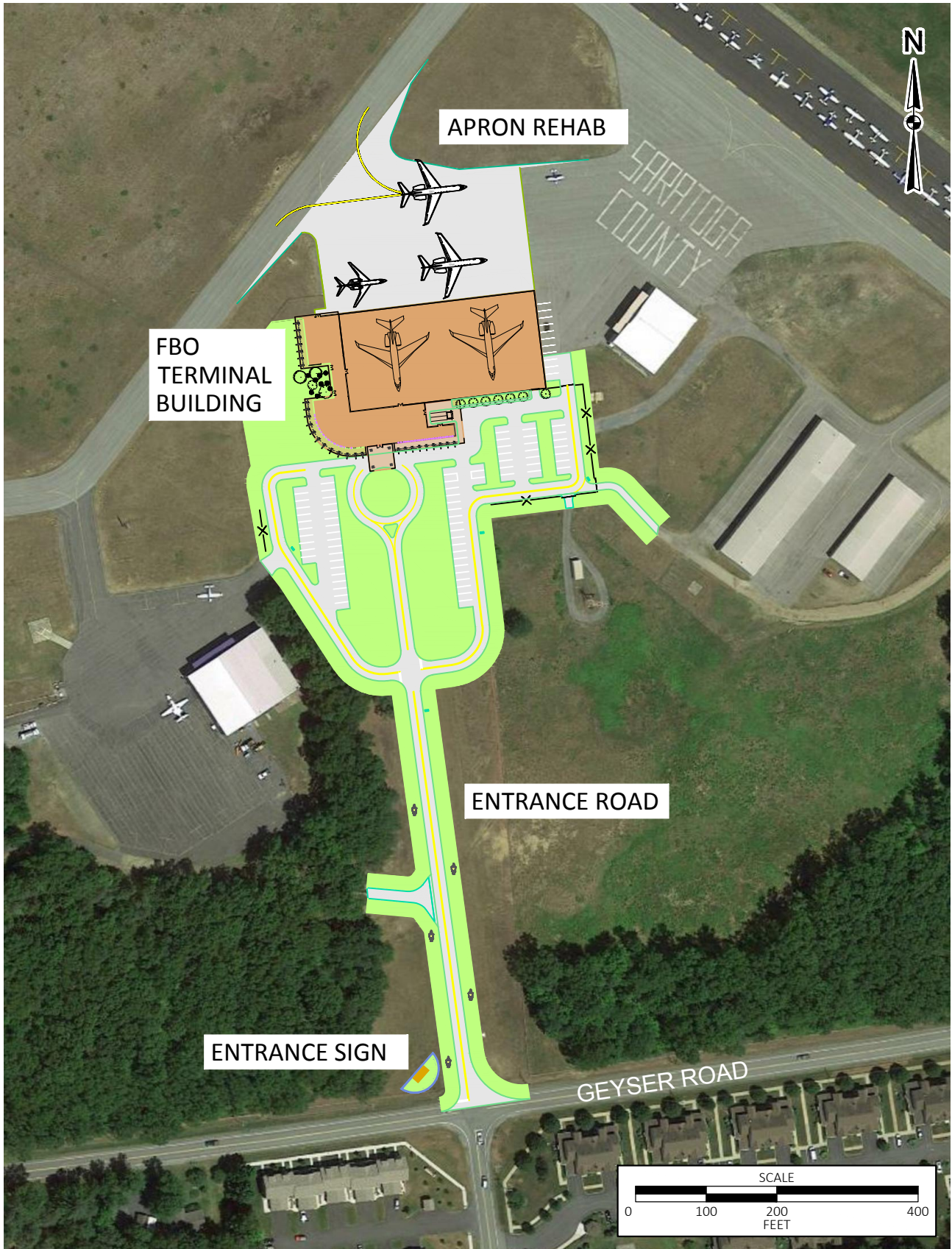
Please do not hesitate to call should you require additional information or have any questions.

Sincerely yours,

McFARLAND-JOHNSON, INC.



Adam J. Frosino, PE., PTOE
Project Manager



Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	263	33	71	179	2	18	3	119	1	1	3
Future Vol, veh/h	2	263	33	71	179	2	18	3	119	1	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	94	94	94	70	70	70	63	63	63
Heavy Vehicles, %	3	3	3	14	3	2	11	11	11	5	2	2
Mvmt Flow	2	296	37	76	190	2	26	4	170	2	2	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	192	0	0	333	0	0	666	663	315	749	680	191
Stage 1	-	-	-	-	-	-	319	319	-	343	343	-
Stage 2	-	-	-	-	-	-	347	344	-	406	337	-
Critical Hdwy	4.13	-	-	4.24	-	-	7.21	6.61	6.31	7.15	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.21	5.61	-	6.15	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.21	5.61	-	6.15	5.52	-
Follow-up Hdwy	2.227	-	-	2.326	-	-	3.599	4.099	3.399	3.545	4.018	3.318
Pot Cap-1 Maneuver	1375	-	-	1162	-	-	361	370	705	324	373	851
Stage 1	-	-	-	-	-	-	674	637	-	666	637	-
Stage 2	-	-	-	-	-	-	651	621	-	616	641	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1375	-	-	1162	-	-	337	342	705	230	345	851
Mov Cap-2 Maneuver	-	-	-	-	-	-	337	342	-	230	345	-
Stage 1	-	-	-	-	-	-	673	636	-	665	590	-
Stage 2	-	-	-	-	-	-	598	576	-	463	640	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			2.3			13.8			12.9		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	606	1375	-	-	1162	-	-	464
HCM Lane V/C Ratio	0.33	0.002	-	-	0.065	-	-	0.017
HCM Control Delay (s)	13.8	7.6	0	-	8.3	0	-	12.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.4	0	-	-	0.2	-	-	0.1

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	299	26	129	387	4	31	3	121	6	7	3
Future Vol, veh/h	4	299	26	129	387	4	31	3	121	6	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	95	95	95	90	90	90	80	80	80
Heavy Vehicles, %	2	3	8	2	1	2	3	2	2	2	2	2
Mvmt Flow	5	369	32	136	407	4	34	3	134	8	9	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	411	0	0	401	0	0	1083	1078	385	1145	1092	409
Stage 1	-	-	-	-	-	-	395	395	-	681	681	-
Stage 2	-	-	-	-	-	-	688	683	-	464	411	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.13	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.527	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1148	-	-	1158	-	-	194	219	663	177	215	642
Stage 1	-	-	-	-	-	-	628	605	-	440	450	-
Stage 2	-	-	-	-	-	-	435	449	-	578	595	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1148	-	-	1158	-	-	164	185	663	122	181	642
Mov Cap-2 Maneuver	-	-	-	-	-	-	164	185	-	122	181	-
Stage 1	-	-	-	-	-	-	624	601	-	437	382	-
Stage 2	-	-	-	-	-	-	358	381	-	455	591	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			2.1			20.6			28.5		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	400	1148	-	-	1158	-	-	173
HCM Lane V/C Ratio	0.431	0.004	-	-	0.117	-	-	0.116
HCM Control Delay (s)	20.6	8.1	0	-	8.5	0	-	28.5
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	2.1	0	-	-	0.4	-	-	0.4

Intersection

Int Delay, s/veh 4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	268	34	72	183	2	18	3	121	1	1	3
Future Vol, veh/h	2	268	34	72	183	2	18	3	121	1	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	94	94	94	70	70	70	63	63	63
Heavy Vehicles, %	3	3	3	14	3	2	11	11	11	5	2	2
Mvmt Flow	2	301	38	77	195	2	26	4	173	2	2	5

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	197	0	0	339
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.13	-	-	4.24
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.227	-	-	2.326
Pot Cap-1 Maneuver	1370	-	-	1156
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1370	-	-	1156
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	2.3	14	13.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	601	1370	-	-	1156	-	-	455
HCM Lane V/C Ratio	0.338	0.002	-	-	0.066	-	-	0.017
HCM Control Delay (s)	14	7.6	0	-	8.3	0	-	13.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.5	0	-	-	0.2	-	-	0.1

Intersection

Int Delay, s/veh 4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	305	27	132	395	4	32	3	123	6	7	3
Future Vol, veh/h	4	305	27	132	395	4	32	3	123	6	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	95	95	95	90	90	90	80	80	80
Heavy Vehicles, %	2	3	8	2	1	2	3	2	2	2	2	2
Mvmt Flow	5	377	33	139	416	4	36	3	137	8	9	4

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	420	0	0	410
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.12	-	-	4.12
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.218	-	-	2.218
Pot Cap-1 Maneuver	1139	-	-	1149
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1139	-	-	1149
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	2.1	21.8	29.8
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	387	1139	-	-	1149	-	-	165
HCM Lane V/C Ratio	0.454	0.004	-	-	0.121	-	-	0.121
HCM Control Delay (s)	21.8	8.2	0	-	8.6	0	-	29.8
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	2.3	0	-	-	0.4	-	-	0.4

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	268	34	72	183	9	18	11	121	5	5	15
Future Vol, veh/h	9	268	34	72	183	9	18	11	121	5	5	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	94	94	94	70	70	70	63	63	63
Heavy Vehicles, %	3	3	3	14	3	2	11	11	11	5	2	2
Mvmt Flow	10	301	38	77	195	10	26	16	173	8	8	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	205	0	0	339	0	0	710	699	320	789	713	200
Stage 1	-	-	-	-	-	-	340	340	-	354	354	-
Stage 2	-	-	-	-	-	-	370	359	-	435	359	-
Critical Hdwy	4.13	-	-	4.24	-	-	7.21	6.61	6.31	7.15	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.21	5.61	-	6.15	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.21	5.61	-	6.15	5.52	-
Follow-up Hdwy	2.227	-	-	2.326	-	-	3.599	4.099	3.399	3.545	4.018	3.318
Pot Cap-1 Maneuver	1360	-	-	1156	-	-	337	353	700	305	357	841
Stage 1	-	-	-	-	-	-	656	624	-	657	630	-
Stage 2	-	-	-	-	-	-	632	612	-	594	627	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1360	-	-	1156	-	-	301	324	700	207	327	841
Mov Cap-2 Maneuver	-	-	-	-	-	-	301	324	-	207	327	-
Stage 1	-	-	-	-	-	-	650	618	-	651	583	-
Stage 2	-	-	-	-	-	-	560	566	-	432	621	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			2.3			15.3			14.1		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	563	1360	-	-	1156	-	-	436
HCM Lane V/C Ratio	0.381	0.007	-	-	0.066	-	-	0.091
HCM Control Delay (s)	15.3	7.7	0	-	8.3	0	-	14.1
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.8	0	-	-	0.2	-	-	0.3

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	305	27	132	395	11	32	9	123	13	14	6
Future Vol, veh/h	11	305	27	132	395	11	32	9	123	13	14	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	95	95	95	90	90	90	80	80	80
Heavy Vehicles, %	2	3	8	2	1	2	3	2	2	2	2	2
Mvmt Flow	14	377	33	139	416	12	36	10	137	16	18	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	428	0	0	410	0	0	1135	1128	394	1195	1138	422
Stage 1	-	-	-	-	-	-	422	422	-	700	700	-
Stage 2	-	-	-	-	-	-	713	706	-	495	438	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.13	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.527	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1131	-	-	1149	-	-	179	204	655	163	201	632
Stage 1	-	-	-	-	-	-	607	588	-	430	441	-
Stage 2	-	-	-	-	-	-	421	439	-	556	579	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1131	-	-	1149	-	-	141	169	655	107	166	632
Mov Cap-2 Maneuver	-	-	-	-	-	-	141	169	-	107	166	-
Stage 1	-	-	-	-	-	-	597	579	-	423	371	-
Stage 2	-	-	-	-	-	-	333	369	-	425	570	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			2.1			25.9			37		
HCM LOS							D			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	350	1131	-	-	1149	-	-	153
HCM Lane V/C Ratio	0.521	0.012	-	-	0.121	-	-	0.27
HCM Control Delay (s)	25.9	8.2	0	-	8.6	0	-	37
HCM Lane LOS	D	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	2.9	0	-	-	0.4	-	-	1