



Final Environmental Impact Statement for the
Site Plan Application of Breezy Hill VI, LLC Asphalt
and Concrete Crushing, and Screening Facility
1792 Middle Road, Calverton, NY
SCTM No. 600-100-2-4.2

Lead Agency:
Town of Riverhead Planning Board
200 Howell Avenue
Riverhead, New York 11901
3-17-2022

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Prepared by:

Lead Agency: Town of Riverhead Planning Board
c/o Riverhead Planning Department
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Riverhead, NY 11901

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Applicant:

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Date Submitted:

March 17, 2022

Executive Summary

The Final Environmental Impact Statement (FEIS) for the “August 2021 Revised Draft Environmental Impact Statement Breezy Hill Group VI, LLC Asphalt and Concrete Crushing and Screening Facility Site Plan Application,” (DEIS) was prepared by the Town of Riverhead Planning Board as Lead Agency, Town Planning Department, and its professional consultant.

The FEIS includes the DEIS prepared by the Applicant as reference and responds to SEQRA DEIS Hearing testimony and written comments that the Lead Agency defined as substantive. A summary of the most significant issues and responses are presented below. A comprehensive response is provided in the FEIS text with relevant information and references contained in the FEIS Appendix section.

Wholesale Business & Application for Special Permit

The operation of a wholesale business in the Industrial A zoning use district is a permitted use only by approval of a Special Permit. The Lead Agency requested clarification of the Applicant’s sale of processed materials not utilized exclusively by the Applicant. The Applicant’s responses were inconsistent and contradictory. The Lead Agency determined the response inadequate.

Needs and Benefits

There are currently seven (7) C&D processing facilities within the Town of Riverhead and approximately 100 C&D processing facilities in operation within Nassau and Suffolk Counties, which provide alternatives to the proposed action and available to the Applicant. To establish the potential need and benefits of the proposed facility and use(s) of the end products, the Lead Agency requested the Applicant provide its company’s records to justify quantities of unprocessed and processed C&D materials it expected to directly use and or sell. The information was equally important for the Lead Agency’s comments to define wholesale business operations and Applicant’s need for a Special Permit. The Applicant provided no records of its generation of C&D or records for its use of processed C&D. The Lead Agency determined the Applicant’s response as inadequate.

Facility Operations

As originally presented in the DEIS, the hours of operations (days of the week and hours of the day) were inconsistent. Further revisions clarified the days and hours of operation, but site-specific activities (material screening, tipping, and crushing) resulted in the Lead Agency’s concerns for potentially large nuisance impacts upon the community based on the 7-day per week schedules. The Applicant has clarified and volunteered to reduce the hours of operations and types of operations (tipping, screening, and crushing) as mitigating measures to minimize impacts generated by noise, increased traffic, and dust. No discussion on how oversight or enforcement of these operating schedules was explored in the Applicant’s response.

Water Supply

The subject site is not within the Riverhead Water District. The nearest connection to the RWD is approximately 1,500 linear feet from the site. The Applicant proposed use of the existing onsite, private domestic water well as supply for its commercial and fire protection needs. The Lead Agency required the Applicant to establish the feasibility of using the existing 4-inch diameter well for commercial purpose, determine if new well(s) or redevelopment of the existing well is necessary, and explain in detail how fire suppression would be managed.

The Applicant did not provide a yield analysis for the existing well and only estimated the well depth. The Applicant did not prepare a well draw down analysis to assess the use of the onsite well and its potential impacts to nearby private drinking water wells or assess future potential for impacts to reported (albeit yet undefined) groundwater contamination found within the vicinity. The onsite well is currently not operational. The Applicant has provided water quality analyses from data collected from onsite groundwater monitoring wells and from the domestic well. The water quality of the domestic well does meet the drinking water standards established by the Suffolk County Department of Health Services.

The Applicant did not provide an adequate engineering evaluation of how water for fire suppression would be provided. The Applicant deferred fire protection to the Riverhead Fire Marshal as a procedure of site plan review. The Applicant speculated the Fire Marshal could (during Site Plan review) exercise an option under Section 507.2 of the 2020 Fire Code of New York State designing firefighting water supplies (cisterns, multiple onsite wells, etc.) that is used for areas with inadequate fire suppression infrastructure. The Code uses the National Fire Protection Association (NFPA) standards under NFPA-1142 to determine fire suppression needed for protecting structures as per NFPA-1142. The Applicant has offered an array of responses to the Lead Agency's comments to fire suppression, however the Applicant did not offer verifiable information (approval letters from property owners to use nearby private wells, approval from the Fire Marshal regarding applicability of Section 507.2 or NFPA-1142, etc.) to support their replies. The Lead Agency questions the applicability of Section 507.2 because the RWD could, as an alternative, extend infrastructure to provide service. The Applicant's alternative to prepare a Map and Plan and request connection to the RWD was not adequately discussed in the DEIS or DEIS comment responses. The Lead Agency determined the Applicant's response as inadequate for its SEQRA review.

As required for the NYSDEC Part 360 Solid Waste Management Permit and requested by the Lead Agency, the Applicant was required to provide a map or figure identifying all wells within an 800-foot radius of the subject site's property boundaries. The Applicant provided no figure or map. The Lead Agency finds the Applicant as unresponsive.

Sound Level

The Lead Agency requested the Applicant evaluate the potential for noise impacts using the NYSDEC methodology for "rural" areas and compare the results to the results to the NYSDEC category for "suburban" areas as provided in the DEIS. The Applicant's response discovered that severe COVID-19 conditions (which reduced the public's activities) generated lower ambient

noise levels when field measurements were taken, compared to higher noise levels when COVID-19 restrictions were lessened. The Applicant's results indicate that the post COVID-19 existing/ambient noise levels were higher than sound levels generated by the proposed C&D facility. Hence, the expected noise generated by the facility would not be significant. The sound level study results also depend upon existing vegetation, proposed landscaping, and material stockpiles together with the structures at the adjacent residential property (located immediately east of the site) as means to attenuate the proposed C&D facility's nuisance noise. The Lead Agency does not support the use of offsite structures which are not within the Applicant's control as a valid method of noise mitigation (as these structures may one day be removed). The Lead Agency does acknowledge the existing/ambient sound levels generated by large commercial vehicles and local industrial uses exceed the sound level expected by the proposed C&D facility. However, the Lead Agency is concerned that the existing and excessive noise level is potentially a contributing factor adversely impacting the local community's quality of life, even under the No-Build alternative assessment. Additionally, this region of Calverton is within an Environmental Justice Area, where noise related health issues may potentially contribute to this community's disproportionate exposure to, and inability to confront, adverse environmental impacts.

Traffic

The Applicant was required to re-assess wintertime traffic studies conducted for the DEIS to ascertain seasonal influences, evaluate the traffic impacts under the proposed C&D facility's full scale (maximum) operations schedule and include traffic generated by other known projects (existing and planned) within the vicinity. The Applicant revised the Traffic Impact Study (TIS) to reflect these conditions. The TIS results indicate no significant impacts to traffic generation will result from the project's implementation.

Environmental Justice Area

The Lead Agency required the Applicant address the issue of locating the proposed solid waste management facility in an Environmental Justice Area (EJA). The Applicant provided a reiteration of the NYSDEC's Guidance Document and general requirements but offered no specifics on how the Applicant plans to address the issue (other than a general statement towards future NYSDEC EJA compliance). There was no evaluation of alternate site location(s) outside the EJA, no "draft" public participation plan or outreach program described (albeit each is required as per the NYSDEC Guidance Document). The Lead Agency expected the Applicant provide a comparison of the proposed action to the alternative uses studied in the DEIS and offer discussions with respect to the EJA. The Lead Agency determined the Applicant's response to be minimal and non-responsive to fulfill SEQRA level assessment. The response to the EJA concerns is unacceptable.

Alternatives

The DEIS evaluated a no-build scenario, and two additional permitted uses: a plant nursery and a self-storage type warehouse. The DEIS received no substantive comments to the Alternative analyses.

SEQRA Record Summary

1.0 Introduction & Description of Proposed Action

The Town of Riverhead Planning Board is in receipt a site plan application submitted by Breezy Hill Group VI, LLC seeking to redevelop a 6.68 acre parcel with an existing one-to-two story frame/stucco residence, 1.5 story frame barn/garage, swimming pool and manmade pond for use as a New York State Department of Environmental Conservation Solid Waste Management Facility pursuant to 6NYCRR Part 360-361: Construction and Demolition Debris Processing Facility with an annual storage capacity of 26,000 cubic yards for materials consisting of asphalt, concrete, aggregates, soil including material processing and screening, with existing structures proposed as office, with additional onsite infrastructure.

The subject parcel, particularly identified as SCTM No. 600-100-2-4.2 is a 6.68-acre parcel of land located at 1792 Middle Road, Calverton, NY is within the Industrial A Zoning Use District, with two (2) points of access from Middle Road and Manor Road.

The Planning Board assumed Lead Agency status in accordance with the New York State Environmental Quality Review Act (SEQRA) pursuant to 6NYCRR Part 617 and conducted a SEQRA review of the proposed action. A summary of the SEQRA review is outlined in section 2.0.

This Final Environmental Impact Statement (FEIS) is prepared by the Lead Agency and includes by reference and/or statement the following:

The “August 2021 Revised Draft Environmental Impact Statement Breezy Hill Group VI, LLC Asphalt and Concrete Crushing and Screening Facility Site Plan Application,” prepared by Nelson, Pope, Voorhis (Breezy Hill DEIS).

Revisions, corrections, and clarifications to the Breezy Hill DEIS while under the public comment period.

A summary of all substantive comments received on the Breezy Hill DEIS together with the source of said comments.

The Lead Agency response to substantive comments to the proposed action.

It is noteworthy, the Lead Agency conducted a SEQRA Hearing on the Breezy Hill DEIS, which commenced on November 4, 2021, at 7:00 PM at Riverhead Town Hall, 200 Howell Avenue, Riverhead, NY 11901 and accessible via Zoom (with access by phone or computer). Extensions of the SEQRA Hearing were granted by the Lead Agency to gather additional information and offer additional time to receive public comment. The additional Hearing dates are identified in section 2.0. The Hearing Minutes are provided as Appendix 1 and video records can be accessed via the Town of Riverhead website (www.townofriverhead.ny.gov) by accessing the Planning Board Agenda, past meetings and through the Channel 22 link. The DEIS and SEQRA records can be

found at www.townofriverheadny.gov by accessing the link to “Departments” and link to Planning. The DEIS and SEQRA documents are also located at the Planning Department, 201 Howell Avenue Riverhead, NY 11901.

2.0 SEQRA Classification & Determination of Significance

The Town of Riverhead Planning Board by Resolution No. 2018-022, dated March 15, 2018, classified the action as “Unlisted,” pursuant to 6NYCRR part 617 and requested Lead Agency status, exercising the option for a SEQRA coordinated review among Involved Agencies.

The Planning Board adopted Resolution No. 2019-037, dated May 16, 2019, the Planning Board assumed Lead Agency status and issued a SEQRA Positive Declaration of Significance, requiring preparation of a Draft Environmental Impact Statement (DEIS) citing potential for significant adverse environmental impacts to groundwater, traffic, nuisance noise and dust, clearing of vegetation, visual and other impacts.

By Planning Board Resolution 2020-021, dated February 20, 2020, the Lead Agency adopted a Final Scope for the preparation of the DEIS included in the DEIS as appendix B-8.

The applicant submitted, “Draft Environmental Impact Statement Breezy Hill Group VI, LLC Asphalt and Concrete Crushing and Screening Facility Site Plan Application,” dated December 29, 2020, prepared by Nelson, Pope, Voorhis, in response to the Final Scope.

After review of the DEIS, the Planning Board adopted Resolution No. 2021-012, dated February 4, 2021, which deemed the “Draft Environmental Impact Statement Breezy Hill Group VI, LLC Asphalt and Concrete Crushing and Screening Facility Site Plan Application,” dated December 29, 2020, prepared by Nelson, Pope, Voorhis, inadequate for acceptance and public review, and provided the applicant with its determination of deficiencies.

The Town of Riverhead Planning Department received an “August 2021 Revised Draft Environmental Impact Statement Breezy Hill Group VI, LLC Asphalt and Concrete Crushing and Screening Facility Site Plan Application,” prepared by Nelson, Pope, Voorhis.

The Planning Board adopted Resolution No. 2021-094, dated September 2, 2021, and declared the adequacy and acceptance, of the “August 2021 Revised Draft Environmental Impact Statement Breezy Hill Group VI, LLC Asphalt and Concrete Crushing and Screening Facility Site Plan Application,” prepared by Nelson, Pope, Voorhis and deemed the DEIS be circulated and made available to Involved Agencies and the public for comments.

The Planning Board adopted Resolution No. 2021-094, dated September 2, 2021, resolved that a SEQRA Public Hearing on the DEIS be scheduled for Thursday, November 4, 2021, in the Town Board Room, 200 Howell Avenue, Riverhead, New York, with the SEQRA Hearing notice be published in a newspaper of general circulation in accordance with 6NYCRR part 617.9 (a) (4) (i).

The Planning Board held a SEQRA Public Hearing on Thursday, November 4, 2021, in the Town Board Room, 200 Howell Avenue, Riverhead, New York to receive public comments on the “August 2021 Revised Draft Environmental Impact Statement Breezy Hill Group VI, LLC Asphalt and Concrete Crushing and Screening Facility Site Plan Application,” prepared by Nelson, Pope, Voorhis. The Hearing was recorded via video and is accessible at www.townofriverheadny.gov , with minutes recorded (Appendix I Hearing Minutes).

Upon hearing the public comments, at the request of the applicant and its representatives, the Lead Agency granted an extension of the November 4, 2021, SEQRA Hearing to receive additional information and responses from the applicant, its representatives and for purposes of accepting additional public comments to the August 2021 DEIS.

At the Planning Board scheduled meeting of November 18, 2021, additional comments were received by the Lead Agency regarding a Notice of Violation issued to the applicants on activities concerning the subject site, by the New York State Department of Environmental Conservation. (Appendix 10).

The applicant provided a response to the November 4, 2021, Hearing comments via letter dated November 24, 2021, prepared by Nelson, Pope, Voorhis.

The Planning Board conducted the extension of the SEQRA Hearing on the “August 2021 Revised Draft Environmental Impact Statement Breezy Hill Group VI, LLC Asphalt and Concrete Crushing and Screening Facility Site Plan Application,” prepared by Nelson, Pope, Voorhis in the Town Board Room, 200 Howell Avenue, Riverhead, New York, to the dates of Thursday, December 2, 2021, Thursday December 16, 2021 and January 6, 2022 and scheduled an extension of the SEQRA Hearing to January 20, 2021; and

The Planning Board, as Lead Agency provided not less than ninety (90) days to receive public, Involved Agency comments and additional information on the proposed action and extends the SEQRA comment period for ten (10) days, to January 31, 2022, to receive written comments only.

On or about February 1, 2021, the Lead Agency received additional information from the applicant in response to comments regarding the onsite water supply well and the sound study prepared for the DEIS.

At the completion of the comment period, the Planning Board instructed the Planning Department to coordinate and distribute substantive comments received by the Lead Agency on the “August 2021 Revised Draft Environmental Impact Statement Breezy Hill Group VI, LLC Asphalt and Concrete Crushing and Screening Facility Site Plan Application” and initiated its preparation of this Final Environmental Impact Statement.

3.0 Substantive Comments to the Breezy Hill DEIS with Lead Agency FEIS Responses

The Planning Board retained the services of an environmental consultant (Jeffrey Seeman, CEP) to assist the Town of Riverhead Planning Department and Planning Board with the SEQRA review of the Breezy Hill application. This FEIS summarizes substantive comments by general category with complete comments provided in the Appendix. Where the Lead Agency received written comments, including emails, the complete text is included in the Appendix, SEQRA Hearing comments were extrapolated from the Planning Board's adopted Minutes and included as Appendix I.

During the Breezy Hill DEIS comment period, the applicant's representatives responded to Lead Agency, Involved Agency, and Public comments. The Lead Agency's responses to the applicant representative's statements are included below, with their representative written comments and additional information provided in the Appendix section. The Applicant's environmental consultant, Nelson Pope Voorhis is abbreviated below as NPV.

This FEIS includes the DEIS and SEQRA Hearing substantive comments. Additional information and comments submitted by the Applicants are displayed in *italic text format*.

The Lead Agency and public comments response are displayed in standard text format and include responses to the Applicant's submissions.

Substantive comments and corresponding responses are presented in summary form. Where appropriate, complete comments, additional information and responses are provided in the Appendix section of this FEIS.

List of Primary Participants in the SEQRA Review:

Lead Agency/Planning Board Members, 200 Howell Avenue Riverhead, NY- Mr. Stanley Carey, Chairman, Ms Joann Waski, Chairwoman, Mr. Edward Densieski, Vice Chairman, Mr. Joseph Baier, Member, Mr. George Nunarro, Member;

Planning Department Staff: Mr. Jefferson V. Murphree, AICP-Building & Planning Administrator, Mr. Gregory Bergman, Planner; Jeffrey Seeman, CEP Lead Agency Environmental Consultant

Applicant Representatives: Nelson Pope Voorhis, Hauppauge, NY: Mr. Charles (Chic) Voorhis, AICP/CEP; Mr. Philip Malicki, CEP; Ms Carrie O'Farrell; Mr. Stephen Losquandro, Attorney at Law, Rocky Point, NY

NYSDEC-Region One SUNY, Stony Brook, NY: Mr. Nick Romero, Environmental Engineer, Division of Materials Management.

List of Primary Public Participants in the SEQRA Review

Jim Goroleski, 1776 Middle Road, Calverton, NY (property owner located adjacent to the project) Mr. Goroleski offered comments regarding the NYSDEC Notice of Violations, concerns for

nuisance impacts generated by noise and dust, and the sound level report that identified his house and barn as offsetting the subject site's noise levels by acting as a sound barrier.

Deborah Goroleski, 1776 Middle Road, Calverton, NY: (property owner located adjacent to the project) Mrs. Goroleski offered comments regarding additional trucking and probable dumping of additional materials.

Barbara Blass, Jamesport, NY: Mrs. Blass offered statements that identified approximately 96 C&D facilities currently operating in NYSDEC Region One, (Nassau and Suffolk Counties). Because 75% of the (unprocessed) material is coming from parts of NYSDEC Region One, it begs the question; why come all the way to Calverton (for disposal). Mrs. Blass expressed comments regarding the needs and local benefits to Riverhead for an additional C&D facility, especially where the site is located within an Environmental Justice Area, and where upwards of seven C&D facilities are operating within Riverhead. The comments included a need for a Town of Riverhead Chapter 229 permit for exporting 9,000 cubic yards and need for a Special Permit for operating as a wholesale business. Comments questioned the level of information offered by the Applicant to the Zoning Board of Appeals during the ZBA's Interpretation and Decision process.

Toqui Terchun, Calverton Civic Association, Calverton, NY: comments regarding the recent industrial property developments within the Calverton hamlet, with a request to slow the developments until the Town of Riverhead Updated Comprehensive Plan 2021-22 is completed and the local hamlet residents can participate in the hamlet's future land use recommendations.

3.1 OPERATIONS:

Hours of Operation:

The Lead Agency received written and verbal comments concerning the hours of operations. The Lead Agency required the DEIS correctly and consistently state the hours of operations and provide proposed mitigating measures to minimize noise, traffic, dust, and nuisance impacts generated by a seven (7) day per week operation.

The Lead Agency operations comments are listed in Appendix 3.

3.1.1 Lead Agency Comment:

The proposed facility has potential to generate noise, dust, and traffic that when combined may be described as "nuisance generating" operations proposed within an existing rural-residential area (regardless of the zoning district). An outdoor industrial facility located near residential dwellings, operating seven days a week for as long as 14 continuous hours excludes mitigating measures designed to minimize nuisance impacts. The proposed days and hours of operation require justification, substantial rethinking, revision and must be consistent throughout the project's impact assessment, its permit applications and involved agency reviews.

3.1.2 Applicant Response NPV Correspondence dated November 24, 2021 (Appendix 5):

The Lead Agency received a written response regarding the hours of operation from Nelson Pope Voorhis dated November 24, 2021. In summary the response stated:

The facility's operating hours will be:

Monday through Friday - 6:30 AM to 6:00 PM

Saturday - 6:30 AM to 5:00 PM

Sunday - 7:00 AM to 2:00 PM (dumping only/no crushing)

3.1.3 Lead Agency Response November 29/December 1, 2021 (Appendix 6):

In summary the Lead Agency questioned the statements regarding the Applicant's ability to control the site operations and raw material delivered, flow of the processing and overall throughput at the facility.

The Lead Agency acknowledged C&D material suppliers include the Applicant, who will provide 25% of the raw C&D materials and other contractors who will deliver 75% of the raw C&D materials (page 1-2 of the DEIS, rev. August 2021). However, the Lead Agency recognized that as owner/operator of the facility, the Applicant has complete control over the hours of site operations.

The Lead Agency acknowledged that mitigating measures could be employed by the Applicant to limit delivery times, processing equipment run times, and control loading and offloading schedules.

3.1.4 Applicant Comment:

The DEIS (August 2021) stated the Applicant will be the primary user of processed materials and sell the balance of processed material (crushed concrete, asphalt millings, soil, rock, brick) to other contractors.

3.1.5 Lead Agency Response:

The Lead Agency acknowledged resale of processed materials to contractors was considered a wholesale operation. Wholesale businesses located within the Industrial-A Zoning Use District, are only permitted by Special Permit.

A Special Permit application was not filed with the Town of Riverhead. The comments offered by the Applicant's November 24, 2021; letter did not address this wholesale business/Special Permit issue.

The Lead Agency requested quantifiable information regarding the Applicant's own use of the processed materials, as the Applicant was now proposed to use 100% of the processed materials "for his own use." Thus, the DEIS statement that surplus processed materials would also be sold to other contractors was changed.

As per the date of the Lead Agency's preparation of this, FEIS no quantifiable information from the Applicant has been provided (no historical records of volume/tonnage used by the Applicant, no past records of project size(s) performed by the Applicant, no anticipated projects/markets projected by the Applicant). The Lead Agency finds the response is inadequate to evaluate the proposed size of the facility, operational requirements, material processing and end uses. The Lead Agency considered the purpose and need for the facility, its distribution of end products and permitted land use under zoning and potential need for a Special Permit application.

The topic of Special Permit and wholesale business was further explored during the Lead Agency SEQRA Hearings of December 2, 2021, and January 6, 2022 (Appendix 1).

3.1.5 Applicant Response NPV Correspondence dated January 18, 2022 (Appendix 11 & Appendix 1 - January 6, 2022, SEQRA Hearing Minutes)

The Applicant seeks to further restrict the hours of operation at the facility by eliminating all crushing activities on weekends (Saturday and Sunday).

The revised schedule of times that the site will open and close, and times that the site will be in operation is provide herein:

Monday through Friday – Facility open/employees arrive and leave: 6:30 AM to 6:00 PM; Crushing, Deliveries and Loading Operations could occur simultaneously: 7:00 AM to 4:30 PM. Between 10-15 trucks are expected to access the site per day. Between 3-4 employees per day.

Saturday – Facility open/employees arrive & leave: 6:30 AM to 5:00 PM; Crushing and/or Loading NOT ALLOWED; Deliveries could occur: 7:30 AM to 3:30 PM. Between 4-8 trucks are expected to access the site per day. Between 3-4 employees per day.

Sunday – Facility open/employees arrive & leave: 7:00 AM to 2:00 PM; Crushing and/or Loading NOT ALLOWED, Deliveries only: 8:00 AM to 2:00 PM

The appropriate pages of the TIS and Noise Analysis were revised to reflect these operation hours (see Attachment 5), and the FEIS will reflect these operating hours.

Correspondence dated January 18, 2022, from NPV again stated processed materials would be used by the Applicant and available to a select list of organizations affiliated with the Applicant (together with future companies if they became project partners). Again, the Lead Agency was provided no historical, current, or anticipated future quantities of processed materials needed by the Applicant or by the Applicant's select list of affiliates.

During the January 6, 2022, SEQRA Hearing, comments provided by the Applicant's attorney were read into the SEQRA record. These stated how the processed materials would be marketed and how the Applicant defined "wholesale operations." Below is that portion of the January 6, 2022, SEQRA Hearing record.

“...the applicant will take in material and convert it by way of permitted concrete crushing process to recycled concrete aggregate, or RCA, a sustainable engineering application for the construction industry. The RCA will be available at the Calverton site to anyone who wishes to obtain it. The RCA will not be provided solely to select contractors who work within a particular industry.” The Webster Dictionary defines wholesale as the sale of commodities in quantity, usually for resale. This definition of wholesale comports with what the customary understanding and everyday experience tells us that the word wholesale signifies, namely, that a wholesale operation is limited to just certain entities in a field who will in turn make a product available to the general or greater public.” (underlined emphasis added).

The correspondence from NPV dated January 18, 2022, included comments on wholesale business and need for Special Permit (Appendix 11). The letter stated,

The Applicant indicates that only companies working in connection with Stasi Brothers, Roadwork Ahead, Inc., and affiliated companies will have access to the facility to bring material for processing and/or remove processed materials.

The following business entities are listed to document the companies that will ingress/egress the facility:

Stasi General Contracting LLC; 11 Richard Street, Hicksville, NY

Roadwork Ahead Inc.; 96 Madison Avenue, Westbury, NY

Stasi Brothers; 435 Maple Avenue, Westbury, NY

Three Gen (3GEN) Contracting Inc.; 51 South Grand Street, Westbury, NY

Cesca Construction LLC; 79 Washington Parkway, Hicksville, NY

Savco Industries LLC; 11 Richard Street, Hicksville, NY

Companies that the above company’s partner with for specific projects

Trucking companies that are hired by the above companies to transport material.

All these companies are affiliated with the Applicant, Breezy Hill Group VI LLC, the owners of the subject property.

With respect to the potential for sale of the processed materials on a wholesale basis (which would require a Special Permit from the Town Board under Town Zoning Code Section Chapter 301; § 301-114 Uses, B. (2), the Applicant hereby represents that the materials will not be bought or sold, on or from, the subject site by companies not affiliated with the Applicant’s companies as listed in item 2.b. above. By this measure, it is clear that Applicant will not engage in a wholesale business at the Calverton location.

3.1.6 Lead Agency Response:

The Lead Agency finds the Applicant response to DEIS comments and questions regarding wholesale operations and the Special Permit required under Town Zoning Code Section Chapter 301; § 301-114 Uses, B. (2), as provided by its representatives, are presented as varied and conflicting statements. The issue remains unresolved by the Applicant.

The Lead Agency finds the response inadequate. The Lead Agency determined the Special Permit application is necessary simply due to the variation in Applicant responses. A Special Permit application and conditions may further serve to avoid or minimize impacts generated by

compliance with local zoning and permitted land use within the Industrial-A Zoning Use District. The eighteen criteria under the requirements of the Special Permit application process and SEQRA coordination with the Town Board as an Involved Agency would address the potential for a segmented SEQRA review, should the Applicant seek to offer materials for wholesale at some future date.

Written and verbal Hearing comments from the Lead Agency requested the Applicant provide verifiable quantities of processed C&D currently or previously used by the Applicant. Although generic statements of historical and/or projects administered by the Applicant were mentioned, no information was provided.

Therefore, the Lead Agency has no quantifiable baseline information on which to assess the Applicant's needs and whether the proposed action's material quantities and processing throughputs are valid estimates. The Lead Agency requested the information for its evaluation of impacts and need for mitigating measures. The Applicant has offered to reduce the hours of operations and limit the crushing and screening operations to Monday through Friday and eliminated loading operations on Saturday and Sunday.

These measures will reduce potential for noise, dust, and commercial vehicle traffic.

This issue was critical because the maximum annual throughput of the facility was estimated by NPV at 86,130 cubic yards of processed C&D.

3.1.7 Applicant Response: NPV Correspondence dated January 18, 2022

Balancing Material Processing and Processed Material Removal:

The 13,000 cubic yards (CY) value does not represent the amount of material needed by the Applicant to conduct his operations; it is the volume of a pile of unprocessed material that occupies the area available for that pile, and assuming the applicable angle of repose.

As such, the maximum volume of unprocessed material that can be stored on the site is 13,000 CY. The Applicant anticipates that crushing operations would produce an expected average of about 500 tons of RCA per day (or, 330 CY/day) during days when the crusher is operated.

The Applicant will limit crushing to 500 tons/day. As noted above in response 2.a., the following specifies the hours that the facility will be open, and to the hours during which noise-generating operations (i.e., crushing, dumping of incoming material, and loading of truckloads of processed material).

The operations on the site are limited based on the following parameters:

- *The site will have limited storage of unprocessed material of 13,000 cubic yards (CY)*
- *The site will have limited storage of processed material 13,000 CY*
- *Processing will only occur on weekdays (M-F)*
- *Processing would occur a maximum of 261 days/year*
- *Processing is limited to 500 tons/day*

- Processed material conversion to CY uses a factor of 0.66 CY/ton which equals 330 CY
- The maximum of processed material is 86,130 CY
- The traffic study anticipates 10-15 trucks/day; with an average 30 CY truck size
- The traffic study is based on maximum trip generation
- The noise study is based on full operation of the equipment at the facility
- The facility will not operate at full capacity during all days of the week
- Material will be processed for the Applicant's use based on available unprocessed material, and demand for processed material

3.1.8 Lead Agency Response

The Lead Agency acknowledges the Applicant has reduced the days of the week when processing operations are engaged to Monday through Friday, with processing limited to 500 ton per day (TPD). The Lead Agency's review of the proposed equipment could be processed by the Kleenmann Mobirex MR 130 EVO2 Track Mounted Crusher has a capacity to process at a rate of 450 Ton per hour (TPH).

The site's potential production of 86,130 CY per year together with the Applicant's assessment based on this full-scale operational potential are also acknowledged.

3.2 VIOLATIONS

3.2.1 Lead Agency Comment- NYSDEC Notice of Violations (NOV) and Site Remediation Actions: November 4, November 18, and December 2, 2021, SEQRA Hearings (Appendix 1)

During its SEQRA review of the DEIS, the Lead Agency provided multiple comments regarding the NYSDEC NOV issued to the Applicant in July 2017. The site had received unauthorized C&D materials (brick, rock, concrete asphalt, soils) and had begun screening and processing the materials without a Part 360 Solid Waste Management Facility Permit.

The violation was addressed through signing an Order on Consent and paying a penalty. Specific details were provided in the August DEIS. The DEIS included a waste characterization study to determine the environmental quality of the C&D. Approximately 870 CY were found unacceptable for use as raw materials for processing. The balance of the onsite material was deemed acceptable for processing as recyclable C&D. However, the subject site is not permitted or registered by NYSDEC or the Town for onsite processing.

According to the NYSDEC Order on Consent and by e-mail dated November 5, 2018, at 12:27 PM, from Nick Romero, NYSDEC Environmental Engineer, Materials Management Division, Region One-Stony Brook, NY:

“All solid waste materials both processed and unprocessed (everything on the site), must be removed from the site within 120 days (March 5, 2019) of this approval of the Remediation Plan” (emphasis added).

The Lead Agency conducted site inspections on August 23, 2021, and on November 1, 2021. Stockpiles of RCA and soil were observed near the site access from Manor Road.

The Applicants were obligated to adhere to the terms and conditions stated in the Order on Consent. In November 2021, the NYSDEC advised the Lead Agency, that a second NOV was issued on October 26, 2021. The second NOV included a violation for operating a solid waste management facility without permit (6NYCRR Part 360.9 (a) (1); unauthorized disposal of solid waste for materials placed at the site (6NYCRR Part 360.9 (b) (3), and a violation concerning failure to comply with the schedule to remove waste from the site within 120 days of the Order on Consent dated July 20, 2018 (waste removal required by March 21, 2018).

Subsequently the Lead Agency comments required the Applicant address all NYSDEC NOV's and Order on Consent requirements, provide copies of Part 364 registrations (authorizing transporters to haul the materials offsite), provide copies of Part 360 Series Waste Tracking Document (which is a detailed manifest describing waste type, hauler, transport date and disposal site), and provide a copy of a certified "closure report" as required by NYSDEC.

3.2.2 Applicant Response NYSDEC Notice of Violations (NOV) and Site Remedial Actions

NPV responded to the comments by providing their understanding that site remedial actions could be delayed until the Lead Agency's SEQRA process was completed and a SEQRA Findings Statement issued. The Lead Agency and NYSDEC confirmed that cleanup activities were to proceed regardless of the SEQRA process. The Applicant and NPV presented a schedule of the remediation at the December 16, 2021, SEQRA Hearing (Appendix 1) and advised the Lead Agency solid waste was recently removed from the site under the direction of the NYSDEC.

NPV Correspondence dated January 18, 2022 (Appendix 11):

The Applicant has removed the piles of soil and C&D material that were dumped on the site in 2017 and were the subject of a Notice of Violation issued by the New York State Department of Environmental Conservation (NYSDEC) in 2018.

On behalf of the Applicant, NPV coordinated with NYSDEC on the removal of material. NYSDEC was contacted and inspected the subject site, and NPV assisted with oversight of the removal of material. Attachment 2 provides a site cleanup/closure letter documenting the removal operation. In a letter to the NYSDEC dated January 17, 2022, NPV confirmed:

From December 7, 2021, to January 15, 2022, the above noted material were removed from the subject property and transported to appropriate facilities for disposal. A summary of the volumes of material removed and the facilities they were transported to is provided below:

Soil and Sandy Fill Materials – 1,362 cubic yards transported to County Ready Mix,

C&D Materials – 33.22 tons transported to Omni Recycling of Westbury, Inc.

Wood Debris – 4.23 tons transported to Vigliotti Landscape Service Center 100 Urban Ave, Westbury, NY

The letter and content therein provided in Attachment 2 was requested by NYSDEC and has been submitted for their review and concurrence. The FEIS will be used to update the status of review by NYSDEC to ensure that it has been completed to their satisfaction.

Transporter Registration:

The Applicant does not presently have a Part 364 Waste Transporter Registration but has applied for it (a copy of the application, which was submitted to the NYSDEC is contained in Attachment 3). The Applicant commits to operate the facility in conformance with such a registration when the proposed project is approved.

3.2.3 Lead Agency Response

The Lead Agency's representatives visited the site on January 10, 2022 and observed the waste has been removed. Several stockpiles of "Belgium blocks," vehicles and equipment were stored at the site. During the January 6, 2022, SEQRA Hearing the Lead Agency received comments that additional dumping occurred at the site (Appendix 1-January 6, 2022 Goroleski comments). The Lead Agency assumed the Belgium blocks were placed at the site but located no other stockpiles of debris. The Applicant provided no response to the Goroleski comment.

The Lead Agency requested copies of the NYSDEC Part 364 Waste Transporter Registration form (or the NYSDEC issued Waste Transporter Registration number) for the Applicant and all haulers of the waste that was removed during the site cleanup. Additionally, the Lead Agency required the Applicant include the NYSDEC Part 360 Series Waste Tracking Document for C&D Disposal.

The NPV January 18, 2022, included a copy of the Breezy Hill Group VI LLC application for the Part 364 Waste Transporter Registration. This response did not include the NYSDEC Registration number (if one was issued) and did not include the Part 364 Registration number(s) issued to the haulers of the waste (County Ready Mix & Mason Supply, 478 Grand Blvd. Westbury, NY). The waste materials were disposed of at locations in Westbury, NY.

The Applicants did not provide the Lead Agency with copies of the NYSDEC Part 360 Series Waste Tracking Document for C&D Disposal.

The Applicants did not provide Lead Agency with copies of the certified closure report.

The Applicants provided tickets (receipts) from the waste hauler, County Ready Mix & Mason Supply, and tear weight tickets (receipts) from Vigliotti Landscape Service Center and Omni Recycling of Westbury.

The Lead Agency acknowledges that the Applicant seeks to develop the site as a Solid Waste Management Facility as regulated under 6NYCRR Part 360 and in full compliance with the regulations and all conditions that may be imposed under a permit. However, the Applicant has not demonstrated a comprehensive understanding of the State's regulatory requirements, even when the Lead Agency comments required the Applicant produce basic documents associated with the C&D processing industry and standard waste cleanup activities.

The August DEIS described the Applicant's facility will be managed by employees who will be charged with inspection and validation of the wastes disposed at the proposed facility. This approach implies the Applicant, and its staff are knowledgeable of all necessary regulations pertaining to C&D transportation, disposal, processing, and recordkeeping.

The Lead Agency considers the Notices of Violations (based on NYSDEC site inspections) as described in the Order on Consent and dated July 11, 2017; July 25, 2017; September 3, 2017; September 8, 2017 and more recently October 26, 2021 issued by New York State, and the Applicants failure to provide the Applicant's approved Part 364 Registration number (which permits the transport of C&D waste materials), the Part 364 Registration number(s) for County Ready Mix & Mason Supply or a full explanation that these entities and activities are exempt from the regulations as either indications of inadequate understanding of the regulations or an inability to comply with the minimum requirements of the Part 360 regulations, the Order on Consent and the Lead Agency's request for documentation necessary to complete their SEQRA review.

Furthermore, the Lead Agency acknowledges that the Part 364 Registration and part 360 C&D Series Waste Tracking Document for C&D Disposal were prepared by the NYSDEC to reduce the impacts of unauthorized C&D waste disposal especially on Long Island.

The Lead Agency has determined the Applicant's response is inadequate.

3.2.4 Lead Agency Comments to Town of Riverhead Violations November 4, 2021, SEQRA Hearing (Appendix I):

The Lead Agency received comments regarding the Applicant's violations of the Town of Riverhead Code and need for additional approvals not previously listed in the FEAF or DEIS (B. Blass comments received at the November 4, 2021, SEQRA Hearing).

The DEIS described the nature of the Town Code violations for clearing of vegetation without approval by the Planning Board and that these violations have been resolved to the satisfaction of the Town.

The DEIS did not list the approval needed for an Excavation & Grading Permit (pursuant to Riverhead Town Code Chapter 229). An applicant is not permitted to import material to a site prior to issuance of the Chapter 229 Permit. The importation of the onsite C&D materials (in which the NYSDEC issued a Notice of Violation) was placed without an Excavation & Grading Permit, which cannot be issued until a Site Plan is approved.

The DEIS stated that site grading will result in an unbalanced cut and fill. The grading will generate 9,000 cubic yards of material for exportation from the site. Town Code Chapter 229 cites a \$2.00 per cubic yard fee for exportation and a Town assigned Monitor to observe, inspect and maintain daily records of the activity. The FEIS must address how the application will comply with Chapter 229 requirements. Approximately 38.46 % of the site includes Prime agricultural soils.

3.2.5 Applicant Response: NPV Correspondence November 24, 2021 (Appendix 5)

The Applicant acknowledges that an Excavation and Grading Permit will be required for the proposed project under Town Chapter 229 authority, to export the excess soil generated during site grading operations.

An updated review of the revised plan indicates that grading to implement the proposed project will result in a net excess of about 5,000 CY of cut soil, which will be removed from the site. As a result, a Town Chapter 229 permit will be required.

The Applicant acknowledges that a \$2.00 per cubic yard fee will be required by the Town and that the Town will assign a Monitor to observe, inspect and maintain daily records of soil removal activities. More detailed analysis of how the application will comply with Chapter 229 requirements, and of the potential impact to Prime agricultural soils, will be provided in the FEIS

3.2.6 Lead Agency Response:

The lead Agency acknowledges the Chapter 229 Excavation & Grading permit will be required for the proposed earthwork. The consideration of the Chapter 229 Permit is conducted by the Riverhead Building and Planning Departments, with final decision and conditions approved by the Riverhead Town Board. The Chapter 229 Permit application is submitted once a proposed development's Final Site Plan is approved by the Planning Board.

Prime Agricultural Soils are a significant natural resource. The Lead Agency recommends the Prime Ag soils remain undisturbed and preserved onsite to the maximum extent possible. The Lead Agency recommends the Prime Ag soils that cannot be preserved onsite are transported to an agricultural facility operating within the Town of Riverhead.

3.3 WATER

3.3.1 Lead Agency Comments: November 4, 2021, SEQRA Hearing (Appendix 1)

Groundwater Resources & Water Quality

The DEIS included results of onsite groundwater investigations. Four monitoring wells were installed to determine depth and directional flow of groundwater. Laboratory analyses of groundwater samples were conducted and analyzed for volatile organic compounds (VOCs), semi-volatile (SVOCs) organic compounds, pesticides, herbicides, metals and PFOS-PFOA compounds. PFOA was detected at 2.89 ng/L which is below the NY state standard for MCL of 10 ng/L. The investigators concluded no significant water quality impairments have been generated by onsite activity. Groundwater horizontal flow direction is reported as northeasterly.

The Lead Agency acknowledges that these monitoring wells will not be used by the Applicant for a long -groundwater monitoring program but may be available to the Town of Riverhead for sampling at the Town's expense.

The DEIS states the project's potable water supply will be provided by the onsite (existing) private well. What are the specifications for this well (depth, pumping rate, age, etc.)? Has the private well water been sampled and analyzed for contaminants? Does the well require re-development? As per NYSDEC Part 360 requirements the private well must be depicted on the

Site Plan. Please add the location of the existing well to the Site Plan. Private and public wells within 800 feet of the proposed facility's property boundary must be identified on a separate figure. (Refer to 6NYCRR Part 360.16 (c) (2) (iii) Site Plan for additional required information.

The site is not within the Riverhead Water District (RWD).

If the Applicant seeks potable water from the RWD, a Map and Plan is required together with a request to expand the district to serve this area. This information would be prepared by the Applicant, not by the RWD. The site is approximately 1,500 linear feet from the nearest connection point.

It is necessary the FEIS analyze the fire protection needs of the site and its proposed operations. There are no fire hydrants or source(s) of water supply for fire suppression. Will onsite fuel tanks be installed to support the motorized equipment? If, yes please provide details on location, size, and spill containment.

3.3.2 Applicant Response: NPV Correspondence dated January 28, 2022 (Appendix 8)

Water Quality Test Results

This letter is submitted to provide additional information for the Draft Environmental Impact Statement (DEIS) for the above referenced project. Since the Planning Board meeting of January 20, 2022, when the DEIS comment period was closed to allow a 10-day written comment period, the water quality test results for the on-site well have been obtained. The sampling and results are reported below:

The existing on-site well that provides water supply for the home is located approximately 65 feet to the southeast of the structure. The well was accessed by trained sampling personnel of Nelson Pope Voorhis (NPV) to collect a water sample to determine water quality of the well.

The water sample was collected from the well on January 17, 2022, delivered to Long Island Analytical Laboratories (a NYS certified laboratory) and analyzed in accordance with Suffolk County Department of Health Services (SCDHS) requirements for private potable water supply quality. Review of the results detected the presence of several constituents including Chloride, Nitrate, Bromomethane, Calcium, Iron, Magnesium, Chloride, Nitrate, Perfluorohexanesulfonic Acid (PFBHxS), Perfluorooctanesulfonic Acid (PFOS) and Perfluorooctanoic Acid (PFOA) but at concentrations that do not exceed their respective SCDHS water quality requirements.

Based on these data, the well is suitable for water supply on the subject property. A table which provides a summary of the analytical results is provided in Attachment A along with copies of the laboratory analytical datasheets for the water sample.

The submission of January 18, 2022, Item 13. a. outlines the procedures to have the well certified for commercial use through the SCDHS site plan review process. The well test results will be used for the SCDHS application for construction of sewage disposal systems and water supplies for other than single family residences (Application Form WWM-004) to be filed with the Office of Wastewater Management.

The submission will include a Certification of Existing Subsurface Sewage Disposal and Water Supply Facilities for Other than Single Family Residence (Form WWM-084). The FEIS will be used to update the status of submission of Form WWM-084, stage of SCDHS review and water quality testing of the existing well.

3.3.3 Lead Agency Response

The Lead Agency asserts the subject site is not within the Riverhead Water District (RWD). The Applicant was advised by the RWD engineers that if public water is desired, the Applicant is responsible for preparation of a Map and Plan with a request to extend the service area to the subject site together with absorbing the cost for the necessary infrastructure necessary to extend and connect the site to public water supplies. The Applicant provided no Map and Plan or requested an extension of the District and therefore has no current access to the RWD services.

The Applicant proposes to use the onsite private well for commercial use. The Applicant's comments states that its January 18, 2022, correspondence (Appendix 11) outlines the procedures to have the well certified for commercial use through the "SCDOHS site plan review process."

During its SEQRA/DEIS review, the Lead Agency repeatedly requested information and supporting documentation regarding the ability of the onsite private well to provide sufficient water for the project, inclusive of domestic and commercial uses, irrigation, dust control and fire suppression. It required the Applicant provide the onsite supply well pumping rates, yield, and water quality results.

The Lead Agency further acknowledges that irrespective of the SCDOHS site plan review process, the Planning Board as SEQRA Lead Agency is reviewing the Breezy Hill DEIS specifically for the Site Plan (*Environmental Impact Statement for the **Site Plan** Application of Breezy Hill VI, LLC Asphalt and Concrete Crushing, and Screening Facility 1792 Middle Road, Calverton, NY SCTM No. 600-1002.4.2*).

The Lead Agency recognizes the water quality of the existing private well may be adequate for compliance with the SCDOHS drinking water standards.

Water sample analyses have detected elevated levels of several constituents, including PFOAs and PFOs, but reported concentrations of contaminant levels do not exceed the SCDOHS standards for drinking water. However, the response has not quantified the onsite well's capacity, has reported the well casing diameter of 4-inches, has only estimated the well depth at 15-feet into groundwater.

3.3.4 Lead Agency Comments: November 4, 2021, SEQRA Hearing (Appendix 1)

Fire Service:

Explain in detail how fire emergency response(s) will be managed. Additionally, water calculations must include a breakdown of estimated quantities for the specific proposed industrial use, including fire protection, irrigation, dust control, equipment washdown,

office/personal needs and potential to address these needs with onsite water supply well and potential need for onsite storage facilities.

3.3.4 Applicant Response: NPV Correspondence dated November 24, 2021 (Appendix 5)

The locations of all wells, both public and private, that are within 800 feet of the subject site will be obtained from the County and NYSDEC and will be provided in the FEIS.

As discussed in Response, Comment 3, the Engineer of the Riverhead Water District confirms that the project site is not within the Riverhead Water District but can be served via extension of the RWD distribution network to the site (see Attachment 6).

In addition, the RWD is considering expanding its distribution network to include the area of subject site due to the detected presence of groundwater contamination (see Attachment 9). With respect to fire, the DEIS states that the Town Fire Marshal and representatives of the Riverhead Fire Department will evaluate the project design for proper access for emergency and fire personnel and equipment. Further, as the subject site and immediate area are not served with water from the RWD (there are no hydrants in the area), water for fire suppression purposes in case of fire would be provided by the Riverhead Fire Department's 4,000 gallon tanker truck, and supplemented by water from the existing on-site well, as well as by other private wells that serve developed properties in the area.

3.3.5 Applicant Response: NPV Correspondence dated January 28, 2022 (Appendix 8)

As part of the site plan review and approval process the Riverhead Fire Marshal will be responsible for determining the requirements for fire protection.

Since there is no public water available to the project (the nearest fire hydrant is located at the intersection of Manor Road and Twomey Avenue) the Fire Marshal can use the exception in Section 507.2 of the 2020 Fire Code of New York State.

This exception states "In rural and suburban areas in which adequate and reliable water supply systems do not exist, the fire code official is authorized to approve the use of National Fire Protection Agency (NFPA) 1142. NFPA 1142 is a standard for determining the minimum water supply necessary for structural firefighting purposes in areas where it has been determined that there is no water or inadequate water firefighting.

Upon review of the site plan by the Fire Marshal specific requirements may include fire protection supply wells or water holding tanks (either above or below ground). The Fire Marshal will review the site plan and the project engineer will coordinate with the Fire Marshal and assist with ensuring that adequate water is available for fire suppression based on that review.

The Applicant is preparing additional materials to address comments on the DEIS from the Town consultant comments dated December 1, 2021. The intent is that these materials will be provided in a response to comments to be used for preparation of the FEIS.

These will include:

1. Copies of the applications to the SCDHS for change in use of the old residence to an office (WMM-004), and for water supply (WMM-084);
2. A map showing the locations of all public and private supply wells within 800 feet of the site.
3. Written confirmation of the Applicant's approval to allow the Town and/or Riverhead Water District to access the three on-site monitoring wells, to continue their efforts to monitor groundwater quality in the area; and
4. Project plans revised to include the on-site well for water supply and fire suppression measures determined in coordination with the Town Fire Marshal as appropriate, per the standards of National Fire Protection Agency 1142.

Specific requirements to ensure that adequate water is available for fire suppression may include fire protection supply wells or water holding tanks (either above or below ground). The Fire Marshal will review the site plan and the project engineer will coordinate with the Fire Marshal and assist with ensuring that adequate water is available for fire suppression based on that review.

3.3.6 Lead Agency Response

The Lead Agency has not received the following items from the Applicant:

- A. A map showing the locations of all public and private supply wells within 800 feet of the site.
- B. Written confirmation of the Applicant's approval to allow the Town and/or Riverhead Water District to access the three on-site monitoring wells, to continue their efforts to monitor groundwater quality in the area.
- C. Project plans revised to include the on-site well for water supply and fire suppression measures determined in coordination with the Town Fire Marshal as appropriate, per the use of any exceptions and alternatives outlined in Section 507.2 of the 2020 Fire Code of New York State or standards of National Fire Protection Association under NFPA 1142.
- D. Specific requirements to ensure that adequate water is available for fire suppression may include fire protection supply wells or water holding tanks (either above or below ground). None of these methods have been adequately addressed by the Applicant's response.

Although the Fire Marshal reviews all Site plans and project engineers coordinate with the Fire Marshal and assist with ensuring that adequate water is available for fire suppression based on that review; the Lead Agency has repeatedly required the Applicant justify its assertions that adequate water is available for onsite fire suppression.

The Lead Agency acknowledges the Riverhead Fire Marshal will review the Site Plan. However, as requested by the Lead Agency for its SEQRA review the Applicant was required to demonstrate adequacy of fire safety and in particular water supply for fire suppression based on the Applicant's proposed use of the existing onsite private groundwater well. Alternatively, the Applicant may have applied to the RWD for an extension of its service area and infrastructure. The Applicant assumed the onsite well to be 15-feet into groundwater, but this depth is speculative.

As offered in the NPV correspondence dated January 28, 2022, revisions to the proposed Site Plan generated by a Fire Marshal review with or without adding fire supply wells, surface or subsurface water tanks or cisterns would alter the existing proposed action. Additional NYSDEC Long Island Well permits may also be necessary. How additional onsite wells will potentially impact the area's groundwater hydraulics, water quality and neighboring private water supply systems is unknown. The Applicant's response offered no engineering standards for sizing the fire supply onsite wells or holding tanks. Therefore, the viability of the proposed system, a Site Plan depicting how and where this additional infrastructure can be accommodated and how access to the system would be available for fire service needs is lacking.

Furthermore, the use Section 507.2 of the 2020 Fire Codes of New York State and the use of NFPA 1142 are discretionary options available to the Fire Marshal during Site Plan review. The Planning Board as Lead Agency acknowledges that it is premature for the Applicant or the Lead Agency to assume the Fire Marshal will exercise this option or require other alternative means of fire protection other than holding tanks and additional onsite wells and may require the Applicant's connection to the RWD.

The National Fire Protection Association (NFPA) Standard for Automotive Apparatus: 1901 provides standards for fire truck mounted pumping rates. The standard provides some insight as to the minimum pumping rates recommended for fire protection.

The NFPA standard for truck mounted pumping apparatus is a minimum of 250 gpm. Other fire pumps that draw from water supplies (other than a fire truck) such as groundwater or municipal purveyors typically vary in size from 250 gpm to 1000 gpm.

The Lead Agency requested specific information be presented regarding proposed fire service needs. The Applicant provided the following information in a January 18, 2022, letter from NPV:

The well has a 4-inch diameter steel well casing and a well pump. The depth to groundwater in the vicinity of the well is approximately 19.5 feet. Typical well specifications would have the well installed at least 15 feet into the water table. As a result, it is estimated that the well is approximately 35 feet deep, below existing grade.

The change in use of the existing residential building to an office will require an application to the Suffolk County Department of Health Services (SCDHS). An application for construction of sewage disposal systems and water supplies for other than single family residences (Application Form WWM-004) will need to be filed with the Office of Wastewater Management.

Since there is no public water available and an existing private well, SCDHS will require a certification that the water supply is adequate for the proposed use and a water analysis within one calendar year of the application. The required form is a Certification of Existing Subsurface Sewage Disposal and Water Supply Facilities for Other than Single Family Residence (Form WWM-084). If the water quality of the well is not suitable, then the well will either need to be relocated or deepened to provide potable water in conformance with the analytical parameters required by SCDHS. The Applicant's engineer will have the well tested and will complete the necessary filing with SCDHS with water supply options to be determined based on the well test and SCDHS review. The FEIS will be used to

update the status of submission of Form WWM-084, stage of SCDHS review and water quality testing of the existing well.

The Engineer of the RWD confirms that the project site is not within the District boundaries. The Applicant proposes to obtain SCDHS approval for private water supply on the subject property, subject to the procedures outlined in item 15.a. above.

Water for Fire Suppression As part of the site plan review and approval process the Riverhead Fire Marshal will be responsible for determining the requirements for fire protection. Since there is no public water available to the project (the nearest fire hydrant is located at the intersection of Manor Road and Twomey Avenue) the Fire Marshal can use the exception in Section 507.2 of the 2020 Fire Code of New York State.

This exception states “In rural and suburban areas in which adequate and reliable water supply systems do not exist, the fire code official is authorized to approve the use of National Fire Protection Agency (NFPA) 1142. NFPA 1142 is a standard for determining the minimum water supply necessary for structural firefighting purposes in areas where it has been determined that there is no water or inadequate water firefighting. Upon review of the site plan by the Fire Marshal specific requirements may include fire protection supply wells or water holding tanks (either above or below ground). The Fire Marshal will review the site plan and the project engineer will coordinate with the Fire Marshal and assist with ensuring that adequate water is available for fire suppression based on that review.

The Lead Agency requested the Superintendent of the RWD, Frank Mancini, PG review Lead Agency questions regarding the onsite well.

Mr. Mancini confirmed that a 4-inch diameter well will not provide 500 gpm of flow and its capacity is closer to a maximum of 100 gpm. Mr. Mancini estimated the existing 4-inch diameter casing is one of the limiting factors because a submersible pump that could physically fit through the well casing, limits the output of water delivered by the pump.

Providing the onsite well could be redeveloped and the casing increased to say a 10-inch diameter to accommodate a 500-gpm pump, a NYSDEC Long Island Well Permit would be required, and Applicant may not receive NYSDEC approvals.

The Lead Agency has not been advised that the Applicant has sought a Long Island Well Permit Application. Furthermore the Applicant has not discussed these limitations or offered solutions to this issue, other than awaiting instructions from the Fire Marshal during Site Plan review.

The RWD reported there is known ground water contamination in this area, but the NYSDEC and SCDOHS have not shared the information collected to date with the RWD. The RWD completed a FOIL request to the agency for the local private well data, but the request was denied.

The RWD has noted that the NYSDEC may be concerned about the groundwater withdrawal and the purpose(s) for its use. If there is a localized contaminant plume in the area there may be concerns of how additional pumping rates will impact the plume. Currently there is insufficient information to provide any conclusion.

If the well is limited to firefighting it is expected to have minimal impact on local contaminant plumes (if one exists) when compared to water pumped for other uses (i.e., industrial process water). However, the Applicant has not provided preliminary information on adding wells including impacts of draw-down, yield and an ability to procure NYSDEC permits.

The Riverhead Water District does not have local public wells in the vicinity of the project, and no adverse impact on the public wells is anticipated.

(Source: Frank Mancini, PG Superintendent, Riverhead Water District)

Lead Agency FEIS Response to Comments on Water Service and Fire Protection:

The Lead Agency requested confirmation that the November 24, 2021, NVP statement for “supplemental water from the existing well and by other private wells that serve developed properties in the area” be supported with documentation that validates the existing well’s capacity and permission of use from the other private well owners.

The Applicant did not provide permission from the private well owners in support of Applicant’s proposed use for fire suppression.

The Applicant did not provide adequate information regarding the viability of the existing onsite well to provide drinking water, commercial use, dust control and fire suppression needs.

The Applicant did not provide a “Map and Plan” requesting the Riverhead Water District expand its service area boundary to include the site.

The Applicant did not provide information to assess how placement of additional onsite private wells and/or expansion of the existing 4-inch diameter well will impact local groundwater hydrological conditions including but not limited to draw-down impacts on nearby existing wells.

The Applicant did not provide engineering information for new or redevelopment of the existing well to determine if a NYSDEC well permit application is needed (necessary for private wells that exceed 45-gpm). The DEIS provided an estimate of water demand of 343 gallons per day (gpd) for the project’s domestic use, with an additional demand of 387 gpd for 20 weeks of the growing season for irrigation use.

The Lead Agency notes that in all scenarios where the existing well could potentially be redeveloped and or new additional private onsite wells installed to provide adequate fire suppression needs, the amount of water flowing towards the wells is controlled by the hydraulics of the formation and not so much by the well diameter size or number of wells. The well yield is not directly proportional to the well diameter¹. The Lead Agency did not receive sufficient information from the Applicant’s response to questions regarding onsite or off-site water supply to fully evaluate potential impacts or assess viability of proposed mitigating measures. (¹*The Driller*, Oct. 1, 2002, “Well Diameter vs. Volume of Water,” Tomas Kwader, P.G. Ph.D.)

The response letter prepared by NPV stated SCDOH Form WWM 084 “Certification of Existing Subsurface Sewage Disposal Systems and Water Supply Facilities for Other Than Single Family Residence,” will be filed with the County.

On the Form, “Part 2-Water Supply, section b.” requires clarification of whether the water supply is adequate and requires recommendations and comments regarding the water supply. The Form is incomplete with the aforementioned section left blank.

The Lead Agency was satisfied with the laboratory analytical results submitted by NPV that provided verification of the onsite well water quality. However, the Lead Agency has not been provided a quantitative assessment to determine if the existing well has the capacity to fulfill the projects needs, including domestic/commercial uses, irrigation, dust control and fire service.

The Lead Agency contends that allowing the Applicant and Involved Agencies to proceed with the project’s review/approvals without appropriate water supply information as previously requested, may result in a SEQRA segmented review.

The public and private wells within 800-feet of the subject site’s property boundaries were **not** provided. This information is also a requirement of the NYSDEC Part 360 Solid Waste Management Facility Permit Application.

The Lead Agency considers the Applicant response to comments regarding water supply for the project needs and for fire service needs are inadequate for the FEIS.

3.4 TRAFFIC

3.4.1 Lead Agency Comments December 2, 2021, SEQRA Hearing (Appendix 1)

The Lead Agency commented that the Applicant’s traffic counts were not conducted during the peak summer operation of Splish-Splash. Traffic impact assessment must be adjusted to address Splish-Splash operations and in particular the signalized intersection of Manor Road and Route 25.

Furthermore, weekday and weekend turning movement counts conducted on January 30, 2020, and February 1, 2020, may not provide representative conditions experienced during the higher traffic generation during fall and summer seasons, especially because the Lavender Farm, Splish-Splash and Tanger Outlets are key tourist attractions that generate seasonal traffic during weekdays and weekends.

3.4.2 Applicant Response NPV Correspondence, dated January 28, 2022 (Appendix 8)

Prior traffic-related comments had been provided by the Town consultant (which were noted as outstanding during the December 2, 2021, public hearing), and note that the traffic counts on which the TIS were based were not conducted during the peak summer season, so that the trips associated with the various recreational facilities in the area were not considered in the TIS. Attachment 4 contains the Supplemental Traffic Study prepared to address this comment.

The following summarizes the results of this investigation.

Initially weekday turning movement counts were collected at the study intersections on Thursday January 30, 2020, during the weekday AM (6:00-9:00 AM) and weekday PM (4:00-7:00 PM) peak periods. The weekend turning movement counts were collected on February 1, 2020, during the Saturday midday peak period (11:00 AM – 2:00 PM). Additional Weekday turning movement counts were collected on Thursday November 19, 2020, during the weekday AM (6:00-9:00 AM) and weekday PM (4:00-7:00 PM) peak periods and weekend turning movement counts were collected on November 21, 2020, during the Saturday midday peak period (11:00 AM – 2:00 PM) to include three (3) additional intersections to the three (3) intersections previously studied.

The following is the list of the intersections studied:

Middle Road at Deep Hole Road

Manor Road at Middle Road

Manor Road at Twomey Avenue

Middle Country Road (NYS Route 25) at Manor Road

Edwards Avenue and Middle Country Road

Edwards Avenue and Riley Avenue

The 2020 winter traffic volumes were conservatively adjusted for COVID-19 and seasonal (summer and fall traffic associated with Lavender Farms and Tanger Outlets) traffic fluctuation by increasing the volumes by 11%, 4% and 4% during the weekday AM, PM and Saturday midday peak hours respectively and then adding the estimated Splish Splash Water Park summer traffic to the study intersections.

These volumes are referred to as the adjusted 2020 existing traffic volumes. 3. The proposed project is projected to generate 15 trips (9 entering and 6 exiting) during the weekday AM peak hour, 15 trips (6 entering and 9 exiting) during the weekday PM peak hour and 18 trips (9 entering and 9 exiting) during the Saturday midday peak hour.

As depicted on the site plan, access to the proposed project site will be provided via one full movement truck driveway on Manor Road and one full movement driveway for employees on Middle Road. The proposed Truck Driveway on Manor Road will be 40 feet wide with 35 feet radii. The Truck driveway is designed for the easy access of trucks. 5. Capacity analyses were conducted at all the study intersections for the 2022 summer No Build and 2022 summer Build conditions during the weekday AM, weekday PM and Saturday midday peak hours.

The results of the analyses are described below:

During the summer No Build Condition, the intersection of Middle Country Road and Manor Road/Splish Splash Water Park Access will operate at overall LOS F during the weekday AM and weekday PM peak hours and at LOS C during the Saturday midday peak hours. The failing level of service is due the operation of Splish Splash Water Park which is an existing condition. After the completion of the project, the intersection will continue to operate at No Build LOS during the analyzed peak periods. As previously stated, the proposed project will increase the traffic volumes by less than 1%. Therefore, no significant impacts are created at this intersection by the proposed project, and no mitigation measures are proposed at this intersection.

During the summer No Build Condition, this intersection of Middle Country Road and Edwards Avenue will operate at overall LOS D, E and D during the weekday AM, weekday PM and Saturday midday peak hours, respectively. After the completion of the project, the intersection will continue to operate at No Build LOS during the analyzed peak periods. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

During the summer No Build condition, the traffic movements at the intersection of Manor Road and Deep Hole Road will operate at LOS A during the weekday AM, weekday PM and Saturday midday peak hours. After the completion of the project, all the approach movements at the intersection will continue to operate at No Build levels of service. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

During the summer No Build condition, the traffic movements at the intersection of Manor Road and Middle Road will operate at LOS A during the weekday AM, weekday PM and Saturday midday peak hours. After the completion of the project, all the approach movements at the intersection will continue to operate at No Build levels of service. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

During the summer No Build condition, the traffic movements at the intersection of Manor Road at Twomey Road will operate at LOS B or better during the weekday AM, weekday PM and Saturday midday peak hours. After the completion of the project, all the approach movements at the intersection will continue to operate at No Build levels of service. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

During the No Build condition, the traffic movements at the intersection of Edwards Avenue and Riley Avenue will operate at LOS B or better during the weekday AM, weekday PM and Saturday midday peak hours. After the completion of the project, all the approach movements at the intersection will continue to operate at No Build levels of service. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

After the completion of the project, the westbound approach at the intersection of Manor Road and the truck driveway will operate at LOS A and the northbound approach will operate at LOS B during the weekday AM, PM, and Saturday midday peak hours. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

After the completion of the project, the eastbound approach at the intersection of Middle Road and the Site driveway will operate at LOS A during the weekday AM, PM, and Saturday midday peak hours. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection. Based on the results of the Traffic Assessment as detailed in the body of [the Supplemental TIS] report, it is the professional opinion of Nelson + Pope that the construction of the proposed project will not result in an adverse traffic impact at the study intersections during the summer and fall season when traffic is the highest on Middle Country Road.

The Supplemental Traffic Study (Attachment 4) contains the information that addresses this comment. contains prepared to address this comment.

3.4.3 Lead Agency Response

The Lead Agency comments from the SEQRA Hearing of November 4, 2021, regarding the DEIS traffic impacts due to traffic counts conducted in late January and early February 2020 have been addressed by the Supplemental Traffic Study and the summary of results provided in the NPV correspondence dated January 28, 2022.

3.5 SOUND LEVEL

3.5.1 Lead Agency Comments: November 4, 2021, SEQRA Hearing (Appendix 1)

The DEIS and Appendix G (Sound Level Measurements & Impact Analysis) stated, “Sound levels beyond the property line must adhere to the Leq sound level limit presented in 360.19 (d) (8) (i) if locations are authorized for residential use.

Although residentially occupied areas occur to the east, these properties are classified/zoned as Industrial A Zoning use district, Per Town of Riverhead/Part III: Zoning and Land Development and Land Development Article XXIII Industrial A (Ind A) Zoning Use District ‘is to allow industrial and warehousing uses in defined areas, primarily located north and west of the terminus of the Long Island Expressway.’ Thus, it is not authorized for residential purposes.”

The Lead Agency contends the community characteristics within a one-mile radius of the subject site include rural and a low density of residential dwellings which pursuant to Part 390.19 are most closely defined as “Rural.” According to Part 360 requirements, the Leq Energy Equivalent Sound Levels for Rural areas are limited to 57 decibels (A) between the hours of 7:00 AM and 10:00 PM and 47 decibels (A) between the hours of 10:00 PM and 7:00 AM. The FEIS must describe how the proposed activities comply with the required sound level limits of Part 360.19 regardless of the zoning use district. With regards to the residential dwellings being “not authorized,” the authorization is defined by the Certificate of Occupancy issued by the Town’s Building Department, not the underlying zoning. These statements in the DEIS are incorrect and must be addressed in the FEIS. The Town of Riverhead Code permits higher noise levels (up to 82 decibels-A for a continuous 16-hours) for Industrial-A uses, but are not truly relevant for this application, because the applicant seeks a NYSDEC Part 360 Permit, and must comply with the lower sound level thresholds described in Part 360.19.

3.5.2 Applicant Response: NPV Correspondence dated January 21, 2022 (Appendix 7).

From the B. Laing Associates Sound Level Supplemental Analysis

B. Laing Associates, Inc. originally prepared a report titled “Sound Level Measurements and Impact Analysis” which was dated October 2020. The original report was appended in the project’s Draft Environmental Impact Statement (DEIS) as it underwent review under the State Environmental Quality Review (SEQR) process. Since

that time, the Lead Agency's consultant (Jeffrey L. Seeman, CEP) provided comments which were largely addressed in a supplemental submission, dated November 18, 2021.

One of Mr. Seeman's comments indicated that the community characteristics within a onemile radius of the subject site include rural and a low density of residential dwellings which pursuant to Part 360 are most closely defined as "Rural." As such, the Final Environmental Impact Statement (FEIS) must also describe how the proposed action will comply with Part 360 requirements, which outline sound requirements for "rural" areas, regardless of zoning use districts and adjacent commercial/industrial uses.

Further, in undergoing the SEQR process, it was determined that the ambient noise data, as collected by this office and analyzed in the October 2020 report, required additional monitoring.

The reason for this was the 2020 ambient noise data, which is largely a factor of local traffic, were artificially diminished because of the COVID-19 pandemic. The data were originally collected during a historic period with record lows in terms of commuting and roadway traffic.

Although the 2020 data determined that the background levels in this area were higher than typical rural residential areas, the data were considered conservative.

As a result of the Lead Agency comments, it was determined that additional monitoring would provide more representative data. As such, it is purpose of this analysis to supplement the sound levels presented in the October 2020 report and provide additional data in regard to the existing ambient sound levels with data collected during January 2022.

The updated sound data are more representative of a condition prior to the COVID-19 pandemic, after much of the road-traffic has rebounded since the 2020 lockdown, and associated impacts it had on roadway and commercial/industrial use-related noise. In addition, this supplemental analysis aims to describe how the proposed activities would not create a significant impact and will comply with the required sound level limits of Part 360 with regard to "rural" areas.

For information on general sound characteristics, please see the B. Laing Associates, October 2020, report. (Lead Agency Note: this report is located in the August Breezy Hill DEIS as Appendix G).

The eastern property line of the site is the receptor of greatest concern, as it was the residential properties to the east (within the intersection of Middle and Manor Roads) which prompted the need for a supplemental analysis. The eastern property line, and the residences to the east/southeast, are already disturbed per the January 13, 2022, ambient sound level measurements.

With the Measuring Location D having a L(eq) of 71.8 dB(A) in the mid-day scenario, it is clear that a considerable amount of industrial traffic, using Middle Road, is already impacting these residences. Regardless, the eastern property line is shielded by potential noise impacts from the Chieftain 1700 crusher by enough linear distance to result in a resultant sound pressure level of 68 dB(A) which would increase the background ambient by 1 dB(A)⁹. In addition, if several pieces of equipment were operating simultaneously, we would use the Approximate Addition of

Sound Levels (Table 6) to calculate the dB(A) to a receptor. For example, at 50' from the source, if the Cat 966 M wheel loader, Chieftain 1700, EW160 E Volvo excavator, and Mobirex MR 130 Z/130 Zi EVO 2 were operating, the resultant dB(A) would total 69 dB(A) at 400 feet. The difference first between the two lowest sound pressure levels is calculated, and that result is added to the next highest source. 9 A middling effect, per Table 6, above.

Table 6 13 75 dB(A) + 76 dB(A) = 79 dB(A)

79 dB(A) + 80 dB(A) = 83 dB(A)

83 dB(A) + 85 dB(A) = 87 dB(A)

Summary of Analysis

As above, the operational equipment has the potential to be the source of sound level impacts to the local area. Specifically, the area of concern is the “potential impacts of sound level on the residential dwellings located in the immediate area [which are] best described as rural,” per the letter by Mr. Seeman on behalf of the Lead Agency. During the original DEIS analysis, it was understandable that a (slight) impact to these residences may have been expected as the existing condition (as measured in 2020) was artificially diminished due to the COVID-19 pandemic (due to lack of industry and commuting).

However, the January 13, 2022, ambient numbers show an existing condition which is clearly already disturbed by the background sound pressure levels from nearby commercial/industrial uses with L(eq) levels in the low 70's dB(A); much higher than expected for a “rural” community.

This differential is accounted for the Part 360 regulations as calculated in Section 2, above. However, as above, the equipment (specifically the crushing equipment) was strategically placed in order to minimize sound impacts to the surrounding residential areas. The equipment will be placed at a considerable linear distance, and behind abating features, such that there will not be a significant sound pressure increase to these “rural” receptors. In addition, when compared to the existing ambient sound pressure levels, which are already disturbed/unusually high as measured on January 13, 2022, the proposed operational noise will not have a significant impact, even from a “rural” point of view

Mitigation Measures

The October 2020 analysis showed that “potential, minor noise impact[s] may occur to adjacent, residentially zoned properties to the east as a result of the proposed action.” However, that was based on conservative ambient noise data, which was artificially diminished due to the COVID-19 pandemic. In the January 2022 analysis, it was shown that the ambient conditions are already disturbed from the proximity to major roads and the nearby industrial uses, such that no substantial impacts are proposed to the nearby residences, even from a “rural” standpoint. Regardless, the same noise mitigation/abatement measures that were discussed in the original report will still be put in place. Please see the original October 2020, B. Laing Associates, report for more information on noise abatement information.

3.5.2 Lead Agency Response:

One of the noise abatement methods discussed in the B. Laing Associates October 2020 Sound Level Assessment and the 2022 Supplemental Sound Level Assessment, include use of the

buildings located on the adjacent property to the east (1776 Middle Road) as mitigating measures. The Lead Agency finds this approach is beyond the direct control of the Applicant.

If the neighbor located at 1776 Middle Road removes his structures, it is expected that noise mitigation will be compromised.

The ability to establish the ambient noise levels in January 2022 (after the COVID-19 surge and recommended “shutdown” period) demonstrated existing sound levels generated by traffic and industrial activities in this area of Calverton are a concern. The Lead Agency acknowledges the ambient noise levels as measured during January 2022 supplemental sound level assessment field work are higher than the October 2020 report indicated and greater than the proposed action is predicted to generate.

The Lead Agency remains concerned over the areawide noise impacts upon the residents. A primary reason for this concern is the location of the proposed facility within an Environmental Justice Area. The Lead Agency recognizes there are relationships among existing industrialized land uses, the commercial vehicle traffic, vehicle types and recorded elevated ambient noise levels.

The Lead Agency considers noise pollution and impacts on this community may exhibit disproportionate impacts are being experienced.

3.6 AIR QUALITY

3.6.1 Lead Agency Comment:

The Lead Agency’s acknowledges the August 2021 DEIS proposed use of the onsite private well as the source for supplying water for dust control. The Lead Agency agrees that using water to control dust and particulate matter is effective. However, the Lead Agency is concerned the onsite private water supply well may not provide adequate water for the multitude of water needs associated with the project.

The Lead Agency is concerned that area residents may experience adverse health impacts from dust generated by the proposed action. Members of the community that are compromised by existing respiratory conditions (asthma, COVID-19) are at particular risk. Additionally, the site is located within an Environmental Justice Area where a community may experience a disproportionate amount of dust related health impacts due to exposure to existing industrial activity.

3.7 ENVIRONMENTAL JUSTICE AREA

3.7.1 Lead Agency Comments November 4, 2021, SEQRA Hearing (Appendix 1):

The Lead Agency acknowledged this region of Riverhead is identified as an Environmental Justice Area. The DEIS reports the nearest Environmental Justice Area is in Southampton, NY. The applicant is directed to conduct additional research and provide a description of the Environmental Justice Area.

The FEIS must include the proposed project impacts generated by the proposed action upon the Environmental Justice Area and explain the potential for social and economic impacts upon this region. Mitigating measures and or methods to avoid impacts must be thoroughly discussed.

3.7.2 Applicant Response: NPV Correspondence dated January 18, 2022 (Appendix 11)

Because the Part 360 permit that the proposed project requires is under the jurisdiction of the NYSDEC, it is expected that the NYSDEC will participate in the SEQRA review process, which is being conducted by the Riverhead Town Planning Board as lead agency. According to CP-29, V. (Procedures), A. (Applicability), the proposed project is subject to the terms of this Policy. The following description of the permit review process has been taken from CP-29:

(Lead Agency Note: The NPV January 18, 2022, letter restates the NYSDEC policies and procedures outlined in its Guidance Document. Refer to Appendix 11 for the full text.)

3.7.3 Lead Agency Response:

The Lead Agency provided the Applicant a location map of the Environmental Justice Area (EJA) (Appendix 10). The EJA is of particular concern to the Lead Agency because the proposed action is a solid waste management facility, which by this use must be reviewed under the EJA policies.

The Applicant's response has restated and summarized the requirements for the NYSDEC review of their Part 360 Permit Application what will be necessary for compliance with the Guidance Document. The Applicant has not provided a draft of this submission or discussion of what the Applicant has prepared or if their application is exempt.

The Lead Agency acknowledges that summarizing the State's requirements and suggesting that the Applicant will provide information to the State as may be required, as nonresponsive.

Breezy Hill Public Hearing Minutes

(November 4 & 18, 2021; December 2 & 16, 2021; January 6 & 20, 2022)

November 4, 2021

Phil Malicki, senior planner with the firm of Nelson Pope Voorhis of Melville New York, stated, I'm the preparer of the draft environmental impact statement which is the subject of tonight's hearing. With me is Tom Dixon from Nelson and Pope, who's responsible for the site plan, and the project's attorney, Steven Losquadro. The following is a brief history of the SEQRA history of the application. Site plan application for the proposed concrete crushing facility was submitted to the Planning Board in June of 2017. In December of that year, the town chief building inspector determined that the project was not in accordance with town zoning code as the proposed use was not in conformance with the Industrial A zoning district in terms of allowed principal uses. The applicant then resubmitted the application in January of 2018 to seek relief from that ZBA decision by means of a variance. The site plan application remained pending at this time with the town Planning Board pending resolution of this issue. In the meantime, the town Planning Board as SEQRA lead agency did classify the action as Unlisted under the State Environmental Quality Review Act. That was in March of 2018. After determination by the building inspector regarding the proposed use was not permitted in the Industrial A zoning district, the applicant appealed that determination to the ZBA, and on April 12, 2018, determination was made that the use would be permitted. This interpretation was confirmed by the ZBA clarification letter dated October 1st of 2018. Now, this history is covered in detail in the draft environmental impact statement, and Mr. Losquadro is here to answer any questions that the board may have on this issue. Now, the town planning department then completed their review of the site plan application in the form of a staff report which was dated May 9th of 2019, which recommended to the Planning Board that a positive declaration under SEQRA be issued. This would require the preparation of a DEIS. The Planning Board conducted its coordinated review under SEQRA, and on May 16th assumed lead agency status, issued the positive declaration. Now, in response to the positive declaration the applicant prepared a draft scope of issues for the DEIS. Following a period of review by the town, a public hearing was held, and a final scope was prepared by the town and was issued on February 25th of 2020. The DEIS was then prepared to conform to the issues and items and categories of impact that were specified in that final scope. We prepared the DEIS and submitted it on December 30, 2020. Based on the town review, the DEIS was deemed not complete, and it was returned to the applicant for revisions in February of 2021. We revised the DEIS accordingly and resubmitted it in August of 2021. The second review was

conducted by the town, and the revised DEIS was deemed complete and sufficient for public and agency review on September 2nd of this year. Now, SEQRA required a publication of this determination in the Environmental Notices Bulletin; that was done on the September 15, 2021 issue of that document. Now the DEIS was then available for public inspection at the office of the Town Clerk, at the town planning department and at the Riverhead library. The DEIS conforms with the final scope, as I mentioned, and includes a project description, existing/proposed conditions concerning topography and soils, water resources, ecology, land use and zoning, transportation, community services, community character and other required sections that are specified by the state law.

The full DEIS should be reviewed for complete information on the project and its potential impacts. Now, the applicant and the team are here tonight, as I mentioned, to hear public and agency comments on the DEIS, and with the town will determine the substantive comments to address in the form of a Final EIS, which with the DEIS will form the complete EIS for the application. The FEIS will incorporate the draft EIS by reference and will be the basis on which the Town Board will prepare its own finding statement. It will be on this document that the town Planning Board can and will base its decision on the application. Now, I will turn the microphone over to Mr. Tom Dixon, who like I mentioned earlier, had prepared the site plan application and the site plan.

Tom Dixon, with the firm Nelson and Pope with offices located at 70 Maxis Road, Melville New York, stated, I prepared the site plan that is part of the subject application. The property is located at 1792 Middle Road in Calverton. The property has frontage on both Middle Road and Manor Road. The adjacent properties to the east and west are both zoned Industrial A. The proposed site plan is for a concrete crushing facility. All existing structures on the property will be removed with the exception of the former residence. This structure would be renovated and converted into an office facility, and a new parking area is proposed for the office, as well. The site plan indicates the location of the rock crushing and screening equipment in the northern portion of the property near Manor Road. Trucks will enter the property from Manor Road, circulate in a counterclockwise movement; there'll be a truck scale located near the office facility. The trucks will then dump the unprocessed material in the location shown on the site plan. The unprocessed material is then loaded into the crusher and processed and sorted into separate piles shown on the site plan. The trucks are then loaded with processed material and then exit back onto Manor Road. Measures such as rumble grates, truck washing would be in place to prevent tracking onto the roadways. The site plan does comply with all the bulk requirements and the town's parking requirements. The existing natural vegetation in the southern portion of the property along Middle Road and adjacent to the existing residential use to the southeast will all remain, and then additional evergreen plantings are proposed along the

east, west and northern property line along Manor Road as indicated on the site plan. Drainage is proposed to contain all stormwater on site in accordance with town regulations. The sanitary system for the office building would be upgraded to meet the health department regulations. During construction erosion control measures would be put in place to contain any sediment, as well as dust control measures during construction. That concludes the applicant's remarks on both the DEIS and the site plan, Mr. Chairman. I will turn it back over to you to conduct the meeting, receive comments on the DEIS, unless you have any questions for myself or the project team.

Mr. Carey replied, none for you, but for our consultant. We do have a couple questions, and I think he has a couple statements for the record and then we'll get to the public comments. Thank you. Mr. Dixon responded, thank you, Mr. Chairman. Mr. Carey (to Jeffrey Seeman, environmental consultant on the project) stated, Jeff, so the last time you came to the board, I think it was...was it September 1st? Mr. Seeman answered, September 2nd. Mr. Carey stated, your memo was dated the first. A couple issues that we had noted, that we had questions on. On page two there was a printing error; there was some excluded figures. Was that taken care of? Mr. Seeman answered, no, on both the online version and the paper version that I have... and I believe you're referring to in the Part 360 application permit the specifications the cut sheets, if you will, of the types of equipment were not included. There is a description of the types of equipment within the text but those sheets are missing. Mr. Carey asked, okay, and the DEC order on consent, the email from 2018 with the no permit, what was...is there any anything new on that? Mr. Seeman responded, there's nothing new other than I had gone to the site prior to the September meeting on August 23rd to do a visual inspection. I returned again on November 1st in preparation for this hearing. The materials management division email had stated that all solid waste materials, both processed and unprocessed, everything on the site must be removed from the site within 120 days of March 5, 2019 for the approval of the remediation plan that was required under the notice of violation and consent order. So that material is still there. Typically, when that material...and actually within the consent order when that material is to be removed, it was to be taken out at a rate not less than 300 yards per week, together with onsite documentation and record keeping. New York State DEC has two types of part 360, a Part 364, a transporter registration that must be carried by any trucks that would have come in to take the material out, together with a Part 360 series document which is basically a full scale bill of lading that explains what the material is, the quantity of the material removed, where it was generated from, what the characteristics were, and where it went to, and that's all signed off. That information actually was not included in the EIS; I'm requesting that be prepared and included at least in the FEIS, and perhaps we can get some enlightenment as to what the status is on compliance with the DEC order on consent. Do

you have questions? Mr. Carey replied, no, but it looks like there's something else you want to say. Mr. Seeman continued, well, yes. And that's simply because under SEQRA, as the lead agency you really have the oversight for all of the other involved agencies. So, this particular project, which is a C&D processing facility; it's regulated under Part 360 of the DEC regulations. It's also regulated under not just 360 but different components of the Part 360 regulations, and you're sort of held with a responsibility to take a look at the regulations during the SEQRA review process and determine whether or not, just as you were acting on behalf of the DEC, the project is in compliance with those requirements. If it were not in compliance with the requirements and did not meet their standards, then that would by itself create an impact because it would be inconsistent with the standards that the state has set. Very similar to water quality issues or wetland issues. It's just in this case, applied to solid waste.

Mr. Baier stated, a quick question, Jeff. A while back you had mentioned the solid waste management plan, they had initially tried to get the one from 2020, and it wasn't available. Was there any change in that? Mr. Seeman responded, yes, the applicant actually included the draft updated current solid waste management plan for the town in the appendix and did refer to it in the August 21 DEIS; however, be mindful that the planning unit that is described within the local solid waste management plan really just looks at the waste generated within Riverhead and primarily by the residents of Riverhead. So, we looked at sort of the needs and benefits aspect of this project as to what is driving the need for this. Is it a component that is compliant with recycling efforts to take in waste? Which, remember, a waste is anything that is discarded because it's no longer useful for some other purpose than it was originally intended for. So, if you're deconstructing a building, if you're tearing apart a road, all that debris would be brought to the site, and until it's processed, it's considered a solid waste. In this case, that volume would be 13,000 cubic yards of total waste unprocessed, and if it's processed another 13,000 yards of processed waste for a total of 26,000. So, we want to know where did that fit in with respect to the needs of the town and to determine whether or not this waste was coming in only from Riverhead, but it is described as coming in from Nassau and Suffolk with 75% imported by contractors other than the owner of the site.

Mr. O'Dea asked, is the pond an issue? Mr. Seeman answered, I looked at the pond; it really is a manmade pond. I didn't have an issue with it. I pointed out to the applicant a statement that they made in the Part 360 engineering report that there were no surface waters, but it's sort of a surface water but it is manmade. Another component in the application stated that it is within the Riverhead Water District; it is not in the district. I asked Frank Mancini, the superintendent of the district. It's outside the district boundary. So, there is neither infrastructure nor district boundary

to provide infrastructure to the site, to provide Riverhead water. Mr. Densieski asked, Jeff, does the pond show on any wetland maps, DEC or CAC? Mr. Seeman replied, no, no. The pond is really surrounded with sort of a little concrete...it looked more like a fish pond at one time. There's really no wetland vegetation to sort of tie it into the ecology. It didn't have water in it, but that may simply be runoff that had been contained there. Mr. Carey asked, there was some noted groundwater contamination found from the four monitoring wells. Just two questions: we had asked last time what were the depths of those monitoring wells? And, two, has the source of that contamination been identified? Mr. Seeman answered, I can answer that the source has not been identified. I'll let the applicant...I don't have it in front of me...if he wants to respond to the total depth of the monitoring wells. There is an onsite drinking water well that I asked in my comments why that was not included in any groundwater sampling or analytical tests to see what the status of the onsite well was. I'm curious to know whether or not that well has to be redeveloped or enlarged since that's the only provision for onsite water. And I'd like to see how that factors into fire protection. Mr. Carey stated, we'll let him come back up in one minute. Just one other question. Has it been identified once the materials would be recycled, what happens to them? Are they sold after that? Mr. Seeman responded, well, the applicant says that they intend to use...I think the word they use...primarily use the material for themselves, and anything that they didn't use, they would sell. Within my comments...and I'll submit them and make them available...I ask is there any supporting information on the quantities that they currently use or expect to use? Typically, New York State DEC likes to see that there is some contractual arrangement when you're processing this type of material, so the real purpose here isn't to just tip it there, leave it there and process a little bit of it and use it when you need it. The real goal within the state solid waste management plan is to take in this type of C & D material and process it and get it back out to a marketplace that's going to use it. So, if it's being sold to contractors...and this opens up another series of comments...and it was stated that the material would not be available for retail, would not be sold to the public but it would be available to contractors even on a limited amount. I'm wrestling with a statement that they said it's not a retail operation, and they made a statement that is not wholesale. And my concern is, well if it's not "a" and it's not "b," I'm more interested in knowing what "c" is because I can't really render a determination as to whether or not a special permit is required. In the Industrial A zoning use district all wholesale businesses are required to get a special permit. While we're on the topic of approvals, they also didn't list the requirements that they need to seek at the end of the site plan process. A Chapter 229 excavation and grading permit. They have proposed a cut and fill which results in 9,000 cubic yards of material to be exported. So, based on that cut and removal of material, I mean they would have to get an excavation grading permit anyway, but they should be made aware that the Town Board, which regulates the issuance of that permit in

the code, has the requirement that a soil monitor be assigned and that there's a charge, two dollar charge per cubic yard for exportation and importation of materials. I was thinking a little bit earlier today that under the Industrial A zoning use district you're only permitted two acres...in this case they've shown that they're going to use only two acres or a little less than two acres for outside storage. So, my question is if the vegetation is remaining intact, if the detention ponds that were originally, swales, that were originally part of their Part 360 permit, which is still in there...they've now converted in the EIS and the site plan over to subsurface drainage systems, leaching pools. So, they've taken out the detention area in the EIS and the site plan, but they didn't take it out in their permit application with DEC. Those are generally beneficial because you can go in and clean out the sediment in these, you know, swale areas relatively easily. Maybe not so much when you're using catch basins and leaching pools, but beyond that, will the majority of the footprint of the 9,000 cubic yards to be exported be within that two acre area where the majority in the material will be stored and processed? If the buildings and the vegetation that's out there's going to remain intact...they didn't footprint for me where that was, and I didn't detail the grading and drainage at this point. Perhaps they can provide that or we can look at that during site plan.

Mr. Nunnaro stated, at the last meeting, one of the questions that we had was the pile that was there...we were concerned as to what was the makeup of the pile. Did we ever determine what was in that pile? Where it originated from? Mr. Seeman responded, I don't know where it originated from. According to the DEC record, which is cited in the appendix of the EIS, in the consent order it does talk about a July notice of violation that was issued and a cease and desist order, which the way I read it, it appears that the material was being processed onsite as well, not just stored there but actually under a processing operation, which stopped at the issuance of the violation. However, the conditions of the consent order, as I said before, require the preparation of what would commonly call, in our work, a cleanup plan, which is submitted to the DEC; you'll take samples, discrete samples, analyze it for its chemistry of the soils and things to see what's in it, which they had done. And then any materials that don't meet certain standards have to go to an approved disposal site. I think there was 870 yards, or thereabouts, that did not meet what we call a beneficial use threshold, which meant the contaminants level were too high to be used even if it were an approved processing facility and they wanted to ship it out. But I didn't see any record, you know, that that had been done, but still it remains within the content of both emails and components of the consent order; everything on the site is to be removed, and that to me would make sense because if you had a permit to process it, that material that was below the threshold of contaminants could be processed, but they don't have a permit to process it. So, I guess the DEC determined if you wanted to take that material to a processing facility that had a permit, it could be

processed, but you would still need to track through the DEC's tracking documents to verify that had been done. Also, in the FEIS I've made some recommendations that if this were to move forward, all of that information that would go to the DEC on a regular basis, all that transport information where the waste came from, where it went to after it was you know, had been brought in and processed etc., any testing...DEC has testing standards for the soil to determine whether or not it meets that quality standard...the town should be made a component of that material in the future in order to...since the DEC is getting copies of all this, you would, I would think, want to have an assurance that you had it as well. My main concern is any soil brought to the site...and there was a carry over of 5,000 cubic yards of soil...any leachate that might be generated out of that soil could leach to the groundwater, which, I think, in the area is compromised to some degree, and there are drinking water wells in the area because there it's outside the water district. While we're on that topic, DEC requires the location of all wells, both private and public, within an 800 foot radius of the property line for this type of facility, and they did identify public drinking water wells, but they didn't put in the private wells in the area. So I'd like to see that in the FEIS, as well.

Mr. Carey asked, there were public wells within 800 feet? Mr. Seeman answered, well, they have a diagram of a map. They didn't...they located the wells within the area; I think they put in maybe Plant 11 and maybe another one, but whether they're 800 feet or not, they're shown in a graphic. But the private wells were not shown on their graphic. Mr. Carey asked, did we discuss the hours and days of proposed operation, number of truck trips per day, whether it's going to be on weekends, and noise? Mr. Seeman replied, so, I've actually been making this statement since the 2020 DEIS was submitted, so let me go over it in detail for everybody. In the original EIS that was submitted for this action, it was listed as the hours of operation are Monday to Friday 8 a.m. to 5 p.m. In the DEC Part 360 permit, it describes the operation of Monday to Friday 6:30 a.m. to 6 p.m., Saturday 6:30 a.m. to 5 p.m., Sunday 7 a.m. to 2 p.m., but dumping only, no processing. The traffic section on page 340 describes the hours of operation as Monday to Friday 6:30 to 5:30, Saturday 7 a.m. to 7 p.m., Sunday 9 a.m. to 12 p.m. The sound level measurements...and this is important because sound was one of the key topics...Monday to Friday 6 a.m. to 8 p.m., Saturday 6:30 to 5 p.m. and Sunday from 7 a.m. to 2 p.m., and in the sound section, it states that the proposed project will limit operations during these hours as part of their mitigation. But I think when I did the worst case scenario, it was seven days a week with as much as 14 hours of operation. If the applicant is really using this material for his own purposes, and he's got complete...or just being generic... the applicant has complete control of the site, the hours of operation can be tailored to those needs. The main, probably one of the louder and vibration oriented pieces of equipment that they've described can actually process by crushing the concrete at a rate of 450 ton per hour.

So, when you kind of looked at all 13,000 cubic yards, convert that to tons etc., you could do the entire storage in three days/four days if you ran it pretty much on an eight hour day. Obviously, that isn't going to happen, but I don't see how I can evaluate what the impacts of the hours of operation are on the residential areas because I can't figure out which one applies. Mr. Carey asked, before we bring the applicant back up, do you have anything else you want to share with the board, Jeff?

Mr. Seeman responded, well, on the traffic I noticed that the turning movement counts were done on January 30, 2020 and February 1st in order to pick up weekday and weekend. I think they'd need to adjust this to take a look at Splish Splash and its operation at the signalized intersection of Manor and 58/25, whatever. I know that Splish Splash during that seasonal time is pretty busy. I think they probably have a traffic or parking management plan themselves, but I don't think that those dates are necessarily representative of other seasonal traffic impacts when we're in full swing out here with Tanger, Splish Splash and maybe other operations. They had also asked the planning department if there were any other proposed projects in the area; they didn't have any listed. I don't know what the status of the lavender farm is these days, but maybe if there's any other update the planning department can provide them on projects that they see in the foreseeable future I think that would benefit the applicants' traffic engineers to take a look at that as well. There was a section again, going back to the DEC permit...I apologize; I don't mean to be flipping back and forth, but as I said earlier, as a lead agency you really have the umbrella spread out over everything, and your responsibilities really are to cautiously look at everything under that umbrella whether it's a DEC permit or a site plan or a local building code that you have a concern about. And that really is what qualifies it as a hard look. I don't think we've received comments yet back from the DEC. I don't know what the status of their application is. So, you're actually assisting the DEC in the review of that. But it did state on page 25 in their summary that the applicant for the proposed facility seeks to obtain a permit to allow for the processing of C & D materials as well as mulch in accordance with the requirements outlined under subpart 361-5 which is the C & D processing facility section of the DEC regulations. The summary further states, "This report provided a description of the facility, surrounding environmental and regional resources, as well as operations as they relate to transfer station activities." Transfer station is not a permitted use within the Industrial A zoning district. The section further states, "Pending approval [meaning the Part 360 approval], the facility will operate as a construction, demolition handling and recovery facility that accepts concrete, asphalt, rock, brick, and soil for processing of mulch and RCA for sale. So, I think that needs to be reexamined. There were no other sections in the impact statement itself that addressed mulch. If that's the direction they're going, then we may have to look at a supplemental EIS or at least embellish greatly on that in a final EIS, and I think that might be it for at

least...oh, a last summary comment. My research indicates that this area is within an environmental justice area. The applicant's research has suggested that the nearest environmental justice area is actually located in Southampton, but I believe we're right in nearly the center of such an area and that will need to be revisited and substantiated.

Mr. Carey stated, so Jeff, I mean, you just mentioned processing of mulch with the soil. I mean, do we even talk about or require looking at any smells or odors from mulch facilities? Mr. Seeman answered, as I said, that was not in the context of the EIS; I don't know why that's in their Part 360 permit. They didn't identify where it would be stored on the site plan. I can't answer that. As I said, my obligation is to literally go through this document inside and out multiple times and look for any inconsistencies. It's an impact statement; a statement has to be factual. Period. So, anything that does not look like it is referenced or substantiated, even if it is a misstatement by error, it has to be identified and cleared up before you can move forward with accepting an FEIS and moving to a finding statement because let's say that were to remain and you do a finding statement, and it results in a positive finding statement, meaning that there were no, you know, all the impacts have been mitigated or avoided; the project can move forward. That permit could be issued that way with the wording and the mulch in it and the soil, and you would not be able to maybe back out of that because the DEC and the applicant would hold that in the permit. But we didn't study it, so I don't want to miss that, and if it's just simply a misstatement that was included, then it's got to be cleaned up. If it's not, then it's got to be explained in greater detail because I have no further information other than those two sentences, including the one on the transfer station. I don't know where that came from either, so. Mr. Carey added, okay, thank you. So, before we get to the public, maybe the applicant can come back up and answer a few of these questions that we have outstanding here.

Mr. Malicki approached and stated, I can only say that the information that was in the impact statement was provided from the Part 360 permit and from the work that was done separately to prepare the environmental impact analysis, things like that. The fact remains that if mulch is mentioned in the Part 360 permit, that was an error. I've spoken with our attorney, and that was never intended to be included in the project whatsoever. As I said, it will be removed. The issue would be straightened out for the FEIS. The question about the differences in the operating hours...that will also be corrected and made consistent between both the Part 360 permit and the impact statement. Details of the other comments Mr. Seeman has provided will be addressed in the impact statement in the FEIS which will straighten out these issues and these inconsistencies. Mr. Carey replied, and we spoke about selling material that's processed. I think there's a question. If it's not retail or wholesale, what is it going to fall into? Mr. Malicki answered, again, the details that will be determined...extensive

discussions, obviously with the applicant, and straightened out between Part 360 permit and the impact statement in the form of the FEIS. Mr. Carey asked, do you recall the depth of those monitoring wells? Mr. Malicki responded, I do not know. We did not investigate that for the impact statement, but we will now. Mr. Densieski asked, how come the piles haven't been removed? Mr. Malicki answered, that would have to be determined from the applicant. I have no information on that issue. Mr. Carey stated, alright. So, at this time we're gonna invite anyone from the public who has any questions or comments to please come up. Just state your name for the record, and we'll move on from there. Anyone from the public have any comments or questions? Please come on up.

Toqui Terchun, president of the Greater Calverton Civic Association, approached and stated, good evening, I have some notes here. So, the reason for my attending tonight is to bring to the attention of the Planning Board, our Town of Riverhead Planning Board whom we depended to protect our land use, Calverton has been, as you know, a target of quite a lot of industrial projects, seemingly all at the same time, to land in 11933. I would ask that you keep in mind Calverton Civic wrote a very detailed letter September 10th of 2020, submitted it to the Town Board, asking for a moratorium just to pump the brakes, nothing severe, just something to be able to understand, educate, understand and decide how we'd like our hamlet to be configured. And as it happened within a month, the Comprehensive Plan kicked off. So, that's a year ago. We're not done with the comprehensive plan. A project such as this with the intensity of use, is something that needs to be looked at and our residents need to weigh in on it. Not just simply here in front of the Planning Board, but in the sense of a comprehensive look at all things that are going on as land use, not only in Calverton, but also in the rest of Riverhead, and we're right in that process. So, I would ask you to be mindful of that letter. If you'd like me to provide it to the board, I'd be happy to. So, when looking at the report that was prepared for today, the aerial photos depict land use beginning in 1947 when it was wooded, with improvements. Surrounding it was farmland to the west and north of the 1700 block of Middle Road. It was sectioned into residential lots yet to be improved with the exception of the corner property, Manor Road and Middle, where there was an existing home. So, 1962 aerial of Middle Road...I'm sorry...of the residential sites had homes. Industrial use on the west side of Middle Road was as yet undeveloped. Property across from these homes was still farmland and wooded lots. By 1984 industry was digging into the sand at the foot of...closest to Middle Country Road, Route 25, yet the farmland persisted and the homes had been developed and families were living there. By the 2001 aerial, industry had crept in, and my question is, will industry be allowed to continue to creep or will we take a responsible approach to this, a comprehensive look at the industry and the intensity of use with this project that you've...with this look that you're doing tonight on this report? There is no mitigation by

the applicant of noise, truck traffic, compromised air quality, water quality that will maintain the quality of home life these folks who have made this section of Middle Road their home, raising children grandchildren, hoping to experience the peaceful enjoyment of their homes day and night. It's for this reason plus the other seven industrial projects taking over Calverton right now, that GCCA created that letter, and we ask that you either request a letter or take a relook at it because our hamlet and our town is currently under an intense attack it seems. And we want to be able to shape our hamlet responsibly. Thank you very much. Mr. Densieski stated, excuse me, Miss. This is a public hearing. If you want that letter to be part of the record, you probably should resubmit it. Mr. Carey added, you could give it to our secretary or email it in. Ms. Terchun responded, I'll have it done by the end of the night. Thank you.

Mr. Carey replied, thanks. Anyone else from the public?

Barbara Blass, Jamesport, stated, good evening members of the Board, ladies and gentleman. A lot of the comments that I was going to make were covered by Mr. Seeman's very thorough presentation, but I will highlight some of them again. Sale of materials needs to be categorized. Wholesale facility would require a special permit by the Town Board and make them an involved agency. Hours of operation clearly are all over the place. Chapter 229 permit would be in order if they are exporting 9,000 cubic yards of material; that also would make the Town Board an involved agency, and that required permit should be listed in the DEIS, the final. I do have some additional information on the environmental justice area. The DEIS does describe the area 1.8 miles to the southeast of the subject site in the town of Southampton along the Peconic River; it says the banks of the Peconic River. As you know, I follow the solar applications pretty carefully, and I remember seeing a depiction of environmental justice areas in the 94C application submitted by Riverhead Solar 2. I actually printed out that map, and I unfortunately didn't bring it, but I will submit it to you. There in the environmental justice graphic contained in that application sits completely around or on top of this site, and I will provide that if you want to look it up or the applicant wants to look it up yourself it is Figure 28-1 item 86 on the data master of the 94C application for Riverhead Solar 2. Regional facility, the DEIS states that this is not a regional facility, but the document does clearly provide or describe that 75% of the materials are coming in from private contractors from all parts of Nassau and Suffolk, so I'm not sure how this is not a regional facility. I know the applicant is not bound to provide any additional information that was not outlined in the scope, but as the lead agency I was wondering if you would be able to provide information on the gross quantity of material that's already coming into the site to the identified seven existing solid waste facilities. There are permitted, there are registered and there are retired sites that are still operational. There are seven of them, and they're all taking in and

processing material. And I think it would be a good figure to know what's already coming into the town. Mr. Densieski asked, is that town-wide, Barbara? Ms. Blass answered, it's within the Town of Riverhead, but the material is coming from elsewhere, obviously. But all of those seven, and actually to speak to Ms. Terchun's point, they're all located in Calverton. Mr. Carey asked, all seven? Ms. Blass replied, all seven. Violations, the DEIS does contain information about prior violations, and it says, in fact, to ensure that no further unauthorized material will be accepted on site, the document states, "Facility staff, including equipment operators and laborers will be trained to identify acceptable waste and to report unacceptable waste to the facility manager." Respectfully, considering the violation history, is this self-policing adequate? More importantly, visual inspection is not sufficient to determine the presence of leachable contaminants. Water, I'm not going to go into water; you have much more expertise in that area than I, so I'm sure you've picked up on adequate information. But I am going to talk about the information pertaining to the DEC Part 360 permit, and I'm going to read this section because it's important for clarification purposes. The DEC cannot approve an application which is inconsistent with local zoning. The applicant sought an interpretation from the ZBA for clarification that the use was permitted. The letter by then Chief Building Inspector Hammond described the proposed operation as a C & D processing facility. When the applicant sought an interpretation from the ZBA, they asked specifically about a concrete crushing facility which was later expanded to include processing of asphalt and earth. We now know the operation goes well beyond those activities. The engineering report supplied by the applicant for the required DEC Part 360 permit states...and I know this was read before, but I'm going to read it again... "Pending approval, the facility will operate as a construction and demolition debris handling recovery facility that accepts concrete, asphalt, rock, brick, and soil for processing of mulch and RCA for sale." We did hear tonight that mulch was probably incorrectly included in that statement. That same report also makes reference to other transfer station related activities. It is very clear; the zoning is very clear that transfer stations are not a permitted use. But my question is why wasn't this language used to describe the operation when they went before the Zoning Board of Appeals? The ZBA's determination was based on limited information provided by the applicant. Understand I am neither criticizing nor disparaging that determination, but merely asking whether given a more complete and accurate description of the operation if their determination would have been the same. As the lead agency is it in your purview to ask the ZBA for further clarification...that is...is C & D recycling and processing facility as is more fully described in this DEIS including the sale of process materials permitted by Town Code at this location? Maybe a use variance is necessary; I'm not sure. And finally, the town is currently undergoing a comprehensive plan update which affords an opportunity to examine the extent of industrial zoning in Calverton and the uses permitted therein. Definitive language on uses such

as solid waste management facilities should be specifically addressed in our code, so that these uses don't find their way into our town because of vague language. Before this statement is mischaracterized as my being anti-recycling, I will state that recycling must be embraced at all levels to reduce as many components of our waste stream as possible. However, it is to everyone's benefit, the applicants, the residents and the decision makers alike, to have clear and predictable language to address these types of operations in our code and our solid waste management plan. I thank you very much for your time and attention.

Mr. Carey replied, thank you. Okay, anyone else from the public wish to speak tonight? Any statements or comments from anyone else in the public? (There were no comments.) Anything else from the board? No? Dick, if you could come up for a minute, please. Dick Ehlers is the Planning Board's attorney. Mr. Ehlers noted, soon to be retired. Mr. Carey responded, soon to be retired myself, as well. So, based on some of the information tonight, there seems to be some outstanding questions and some other information that's going to be submitted. Would it be appropriate for the board to hold this open so that information and questions could be answered before we close this public hearing? Mr. Ehlers answered, certainly, if you're more comfortable with that. There's no requirement to close the hearing. If you feel that the information that you've learned is not adequate for you to close the hearing, then you should keep the hearing open, receive that information and proceed that way. Mr. Carey replied, there were a couple submissions that were going to be turned in, and there are a couple outstanding questions. So, I think, you know, for two weeks that I would recommend them to hold this open. Mr. Ehlers stated, I think you might want to ask the applicant if two weeks is enough time for them.

Mr. Seeman added, I believe SEQRA has a mandatory minimum of ten days after the hearing, but that's a minimum. So, if you want to reasonably extend that that can be done. I would ask certainly, my colleague Mr. Malicki, or if you want to ask the applicant what they could work out with you for reasonable timeframe beyond the ten days, that would be good. Mr. Ehlers stated, I think what you're suggesting is that an actual, another hearing date, another public hearing date, or are you just suggesting that the record be held open for a period of time? Mr. Carey responded, I think we want to have the record open so that we can get answers, get more information to the questions and also the documents that were going to be submitted. Mr. Ehlers asked, but are you planning to hold another hearing date? Or are you planning to give them a time to submit that material? In other words, do you plan to schedule an adjournment of this public hearing to the next date? In one case you're adjourning...I think what Mr. Seeman was talking about is the 10 day comment period, which is not an issue because that's required. If you would like to adjourn tonight's hearing for two weeks to receive the information, then the question would be to the

applicant whether that's adequate time. Mr. Malicki responded, I conferred with the attorney; we think something more like three to four weeks, time to get all these issues straightened out with the applicant.

Mr. Carey stated, we'll adjourn it until the first meeting of December. I don't have a date, but it's the first Thursday in December. Mr. Ehlers added, you should have a motion on that and publish that. Mr. Densieski stated, we should have an exact date. Mr. Carey asked, Carissa, what's the meeting date for December, please? Ms. Collins replied, December 2nd.

November 18, 2021

Mr. Carey asked, any public comments on any matter in front of the Planning Board? Anyone from the public any comments today?

Jeffrey Seeman, environmental consultant on the Breezy Hill VI LLC SEQRA process, approached the podium and stated, I just want to advise the board...I know that there is a hearing to be reopened again on December the second; however, yesterday by receipt of email from Nick Romero of New York State DEC...please let me read this to you first, and I'll explain why I'm here. "Good morning, Jeff. For your information, I have attached a recent notice of violation we sent out to the property owners and their attorney for additional dumping that we observed at the property. We will be pursuing additional action against the respondents requiring full cleanup and removal of the wastes there. The notice of violation was provided to their home/office address and their attorney (Losquadro) via hard mail and email, but I have not heard back from either party. Nick Romero, Environmental Engineering Division of Materials Management." I'll provide the board with the second notice of violation. It does identify the following reasons: operation of a solid waste management facility without a permit, unauthorized disposal of solid waste, and a violation of attachment "A", compliance schedule of the consent order which was under the violation one. Knowing that SEQRA is always under a time clock, if it's approved by the board, I'd like to submit this as part of my comments from November 4th which I was unaware of this situation until this evening.

Mr. Carey replied, okay, absolutely. We'll make that part of the record. Just two questions. One. How long ago was that letter issued, and how much time has passed since they haven't heard? Mr. Seeman answered, the notice of violation was observed on September the 22nd. So, there was additional dumping that they witnessed, the DEC Enforcement Bureau, on September 22, 2021. The notice of violation was sent out certified mail return receipt requested, and it is dated October 26th, and it was signed by Syed Rahman who's the head of the materials division on 10/26. Mr. Carey asked, so that violation was issued prior to our meeting when they were here last month?

Mr. Seeman answered, that's correct. Whether or not it was received, I can't state that; however, the applicants' consultants had emailed me after the meeting asking for some clarification on the comments that I had made, and their response to the issues that were raised at the hearing will be provided to the lead agency in the form of a letter. That letter I expect before the end of this month, so that the board would have it prior to the December 2nd meeting, so you'll have some additional information. I do not know whether or not their consultants are aware of the second violation either. Mr. Carey asked, can we reach out to them and do you have a copy of the violations? Mr. Seeman responded, I have everything here which... Mr. Carey stated, we'll make it part of the record, and I guess I'll ask...is this yours Jeff or Greg? Mr. Murphree replied, Greg. Mr. Carey stated, can we ask Greg to make sure that he gets it to them and they acknowledge receiving it? Mr. Seeman replied, yes, as lead agency you're responsible to provide all comments; that's why I...it was my understanding the hearing was still open, I guess, and certainly the comment period to the EIS is open. So, I can provide this to you; you can officially transmit it to them as early as tomorrow, and then they'll have this information in addition to the comments they've already received, and perhaps they can address it on the December 2nd meeting or with this letter they're preparing prior to that date.

Mr. Baier asked, Jeff, this is a long standing violation, I think, right? Mr. Seeman answered, well, there's a long standing violation that goes back to, I think, it is March...March 21, 2018, is when the stipulation agreement was signed. So, the violation preceded that. Also, recognize that DEC is claiming that there has been additional dumping which is itself a town violation. It's illegal to dump solid waste. Mr. Baier stated, just wondering why should we continue this SEQRA resolution and hearing while all this stuff is outstanding; it doesn't seem to make any sense to me. Mr. Seeman replied, I can't answer that. Mr. Carey stated, I think we would need to be guided by counsel on that, what the obligation is. Mr. Seeman responded, I would agree because they are dealing with DEC on violations. They have signed a stipulation agreement and paid a penalty. This is a second notice, and DEC, I think, is reaching out to me to ask maybe if we had heard anything from the applicants because it's very unusual for anyone not to respond to a DEC notice of violation, and it's a second violation. So, I have not responded directly to the DEC with the exception of thanking them for the information, but without any, you know, decision on behalf of this board on how to pursue them under SEQRA. My gut feeling is I would not want to interrupt the SEQRA process, so that this board is protected against an Article 78 challenge by the applicant that you failed to continue to process their application, even though they're in violation with another agency.

Mr. Nunnaro stated, way back when we had asked the petitioner to get rid of that after the first violation, to get rid of the stuff that he had in there.

Remember I asked you this at the last meeting? Mr. Seeman answered, yes. Mr. Nunnaro replied, you were unsure, but it was still there, and then the neighbors came in and said this guy's dumping at night and on weekends. So, this justifies all their comments that he continues to do what he wants. He's probably left that one that we found a year or so ago...he's left that alone. So, it looks like he hasn't done anything. Mr. Seeman continued, DEC in their consent order had required all the material to be removed, which was part of the schedule that they set forth back on that March 2018 date. So, this has been going on for a while, and under DEC terminology, one would actually now classify the site as a landfill, because that's basically what it is. The material has not been removed. Mr. Densieski asked, Jeff, do you know how much more was brought in and what was brought in? Mr. Seeman answered, I don't. I can ask the DEC for more details on what was brought in and how much. I'm only inspecting the property from the fence line. I'm not entering it for obvious reasons, and I don't know even whether the material that had been dumped on the 21st has since been removed. I can only attest to what I've been witness to really since the beginning of the process, which is still there. Mr. Nunnaro stated, I had asked about the composition, and no one knew the composition of what was there. I remember that specifically. Now, whether the DEC has changed that now, it would be interesting to find out. [We] can put that on the list of things for Greg to ask. Mr. Seeman added, and their DEC solid waste application is likely not to move forward through the review process until the violations are cleared up to the satisfaction of DEC. And even after the material is removed under a cleanup process with DEC, you need to have an engineer certification; you need to provide testbed information. It's not over just because the material has been taken off site. As I said in the last hearing, documentation needs to be provided. I've requested that that information be provided to this board that basically shows a cradle to grave disposal mechanism that the material was safely disposed of and by whom. So, they have a large hill to climb. Mr. Baier asked, is the house that's there occupied? Mr. Seeman responded, I don't know, but I don't believe it is. All the gates are closed, and I think it's basically abandoned. Mr. O'Dea asked, what is Nelson Pope's position in this? Mr. Seeman answered, well, they're the preparers of the EIS, and that's why I wanted to bring this forward today so that the planning department who has the responsibility to transmit this information to them can provide that to them in a timely manner. I know that Nelson and Pope was retained to go out and do sampling of the material that's there, as well as groundwater sampling; that was all included as part of their EIS process.

Mr. Baier asked, they did sample the material? Mr. Seeman replied, they did sample the material, and some of it has been determined by the DEC that is required to go to a disposal facility such as a landfill; other piles would meet the litmus test of being appropriate to be processed as recyclable debris. Maybe that wasn't clear, but I had placed that in my

comments back in September and again earlier this month. So, they have segregated these piles. But irrespective of that, the DEC wants all the material off the site. The material that's considered inappropriate for reuse would likely go to a landfill, and the material that could be recycled has to go to an approved recycling facility to be recycled. They will not allow the applicant to simply wait until they get a permit and recycle it on site. That's where we are.

Mr. Carey stated, alright. Thank you, Jeff, for the information; we will accept it and will ask either Jefferson or Greg to make contact with the applicant and document that contact and put it as part of the record that they acknowledge receiving it, or Greg could pass it along and they receive it. Let's make it all part of the record. Mr. Seeman stated, thank you for your time tonight. I know this wasn't really on the agenda. Mr. Carey replied, it's fine. It's very important. Mr. Seeman stated, I'd like to wish you all a great Thanksgiving, and Stan, best of luck in your retirement. It's been wonderful. Dick, you also. I've learned a great deal from both you gentlemen, and thank you for that opportunity to get to know each of you.

Mr. Carey replied, thank you. Dick, I do have a question if you could answer it for us. Would it be appropriate...what would be proper given a situation like this? Could we hold the SEQRA process open until the DEC is satisfied on these violations? Mr. Ehlers responded, since I'm not going to be the person to live with the consequences of that answer, I don't think it's really correct for me to offer that opinion today. Your hearing is open. You can certainly keep your hearing open until you feel that all of the facts you need to have are before you to close the hearing. That not being resolved, to my mind, would be a critical component to that decision. Mr. Carey replied, okay. I would just suggest, Jefferson, that you prepare, bring up to speed the new attorney for the next meeting because this is going to come up again, and you know, so that she has time to research it and offer a formal opinion to the board. Mr. Murphree nodded in agreement and replied, and we'll send this stuff certified return receipt requested to both the attorney, Steve Losquadro, and Chic Voorhis so they both are prepared for the next meeting. Jeffrey, are you going to be here for the next meeting? Mr. Seeman replied, yes. Mr. Carey continued, but as far as our new attorney, I'd like to get her up to speed and the question that we just asked, let her provide an opinion to the board on that. Mr. Murphree replied, absolutely. Jeffrey and I will consult with her and make sure we're all up to speed. Mr. Densieski added, Dick, by the way, your answer was actually yes; you just didn't say the three letters. (All laughed.)

December 2, 2021

Philip Malicki, Nelson Pope Voorhis Planning Consultants, Melville, approached the podium and stated, We prepared the environmental impact statement. I appeared last time on November 4th before the board and gave a brief presentation of the DEIS. So, I am here tonight to hear comments on the impact statement. We respond to those comments in the form of the EIS. Ms. Waski replied, thank you for joining us tonight. Glad to have you. Mr. Malicki responded, glad to be here. Ms. Waski asked, Mr. Seeman, would you mind coming up?

Mr. Seeman approached and stated, I want to congratulate you on your appointment. I wish you the wisdom of Solomon and the patience of Job. I think you'll do great. Ms. Waski replied, I need it. Thank you. Mr. Seeman continued, for the record my name is Jeffrey Seeman. I'm a professional environmental consultant. I'm here tonight as an advisor engaged by the Planning Board as the lead agency responsible for the SEQRA review of the Breezy Hill application. It is a site plan for a C&D processing facility. It is located at 1792 Middle Road, Calverton described as Suffolk County Tax Map 600-100-2-4.2. At the November 4th hearing I had provided statements in response to the DEIS that I had reviewed; that DEIS was the second version. The first was done in December of 2020. The second was accepted by this board as complete and circulated for comments after August of 2021. Several of the topics that I had identified in my hearing comments of November 4th were addressed by the applicants' consultant in the form of a letter. That letter was received. That was a request of the board at the November 4th meeting to make some clarifications, and to respond to any of the comments that the applicants felt would be necessary and helpful to this board for its review. I took a look at that letter and analyzed it against both statements in the draft EIS, together with other information they had available, and I wrote basically a response to the responses which I have submitted to this board as of yesterday. I'd like to just briefly hit some of the more salient points that I think the applicant still needs to address. In the initial EIS, the hours of operation were a little bit confusing. That since has been resolved. The applicant is now offering that the facility would operate Monday to Friday 6:30 a.m. until 6 p.m. Saturday from 6:30 a.m. until 5 p.m. and Sunday from 7 a.m. until 2 p.m., where only dumping of materials would be permitted. I have requested that the applicant take a look at these hours of operation with respect to what the potential impacts would be during the full operation of the facility, not intermittent operations. I do understand that the applicants' response included the materials would be coming in at periods of time and days of the week that they claim they would not have control over. My position is that these are the hours of operation of the facility; therefore, they do have control over what hours and what days of the week they choose to operate, and in an accurate environmental assessment, one cannot pick and choose based on intermittent delivery or speculation. You really have to model this across these hours that have been presented. If the applicants choose to provide

mitigation to reduce the impacts or to avoid them all together, they need to make clear statements in the EIS process as to what those hours and days of the week would be. For example, if they chose to operate only Monday, Tuesday and Wednesday to accept waste or process it between the hours of 10 and 3 on a Thursday, I don't know, but that's not made clear in the EIS and so I can't really evaluate where they want to go with it. They also made a change that the applicant will only process material for their own use. If you remember how this facility is to operate, there will be a maximum of 13,000 cubic yards of unprocessed material brought into the site. When that's processed, at the same time, they would be permitted to have 13,000 cubic yards of processed material. That would consist of crushed concrete, recycled asphalt, millings, soils, recycled brick etc. So, my questions have been how much real material does the applicant need if they're going to need this only for their own use. What I'm wrestling with here is 75% of the incoming waste stream will be brought by carters or construction organizations and only 25% will be provided by the applicant. So, that's on the incoming side, but 100% would be used by the applicant after it's been processed. A concern is how do you equal that incoming and outgoing so you don't have a large stockpile of unprocessed material and only are processing it as you need it and you end up with a small percentage or a small quantity. Even though you're permitted to have 13 cubic yards of it, they might end up really only processing a small quantity and then replenishing the unprocessed material with more incoming waste as long as it doesn't go above the threshold 13,000 cubic yards. So, I've asked if they could provide some historical information on their use or some other market information. I'd asked for that and have not yet received it. It also poses the question...if I were bringing material to the site, and I also wanted to leave with processed material, I would have to go and buy it somewhere else. And since we have, I think, seven of these types of facilities within Riverhead, now, if I brought a truck there and disposed of material, I would want to not have to send that truck to another facility just to pick up processed material; I would want to do that all in one stop, and I think those that understand the movement of freight today, it's desirable to send a truck loaded and to bring it back to a facility loaded, as well, so you don't have an empty load.

There's been an ongoing dialogue about the material that is already on site, which has been the subject of two DEC notices of violation and a consent order. The applicants' response has been that the material can stay on site because the DEC was waiting for this board to issue a finding statement. A finding statement is issued at the end of the SEQRA process; that's what closes it. I reviewed the consent order. I reviewed all of the DEC's information, and it is not a requirement that that material remain on site until the finding statement is issued or a site plan is approved. Certainly, if a finding statement is issued and the project is approved, material could, if it's of a certain quality, be used by the applicant on the site after he has all

the permits to process it. But until that time, it's in violation of conservation law. To confirm that, I received an email from the DEC yesterday that they said a finding statement is not required for the remediation. So, I inspected the site on November 26th and again yesterday, and the material is still there. In my prior comments, I've also asked for documentation that when that material does go to a disposal site that this board be provided with the same documentation that the DEC requires to close that action out. Mr. Baier had several questions regarding groundwater monitoring at the site. The applicant did install three downgradient wells and one up-gradient well at the site. I've described at what elevation they encountered groundwater and the depths of the screen; that's in my comments that I provided to the board. The applicant is not intending to continue groundwater monitoring at the site. The applicant also claims to want to use the onsite well that is there at the site but was unable to locate it. So, we're asking for information about that onsite well. We want to know what size it is, what is the pumping capacity, does it need to be redeveloped and deepened or expanded? We also want to know what the water quality is at the drinking water well because that drinking water well is likely much deeper than the monitoring well screens. So, we want to make sure that since we do know that there are contaminants in the groundwater in that region of Riverhead, and that this area is not within the Riverhead water district, that if that well was going to be used we'd like to know what the water quality is. Along that line, we asked for more information about how they would provide fire protection. The applicants have stated that they would use their onsite well...when they, I imagine, locate it and can get us a better description of its capacity...but also that they would use other wells of private property owners within the area to extinguish fire. They're really surrounded just by residential properties. I don't see anything in their response that shows that they have permission to run next door and borrow somebody's garden hose to put fire out. So, I think that's unrealistic. If they can provide that information, I'll certainly accept it. They also need to show the location of the well just under your general site plan requirements. So, the planning department is going to need that information to really accept the completed application. And we already discussed that DEC, under its permitting process, requires all wells within an 800 foot radius also be identified. Last two items really deal with a sound level assessment. I had to ask that the standards that would be used to measure the sound level under the part 360 permit requirements...they can be broken out into a suburban and a rural, and that's based on population density per square mile. I asked the applicant to please provide an analysis in the rural category which would probably have a lower threshold of noise acceptance. Their response was that based on the density of the population, which was about 467, that the threshold for rural is down at about 350. But the maximum of suburban is 5,000 people per square mile. I believe that what this board is seeking is not so much meeting a requirement of the DEC as whether it's rural or whether it's suburban; we need to look at the immediate community here which is

rural, low density, immediately close to the site. I'd just like to see a comparison between those two thresholds and for the applicants' benefit; it's not to meet the standard for the DEC permitting. It's really for the lead agency to take a hard look for this specific community but use an accepted method for solid waste management facilities as prescribed in the DEC noise level analyses, the methodologies that they would use, so that we can compare apples to apples. Lastly, I think is maybe a big topic for the applicant to get to because their response letter said they would provide it in the EIS and that's the environmental justice issue. We provided a map at the November 4th hearing of the area of the environmental justice area described by the state, and this project is pretty much in the epicenter of that location. An environmental justice area is partially described by either minority communities or economically disadvantaged communities. The exact descriptions are in the code, but what it's looking for is if industrial uses...and in particular in New York State, solid waste facilities...are in position in communities that have a disproportionate adverse impact associated with them because of their location in an environmental justice area. These communities often are less able to defend or to participate in the process for a number of reasons; they may not have the resources to do that. So, it's a requirement to take a look at that because they fall within that area, and the analysis really needs to look at the proposed facility and weigh that against the other alternatives described in the EIS scoping session, which included an agricultural use as a nursery, a warehouse use of the property in sort of a self-storage facility, a no build where no action is taken and the site just stays as it is, and compare that with their proposed facility against this environmental justice area. Included in that they must take a look at the existing facilities that are in that environmental justice area, which already you know, we have some cement plant facilities and others, and sort of analyze, is this an appropriate location and does this add an additional adverse impact on an already disproportionate adverse impact that's generated on this community because of the other facilities in the area? Historically, many viewpoints have been...if it's in an industrial zoned area and the area has other industrial facilities in it, then this is an appropriate location for more industrial type that mimic the existing facilities in the area. Environmental justice really inverts that dialogue, and I don't know what the outcome of that will be because we're waiting for that analysis. For the benefit of the board, I know we had some superficial discussions on that when one of the solar companies, or two of the solar company applications, had come before the Planning Board. One was at a state level, and they sort of dealt with it at PSC on that. But in this application, this will also be part of the SEQRA record. So, that is about it for my summary. So, if you have any questions for me, I'm here.

Ms. Waski responded, I do. One of the questions is about the traffic impact for the area, and from what I understand the study was done in the winter months, January-February, I believe it was, and I don't know how that study

would play out during the summer months when you have Splish Splash across the street. You have the lavender farm. I believe that the lavender farm is also expanding. Looks like they cleared more land. Mr. Seeman replied, we asked the applicant to update their traffic analyses; that was not submitted with the letter. That's a fair amount of work ahead of them, I imagine. Mr. Seeman replied, you're absolutely correct; they did their analyses in late January and early February in the original. They do need to look at the seasonal change that comes with summertime activity. And we've also added other projects into their mix, including the industrial subdivision that was brought forward at the last meeting. I believe HK Ventures, the lavender farm, and I believe tonight on your agenda you have two more discussion items, which are also located right adjacent to the site, I believe. While they may be smaller, I think at some point the applicants really need to collate all that information to really take a look at how the signalization at Manor and 25/58 are going to be impacted, especially during that peak summer period. Mr. O'Dea stated, we have a letter from Mark Terry. Mr. Seeman responded, I saw that; I just received that before I came up. I really haven't had a chance to look at that. I think that the applicant should also... certainly the applicants will get all the comments that the board finds is substantive to respond to. So, they should certainly take a look at that.

Mr. Baier asked, in addition to the site plan that's before us, they also have to go to DEC for a part 360 permit? Mr. Seeman replied, yes, that's correct. I believe they filed an application with the DEC for the permit, but like all other SEQRA issues, no one can make a final decision until SEQRA is closed. Mr. Baier asked, as far as the 360, they're waiting for this process? Mr. Seeman answered, only on the permit and then DEC will make its own determination on the issuance of the permit. And I think that somewhat goes back to the materials that are still on site that need to go someplace at an approved disposal facility. They cannot wait for a permit to be issued because this board wanted the material to be in compliance with the schedule that was attached to the order on consent. A new order on consent with the schedule of the remediation was very clear. That material should have been out of there I think two years ago. The DEC did confirm they're not waiting on this board to... Mr. Baier asked, and they would not do anything on 360 permit until that violation is satisfied? Mr. Seeman replied, it would be unlikely that they would ever issue a permit. In my experience with them, if there's a violation, no permits get processed until the remediation is completed.

Mr. Nunnaro stated, in my opinion, I don't know how this board can continue until we have our questions answered. There's no way with this; there's just too many unanswered questions, too many issues. Mr. Seeman replied, I leave that discretion to the board, but I cannot give you the adequate guidance. I don't see how a finding statement could ever be

prepared with the information that the board currently has. I do understand that the final environmental impact statement hasn't been submitted either. But on that topic, once that's submitted, once the hearing is closed, I think there's a 10 day comment period. Then the FEIS is prepared and submitted, and there's another time clock that runs; it's not very long. There are no more hearings. There's no more requests for information. Mr. Densieski asked, are we under time constraints right now, Jeff? Mr. Seeman answered, right now, as long as the hearings are open, no. You only go into a time constraint when the hearing closes, and then that restarts the SEQRA clock. But then the responsibilities after that FEIS is submitted go right back onto this board for the next time clock, and it's a short one. And all I'm asking is that you have the sufficient information that you're seeking not only to prepare a finding statement, but to make an educated decision on the application for site plan, as well.

Mr. Baier asked, will we be given a copy of your of your summary comments? Mr. Seeman responded, I had believed that they were distributed to the applicant. They're certainly available to them now, and I'll ask planning department to make sure that they are emailed to them. I think they were actually placed online today. Mr. Bergman replied, they were.

Mr. Murphree approached the podium and stated, just to reinforce what Jeffrey said, a couple of things. One is that we did receive comments, public comments today via email. Those were sent to you. I also sent a copy directly to Phil Malicki. That's additional questions that need to be answered by the applicant. Obviously, he cannot answer them this evening, and you don't have responses available to you this evening. Those need to be addressed. And just to really emphasize what Jeffrey said about the SEQRA, once you close the public hearing at the DEIS level and we go into the FEIS, there are no more public hearings. The public record at that point is basically closed. So, we really need to make sure that the public has access to the answers by the applicant; my recommendation is prior to the close of the public hearing so they know what answers have been given by the applicant and that Jeffrey has been provided with an opportunity to review and respond to it. Mr. Densieski asked, Jeff, do we have to pass a resolution to keep it open or just hold it? Mr. Murphree answered, just hold it. Mr. Densieski stated, Joann, I would say that based on information from town representatives that we do hold this open. Ms. Waski replied, I was thinking that maybe we could speak with Bob. Mr. Kozakiewicz replied, you may have some people from the public that may want to comment, as well. Ms. Waski asked, is there anyone from the public that would like to come up and comment or have any questions? Mr. Densieski asked, any Zoomers? (There were no comments from Zoom.)

Jim Goroleski, 1776 Middle Road, Calverton, approached the podium and stated, I'm a lifelong resident of the Town of Riverhead. I know many of you folks up there already. My property is adjacent to the subject property on the eastern border. My wife and I live there. We don't rent anything on our property like other people in town that come here to make money. We just live there. We lived there for 35 years now, and the neighborhood has changed slowly. But we've always had responsible people running the businesses in the area. There's never been too many issues that hurt our family life there, and I'd like to think that I was a good neighbor to the businesses that were there, too. I don't know these people that are trying to put this project through. I would certainly have given them the opportunity to show their integrity to the community because I've tried to keep an open mind. But what has happened over the last four years since they showed up in town has only negatively impacted my thoughts as to the type of people that they are. I know maybe the board cannot get involved in people's integrity, or what they've done in the past as long as it's been settled in court or by paying fines, but I think it's a great indication as to what the community is going to have to put up with long term when we invite these people into our community. Mr. Seeman, who I think has done a very good job of presenting the issues, positive and negative, that this project might bring about...I would agree with most of what he said. In particular, now I'm just a layman. Okay, I don't have much time to go over all the paperwork that's involved here. I see a DEIS, SEQRA, EIS...all these different alphabet soup terms applied to paperwork that I've looked over. Now, most of what I've looked over is dated from four years ago, up to maybe about six months ago, so I don't even know what the newest information is. But I have to base my opinion on what I've seen, and most of what I've seen is discrepancies, inconsistencies on anything that's stated on any paperwork involved in this project. It's not even clear to me, maybe it's clear to you folks, as to who was applying for this project, who owns the property, who potentially will operate the project because those statements on any paperwork I saw are also inconsistent. Like I said, I don't have anything against the people involved except that for what they've exhibited so far has been pretty much criminal. As far as the neighborhood, it is a heavy industrial neighborhood. Okay. And as Mr. Seeman stated, something about environmental, I forget the exact wording, justice. Just because the neighborhood is not the best neighborhood in town doesn't mean you have to condemn it and make it worse. What has happened since the 35 years that my wife and I have been here, most of the properties, the residential properties, have been bought by people that weren't originally there, as in made into part of their business. They run their business out of the property and rent out the residences, which has a detrimental effect to every neighborhood, and that has happened throughout the town my whole life here. All in all, I would say that because my wife and I are the ones that are gonna have to put up with all the impacts. Dust, noise, vibration, trucks coming and going, tailgates slamming, backup alarms. We're somewhat used to that because some of

that has taken place in the neighborhood through the years anyway, but when I see things like some of the tailend of paperwork that I was looking at, through all these reports, where my residence, my property, my buildings are being incorporated as sound barriers, or potential sound barriers to the rest of the neighborhood. So, am I supposed to absorb all of this, or should this entity be buying out my property so he could use my property as a buffer? In fact, it really sticks in my craw at this point, and honestly, I think I talked longer than I should anyway because I'm liable to say things that would reflect on the board's respect for me, because I have a lot of things to say; it's just that I don't want to get them all out at one time. I don't really see a need for the project in town. I think we have enough of these types of projects already. There's a lot of things going on in that whole corner area of Calverton where I think this project is gonna affect other projects that are trying to come into that area. Those other projects are much cleaner projects rather than this heavy industrial project, which we have enough of already in that area. Anyway, but I appreciate you listening.

Ms. Waski responded, thank you very much. Enjoy the rest of your evening. Is there anyone else that would like to come up from the public? Mr. Kozakiewicz approached and stated, we're here for scoping and to look at the EIS and determine whether things need to be added, correct? EIS, right? Is this on the project or the EIS? Mr. Seeman answered, the DEIS. Mr. Kozakiewicz responded, okay, so I just want to make sure I'm correct because I'm kind of filling in. So I'll turn it over.

Mr. Seeman replied, yeah, I'm sorry if that was unclear. This is a continuation on the draft environmental impact statement that has already been submitted by the applicant, accepted by the lead agency, which is the Planning Board, circulated for public comment, distributed to the involved agencies. There is an option in the SEQRA proceedings to hold a hearing, and that was a decision that was made and that hearing was held on November 4th, and this is a continuation. If the board elects to also continue the SEQRA hearing and await additional information, I would just like to request some kind of a timeframe. This project has been going on for...I think it started in 2017 or 18. I know the board has many projects and some big ones coming in 2022. So, with the new year coming and everything, holidays are ahead of us, it would help to plan for when you would expect to get this information so it can be assessed. Thank you.

Toqui Terchun, Calverton Civic Association, stated, so I've never met you, Miss Waski, so welcome. I have addressed my comments on this project to your predecessor, and I just wanted to be sure that the letter that I did send that Mr. Densieski asked me to send...I got a receipt from for your admin, and I'm just curious if the Chair has had a chance to read it and review it. Ms. Waski replied, actually, I did look over it. At this time, I don't have

anything to comment on it. It's been made part of the record. Ms. Terchun stated, just want to make sure you've already seen it and gotten its content. Ms. Waski stated, it was received, and I was aware that Mr. Densieski had informed you to send it in. We have it on record, so thank you very much. Ms. Terchun replied, I don't have very much more to add than I did at the November 4th date. You've heard tonight from the next door neighbor...I think some of the comments that were very interesting to me were from Mr. Seeman, who's done a very careful analysis so far and shown where there are deep gaps in the information needed, and I appreciated the environmental justice analysis that's necessary for the area. My previous comments addressed the aerials on this property, which took it from 1947 up to I think it was about 2018, perhaps, and what it demonstrated to me and I'm a lay person...I'm learning along the way. I'm able to read maps, and I looked at it and I saw that the outline and I saw the use. The use in 1947 that was there was one improved house on the street. It was all wooded and farmland, and slowly but surely without benefit of, I believe, good planning, industry has been able to creep into the area where residential lots and families have been raising their families, homes have been made, families have been raised. They're continuing to live there, and you got industry right next door. Now, we found out that there's water contamination. It seems that since we're in the midst of a comprehensive plan, that it would be good planning and good judgment on all of our parts to take, not a closer look at this particular hearing and having the public come forward, but to have the public and the residents as a citizenry of Calverton specifically, to be looking at all the uses in Calverton, how it relates to Riverhead as a whole, and what part we'd like to have in it. It seems that there's an overabundance of zoning of industry in Calverton. Overabundance indicates too much, and I believe that we're hearing in the topic meetings that I have been attending this week, which were three... there's, I think, two more to go...folks really do want to take a look at impacts, long term impacts, and I think looking at something, a slice like tonight of this particular project, doesn't afford us that comprehensive look. If I could speak a little bit, and not too long... in that area, it's already brought up tonight that there are other industrial projects set to put themselves into play. I would ask the board that you consider the idea that it needs to be a holistic and comprehensive approach versus the piecemeal approach and that the applicants are interested in becoming neighbors of each other, because basically they are; if you drew a circle the radius, it's less than a half mile, that they all impact one another and that they look at that and they become a part of the comprehensive plan themselves, not just talking about themselves and how they reflect and interact with among themselves...but how are they benefiting Riverhead as a whole, and how do they want to be a good neighbor? Thanks very much.

Barbara Blass, Jamesport, approached and stated, congratulations on your appointment, Madam Chairwoman; I had the pleasure of serving with your

dad on the Planning Board back in the mid 90s, so it must be in your blood. I wish you a lot of luck. I will be very brief. Two things. I checked the DEC website. There are actually 96 C&D facilities in region one, and that's Nassau and Suffolk County. And in that, 75% of this material is coming from parts of region one, it just begs the question, why come all the way to Calverton, especially in light of this overview now of environmental justice. It seems to me that there are a lot of other facilities out there where they could be tipping their materials. That's just a sort of an anecdotal thing, but I was happy to see that the traffic study is going to be updated to include other projects, and I did see that Island Waterpark was one of them. I just caution...I would ask that the applicant be made aware of the fact that just this past month, Island Waterpark's representatives appeared at a public hearing and gave testimony before the Industrial Development Agency, and they said that they expect as many as 900,000 patrons a year and as many as 1,000 per day to attend or to go to that facility. So, I ask that when you update your traffic counts that you use those numbers because they were presented just this past month in testimony before the IDA. I thank you very much for your time.

Ms. Waski asked, okay, is there anyone else that would like to come up? Do we have anyone on Zoom? Mr. Densieski suggested, we should leave it open. Mr. Nunnaro added, yeah, I'd like to leave it open. Mr. Murphree stated, maybe I can just kind of summarize this a little bit to help you out in how to move forward. Thank you for Jeffrey; he's given a lot of feedback and very definitive questions that need to be answered by the applicant. We've heard questions this evening. We've got questions through email. Adjourning it for two weeks is not going to give the applicant enough time to review it, us to review the information because that's basically we get one week from today to get the information, review it and then get it on the agenda. I'm going to put Phil on the spot; how long is it going to take you to give us a thorough comprehensive response, not a piecemeal response, but a thorough comprehensive response? We don't want...obviously two weeks or one week is not enough for you to do that. At the same time, we don't want this to go out too long a period of time so it's the never ending public hearing. So, can you give us an idea how long it will take your office to provide a response? Mr. Malicki responded, I would say that if requirement for traffic study with seasonal accounts in the summer would obviously take into the summer to prepare. Some of the other comments from Mr. Seeman will probably take, well, not that long to address, but it will take a substantial amount of work. But that was the idea of closing the hearing, accepting written comments which obviously Jeff's comments would be along with all the other comments so we could prepare the FEIS to address all these issues. And obviously, we complete the FEIS next year, and then the board would have an opportunity, Mr. Seeman probably representing you to review the FEIS, to see if it's satisfactory at that point. We can't start doing the FEIS until the DEIS period is closed and we have the written

comments. Ms. Waski replied, I understand that. At the November 4th meeting, you had offered the timeframe of about three to four weeks to be able to obtain the information that we were looking for. Mr. Malicki replied, that was to clear up a number of the inconsistencies and some of the other errors that were in the DEIS that Mr. Seeman delineated. That was the purpose of the letter. There were other items in Jeff's comments that were more extensive that would take a longer period of time to address. So, we indicated in the response letter that those responses would be provided as part of the FEIS.

Ms. Waski stated, the problem for me is that this has been open for so long, and you've had so much opportunity to get these... Mr. Malicki replied, yes, ma'am. I'm well aware. Ms. Waski continued, okay, so at this point, my thinking is what can you give us within the next 15 days minus the traffic study? I understand that. That's understandable, but all this time is passing and for me it's too much; it's too long for the residents. To see them coming in so upset, that's affecting their quality of life right now, and it has been affecting their quality of life since 2017. So, we need to wrap this up. What can we do in the next 15 days? Mr. Densieski stated, one of the things I think we learned tonight was that the site can be cleaned up. There's no need to wait for the remediation of what's there now. I think we heard that, Jeff, clearly from the DEC? Mr. Seeman responded, that is correct. Mr. Malicki noted, I'd like to get that documentation to ourselves and also to our client to clean up the site finally, and remove it. Satisfy the DEC, so yes, we could move forward. But that's only one of the numerous issues. Mr. Baier added, that's a major item. Mr. Malicki responded, I understand. Mr. Nunnaro stated, that has been addressed by the DEC twice, two violations, nothing done. According to calculations provided by you, I believe, that could be cleaned up in three days, four days. Am I correct? Three or four days is a far cry from two weeks. We need to clear those up before we can move on, in my opinion. Mr. Malicki responded, three to four weeks...I would have to give myself that much time just to get the information to my client, have those actions performed and then document and get them back to the board.

Ms. Waski asked, how much time do you think that it will take? Mr. Malicki replied, I would like four weeks. Mr. Baier asked, to get it back to us? Mr. Malicki replied, yes. That would be in the form of a letter, response letter, or something like that. Obviously, we're not going to be revising the DEIS at this point. Mr. Murphree stated, Island Waterpark will not be built out next summer, but they can, traffic engineers, can do the computer simulated model to incorporate that, just as they will with RGR and all the development that's out there. So, traffic engineers have the technology and computer models to make those projections now; they don't have to wait until the project is built to do that. Mr. Densieski asked, do you want to

schedule for the first meeting or second meeting in January? What's your pleasure?

(Mr. Malicki took a moment to consult with the applicant.)

Mr. Murphree stated, while Phil Malicki is conferring with his client and just speaking with Jeffrey...another possible option is for the applicant to do a supplemental DEIS. That gives everybody an opportunity to get the information, review it and analyze it. The negative side to that is that it just drags the process on even more. It solves one problem but not the other. One other option. We are putting the applicants' consultant really on the spot right now to come up with a definitive answer. Phil's not a traffic expert. He's not an expert in some of these other areas. He has other people in his organization that are that have to prepare this data and these reports. So, Phil really needs to go back, confer with them, and find out how soon they can turn the information around. So, another possible option is to have him come back at the next meeting and give us an actual definitive timeframe to which he can get all this information back to us. We don't want the information back piecemeal. We want it back in one lump sum, so to speak. So, maybe we hold this over to the next meeting and hear back from Mr. Maliki as to when he can get us this information back in a definitive response. Ms. Waski asked, how does that sound to you, sir? Mr. Malicki replied, much better. Also, I do want to say that speaking with Mr. Stasi, the applicant, he has informed me that he can start clearing up the site within a week, and it would take him about a week to do so. So that would be two weeks from roughly today.

Jim Goroleski approached again and stated, we could drag this thing on forever. Like the lady in the back mentioned earlier...actually, it was the lady up front this time, Ms. Waski. This has already impacted the residents in the area for the past four years. Okay. You can keep having meetings every month, and we can keep coming down here every month. Take off from work early to come here. Let's see what's going on. Because no information is ever provided to us unless we go out there and get it ourselves. I think a lot of things could be clarified if the supposed applicant stood up here at the microphone and said what his intentions were. I know maybe that's not a requirement, and maybe he wants to hide behind his lawyers. But I think it would shine a light onto what is going on and what he intends to do. I will make one mention. The lawyer here just mentioned that Mr. Stasi, that's the term I heard, was the applicant. That's not what it says on the paperwork that I've read. It seems that there's a different Stasi that is the applicant. So this whole question of who is owning what and who is going to operate what and who was the criminal that brought the material on there and settled with the DEC by writing a \$7,500 check. Who are we dealing with? I think that's one of the basic things that we should be answering here before we go any further with anything. And that never

seems to be brought up. Ms. Waski responded, thank you very much. If I could call up Jeffrey, please.

Mr. Seeman approached and stated, now that we're going into the speculation on the timeframes, I would only ask that if Phil can provide the board even earlier than the next meeting, if he has the information available, how long this might take. Perhaps make a more formal presentation, but if he knows as early as Monday or Tuesday of next week, I think that would be helpful. And secondly, I just ask the applicants to be mindful that if they're going to move that material off that site, they need to have the necessary DEC registrations and documentation completely filled out because that is a requirement that we're asking for, to be included in the FEIS, and once it goes we really need to know that we have that documentation. Thank you. Mr. Baier asked, Jeff, does the DEC actually have to be present when the material is removed? They have to be notified and be at the site? Mr. Seeman answered, typically, yes. They will want to have their own onsite engineer out there. They'll want to know where the material is going. They're going to want to know which trucks are taking it, and they will want copies of all of the receipts that we're seeking to get. They're actually on DEC forms, so they'll be present and they'll need to coordinate that with DEC. Ms. Waski asked, we will be in receipt of something letting us know that the DEC was present for this? Mr. Seeman answered, there are multiple ways that you can do it. The town can assign someone to be there, present overseeing that. DEC has done that before; they have no objection to that. If you want to have additional witnesses on site, that's usually fine with them. But it's their enforcement bureau and their division that has written the order on consent. So they're really in control. Mr. Densieski stated, we're gonna hold it over for two weeks.

Mr. Murphree stated, you need to make a statement as to what your intentions are. If you're going to hold it over, to give a date and time when you're gonna be holding it over to. Ms. Waski stated, we're going to hold the meaning over until December 16th at 3:00 p.m. Mr. Murphree clarified, that's just to get a response back from the applicant as to the timing as to when, and if he has that information before, then if he can share that with us before, that would be great.

December 16, 2021

Discussion:

Chic Voorhis, Nelson Pope & Voorhis, was present and stated that he's the lead consultant in the preparation of the DEIS for this project. This hearing follows two prior hearings that he followed and his associates attended. He's here today to provide an update and a proposed schedule for the DEIS.

It was his understanding that the board would like to continue to move this forward, and there are still some outstanding questions. He wanted to give an update of what's been accomplished since the last Planning Board meeting. First, the unauthorized material on the subject property is mostly removed. This work has been observed both by his office and by a representative of the DEC at the site itself. They've had meetings and coordination at the site as recently as yesterday, and the DEC is pleased with the work that's occurred. There's just a little bit left to be done. They will be preparing a closure report as part of this cleanup of the site, and that'll be submitted to the town and the DEC. That was a big item that the Planning Board was looking for and shows some real progress in a very short amount of time. They also met with planning staff, Jeff Seeman and Jeff Murphree on Tuesday, and discussed the review and strategy to amend the DEIS to make sure the board has full information. They also located the well; it was buried in a corner of the basement of the property, and they are still determining the best methods for accessing the well and testing the water quality for sampling. They are also updating the project plan to address water supply for fire suppression; they're looking into that with the engineers. They also determined that the site is within an environmental justice area and will follow the applicable DEC requirements as related to permitting. They will be in the process of updating the schedule of operations at the facility to restrict processing times and some of the activities that will occur at the property, and that will be part of the amendment. They're also updating the EIS analysis to reflect the operations at the facility and talked about assessing the worst case conditions so that they have a full SEQRA review and assessment. They are updating the noise information as well as traffic and are addressing all of the other comments in Jeff Seeman's letter of December 1st. Those are some of the highlight items that were talked about. In terms of schedule, the plan is to continue working on this through the holiday period and appear at the Planning Board on January 6th to provide the board with an update on the progress made on all of these items. They also plan to meet with staff again after the January 6th Planning Board meeting to review the revised information; they'd like to make sure that it addresses those items that have been identified. They will submit the response to the December 1st Jeff Seeman letter after the follow-up meeting with staff so that the Planning Board has complete information on the record. That will obviously form the DEIS record. Mr. Voorhis stated that he will also attend the Planning Board meeting of January 20th which is a continuance of the DEIS public hearing. If everything is in order at that time, they would ask the Planning Board to close the public hearing, assuming there's no other issues or outstanding comments that need to be received, allow a time period for written comments in conformance with SEQRA, and that would essentially complete the DEIS review period. After all the comments are received, they will provide a response to comments to any outstanding items at that time and assist the board and staff with the preparation of the final environmental

impact statement. He verified that they hear the board loud and clear. They have Jeff's December 1st letter which is a good guidebook on providing complete information, and they will be proceeding in that regard. Steven Losquadro, the project attorney, was present, and they do want to be very clear that the applicant will not be pursuing a special permit for a wholesale operation. Mr. Losquadro and Mr. Voorhis have been working on the language and reviewing the code; they will have confirmation with the applicant on exactly how the operation will be conducted so that is very clear.

Mr. Nunnaro had questions for the applicant. As the DEC was onsite for the removal of the material, have they given any preliminary reports as to what was found within the material? Mr. Voorhis explained that all of this was construction and demolition type material; none of it was found to be contaminated. All of it has been removed to an appropriate offsite location. They did file a work plan with DEC, so they were aware of it throughout this period. The gentleman's name is Nick Romero; Jeffrey has spoken with him and they've been satisfied that removing the material has been exactly what they were looking for. Mr. Nunnaro inquired about supporting documentation stating nothing was found to which Mr. Voorhis noted that was in their original site characterization information that they did submit to DEC. They will make sure that in the closure report they indicate that, as well, so that it's very clear. They also have weight tickets for all the material that's been transported. Even yesterday, Nick Romero from DEC was on site with the project manager.

Mr. Nunnaro continued with a second question regarding the recycled material. If it's being used by the applicant, where are the uses and the amount that can be used? Because the applicant has a number of facilities on the island. One of his concerns is where is it going to be used and will it be exclusively used on the east end? Mr. Voorhis stated that they do have a list of projects that the client provided them with. Some of them are in Suffolk County. Some of them are Nassau County. They do have a facility at 478 Grand Boulevard in Westbury, and what they would be looking to provide the board with in terms of information is the nature of their business, how they need to be able to take material from roadside demolition projects, process it into RCA and then reuse it back at certain sites. He can't say at this point exactly where all the material is coming from and where it's going, but they do have a list of 16 projects that have occurred recently and 10 projects that are coming up online that are very informative to demonstrate that they have the material; it's under their control through their highway company, their highway construction company. Many of them are municipal contracts in towns and villages. Mr. Nunnaro asked if in addition to Westbury, do they also have a plant in Deer Park which is a lot closer? Mr. Voorhis was not certain. He doesn't believe it's the same type of facility that we're talking about at the Westbury site or

what they're looking to do here. There were some things in Jeff Seeman's reports that he had done research on regarding other sites that the applicant had control of, but when they spoke to Mr. Stasi, the only one that's comparable is the one at 470 Grand Boulevard.

Steven Losquadro, attorney for the applicant approached the podium and stated that it might bear mentioning perhaps to Mr. Nunnaro's question as a point of distinction, perhaps, that they refer to Mr. Stasi and his interest in the company here which is Breezy Hill Group, but there are also relatives with the Stasi name, who have separate companies that are not this particular company. He thought that may have given rise to thinking that there's something in Deer Park as opposed to Westbury. He is not familiar with a Deer Park facility, but they'll examine that. When they come back at the next meeting, they will answer that and speak to that with more specificity; they will have something definitive at the next meeting.

Ms. Waski asked how they went about finding the well. The application has been ongoing since 2017, and suddenly they found the well now; she asked for details on that. Mr. Voorhis answered that there had to be a well; there's a house there. They had been relying on the applicant to provide that information, but they finally had the project manager, who is also a hydrogeologist, go out to the site. He's been there coordinating with the DEC, and he explored it more thoroughly and was able to locate it. Mr. Voorhis apologized for not having the information sooner.

Public Hearing:

Jeffrey Seeman, environmental consultant retained by the Planning Board for both a SEQRA review and site plan review of the Breezy Hill project, stated that this is a continuation of the SEQRA hearing that has seen several extensions. This will continue into January, and he'd like to summarize the meeting of Tuesday. He concurs with Mr. Voorhis regarding the conditions that he explained, the different dialogues that they had, as well as the cleanup activities. He also did a site inspection this morning in preparation for this hearing. The majority of the material has been removed. There's a small quantity of concrete still in the southwest corner. There's a dumpster on site, some other minor things, but the majority of the material has been taken off site, and he looks forward to seeing the documentation on that. In response to Mr. Nunnaro's question...first, it is correct that there was a waste characterization study that's required as part of a work plan by DEC before they could go in and clean up the site in order to classify the conditions of the material so that they would understand where the proper disposal site would be. That is in the EIS, the soil samples, and we have that information. That's why one pile was segregated because it didn't meet the environmental quality to be recycled and likely has gone to the landfill. The other question all folds back into the hours of operation and the operation

itself. In the original EIS there were some confusing hours of operation, but it was still a seven day a week operating facility. In the revisions that we've looked at to date, they have refined those hours of operation, still seven days a week. On Sunday, there's no tipping. They have asked, and this was clarified at the Tuesday discussions with the consultants, to look at the worst case scenario. What are the impacts when it's operating full scale during those six days from 6:30 in the morning until five o'clock at night, and not just simply when material can be processed or might be processed? Mr. Seeman referenced his original testimony stating that the applicant provided in the EIS what they call a daily throughput of 750 tons per day. That would be what they would expect to handle. He had also stated that the equipment they were using could process 450 tons in an hour, and he questioned why they had to operate for the extended time periods that they had proposed. That will be seen in the next round of comments, but he wants the board to understand something that's important in the overall project description. We're dealing with a facility that would be permitted to store a maximum of 26,000 cubic yards of material, 13,000 unprocessed and 13,000 processed. That is an annual limit of material for the duration that it could remain on site. That is not a maximum of what could go to the site and through the site in any one year. That is why he's been so persistent about the hours of operation and the specifics of what would operate during those hours. To make this a little bit clearer, if he took the application as it stands today without any mitigation to reduce the number of days of operation, they could operate all the machinery and do all the processing 313 days a year. Mr. Seeman subtracted out 52 Sundays. Based on their throughput of 750 tons, they could process 234,750 tons a year, which when you calculate that in cubic yards, it's about 387,000 cubic yards in a year. Realistically, he doesn't see that happening, but if we looked at even 25% of that operation, if they reduced 75% in order to mitigate that impact, you're still looking at about 96,000 cubic yards. That could be where the facility grows to because the DEC does not put a limit on that; they are only limiting the duration that that material can stay either processed or unprocessed in any given year. As long as they process or don't import any more raw material within that 365 day period, they certainly can take in and process much more. That is why he has asked the applicant to take a look at the full scale operation and not the intermittent or anticipated scale. Then certainly they can provide mitigation that they think is appropriate to reduce that number. Mr. Densieski asked if Mr. Seeman had enough information to close the public hearing; Mr. Seeman explained that this was discussed on Tuesday. They are in a little bit of an unusual area under SEQRA because we typically just take a DEIS, provide comments, find the substantive comments, give it back to the applicant, maybe have a discussion for clarity purposes, and then look for a Final EIS. Mr. Seeman noted that he and Mr. Voorhis want to maintain the SEQRA record and keep it public even on this exchange of his comments, their comments back to his comments and in this dialogue which is really not unlike either one of them

coming to the podium to have this discussion under this hearing umbrella. But that information has to be made part of the public record and accessible through the website. He noted that he'd like to give the applicants the opportunity to follow through with the discussion that they had Tuesday of this week, which is to give them time to come up with a schedule. If we cut that public hearing off, you will receive whatever FEIS you're expecting. He then asked the board what their comfort level is with respect to having the information they would anticipate they need in order to have a Final EIS.

Mr. Baier noted that he had some questions and apologized for arriving late. He asked if anything was done on the house well yet to which Mr. Seeman explained they have located the house well but have not sized it. They don't know what the pumping capacity is. It's unknown what the county health department's feelings are about a prior residential use now going over to a commercial use. There are too many unknowns on that. Mr. Voorhis said they were looking at the fire protection requirements, and a lot of that is dependent on the capacity of the well. Mr. Seeman also will reach out to Mr. Mancini when we do get information on the well and what the expected pumping rates are going to be and how might that influence other wells in the area even under a fire scenario? There are still several unanswered issues, and they're important. Mr. Baier asked how much water they need on a daily basis; Mr. Seeman stated that they had a number in the EIS around 3200 gallons per day but he wasn't sure how that factors into fire protection. In prior applications in this area, individuals looked at installing cisterns and other pressurized delivery systems for fire protection and actually gave up on their project because they realized it was both very expensive and not really very feasible. He does not, however, want to cut off any opportunity that the applicant wants to use. Mr. Baier mentioned the question about a certain amount of material that was coming in, what would be used by the applicant to which Mr. Seeman responded saying that they propose to use 100% of the material themselves. In the EIS they said primarily; they have now changed that to 100%, at least in the responses to Mr. Seeman's comments of November 3rd. That is why he wanted to present these numbers to the board so they are aware. In a worst case scenario, they would have to absorb 387,000 cubic yards of processed material, and even at 25% of that, it's a substantial number. The board is expected to take a look at both short term and long term impacts, so while their rate of processing and their need for the material might not be at that point today, it could be at that point in five or 10 years if an infrastructure bill is ever approved or there are major projects happening, even in EPCAL. Those items will be weighed in the finding statement under the category of looking at the need and the benefit versus the adverse environmental impacts. Be mindful there are several facilities already in the town, as well, and apparently the applicant has other facilities, as well. Mr. Seeman noted that he did not know about the Deer Park facility, but they actually presented their own facilities when he asked for a list of Nassau and Suffolk facilities

operating in the vicinity; they added Nassau and Suffolk facilities and they put their Westbury facilities in there. That's where he got the information; it's in the EIS.

Mr. Baier asked if the site will have gates for when they are open and closed; Mr. Seeman replied that one of the original accesses was from Middle Road, and they broke through an access on Manor without a highway permit. That was a violation that got resolved; that access point is still there. That will be the main access point for the materials coming in and going out, and only staff would use the other access point. Some of these volumes also affect the number of vehicle trips, and they're going to affect noise levels. They're going to affect potential dust. They'll need to take a good look at that, and because they're in an environmental justice area, impact on public health within that area is really the primary purpose of that area being identified. So things like dust, noise are all going to contribute to that impact analysis that is a little beyond the threshold of non-environmental justice area reviews. It escalates.

Ms. Waski asked how many people will be employed at the proposed site; Mr. Seeman stated that they had projected only three, maybe four, a site manager, someone in the office to maintain the records. They have a scale at the site, so someone will need to be able to do the tare weights as materials come in there. They are only exporting for their own use, so there wouldn't be any sales going on. Someone will be operating the pay loaders and somebody operating the crusher and screening plants. There are usually one or two people that jump around from piece of equipment, depending upon the volume of material that's got to be processed. It's not a high rate of employees, plus any drivers that they might need to have.

Mr. Densieski stated that the hearing would be left open as the board waits for more information. Ms. Waski noted the hearing would be adjourned to January 6, 2022 at 7:00 p.m.

January 6, 2022

Carrie O'Farrell, senior partner, Nelson Pope and Voorhis, 70 Maxess Road, Melville, was present on Zoom. Ms. O'Farrell was attending on behalf of Chic Voorhis who was unavailable. She stated that she would do her best to answer questions and provide the update that Mr. Voorhis hoped to present himself. They are looking to address the town consultant comments that were issued December 1, 2021. At the last Planning Board meeting of December 16th, Chic reported that the removal of solid waste at the site had started; the completion of that material has been slightly delayed until next week. It has been slightly delayed due to some COVID impacts of staffing from the applicant, but they do intend to have that completed by next week.

They are in the process of addressing the traffic comments by researching summer counts and looking at the Splish Splash parking lot capacity. This is in progress, and they intend to have this information prior to the next Planning Board meeting of January 20th. They have also researched the code and determined that a special permit is not needed. The project attorney, Mr. Losquadro, has provided guidance to their client to ensure that the site is operated as a non-wholesale business. They have engaged a noise consultant to address the noise comments; this is in progress at this point and will take several weeks to complete. Chic will provide an update on that at the next meeting. They are working with the applicant to further address Jeff Seeman's comments from the last meeting, specifically he (Mr. Seeman) took the reported processing capacity of the facility at 750 tons per day and projected that out over a year to estimate how much material could be processed at the facility annually. Based on that, Mr. Seeman was looking for impact analysis based on the full capacity of the facility. Nelson Pope and Voorhis is coordinating with the operator to determine if the applicant ever expects to process at that full daily capacity and looking at potential further limitations. Based on the findings of that, they will look to assess impacts and provide mitigation as appropriate, depending on the intended use of the facility. They are also addressing water supply as it relates to fire protection and potable water, and then the other items in Jeff Seeman's December 1st letter are also being addressed. They will have a further update for the board at the next meeting of January 20th. Since there are a lot of things still in progress, she didn't have an exact timeframe for the resubmission of the materials at this time, but she requested that the board keep the DEIS hearing open until they can submit the requested information; that would be much appreciated. They'll be back (most likely Chic) on January 20th to provide another update and hopefully have some additional information for the board at that time. She then offered to answer any questions the board had.

Ms. Waski summarized that the update is that nothing has been done since the last meeting. The board had been hoping that there would be information sent to the planning department that they would be able to have a chance to review, but nothing has been sent. Ms. O'Farrell replied that her understanding is they are still in progress on various items at this point. They have continued to remove material from the site; it's not that nothing has been done, but they have not been able to complete it. Ms. Waski restated that nothing has been done since the prior meeting. She then asked Ms. O'Farrell to expand on the Splish Splash parking and how it relates to the traffic study. Ms. O'Farrell only knew some of the details and noted that it indicates they were looking into additional parking lot capacity at the Splish Splash location. It is likely as a response to one of the traffic comments that was received, but she did not have the details of that information. Ms. Waski asked who the noise consultant is to which Ms. O'Farrell stated it is B. Lang Associates.

Mr. Densieski mentioned the remediation delays due to COVID and asked if that remediation would be completed by January 20th to which Ms. O'Farrell answered that was her understanding, yes. Mr. Baier asked for clarification on the statement about a noncommercial facility to which Ms. O'Farrell explained that the intention is for the site to be operated as a non-wholesale business. Mr. Baier asked what that means, and Ms. O'Farrell was unsure and did not have the details on it. Mr. Densieski asked for clarification between whether the site would be wholesale or retail. Jeffrey Seeman, town's consultant for the project, approached the podium and explained that the question regarding wholesale/retail falls under the need for a special permit if it is a wholesale operation within the Industrial C zoning use district. The applicant had not suggested retail was part of the operation. In the original EIS, there was an explanation on behalf of the applicant's description of its operation that it would sell to individuals outside their own business entity; that could be interpreted as wholesale since it's not retail. However, the applicant has revised those statements to suggest that they are going to use all of the material that is processed exclusively for their own use. So, they will not sell any of the product; that is Mr. Seeman's understanding, given the way it has been presented to date. They would not require a special permit unless they are classified as wholesale. He believes that what the applicants are going to present back to the board is an explanation of a description of their operation that would, he assumes, exclude them from a wholesale operation. Mr. Nunnaro inquired (rhetorically) how the applicants could sell to themselves, one corporation to another; it did not make sense to him.

Ms. O'Farrell attempted to clarify the matter by referencing a letter provided by Mr. Losquadro, noting that "the applicant will take in material and convert it by way of permitted concrete crushing process to recycled concrete aggregate, or RCA, a sustainable engineering application for the construction industry. The RCA will be available at the Calverton site to anyone who wishes to obtain it. The RCA will not be provided solely to select contractors who work within a particular industry." Mr. Nunnaro interrupted and asked Ms. O'Farrell to repeat who the material would be available to. Ms. O'Farrell repeated that the RCA will be available at the Calverton site to anyone who wishes to obtain it. Mr. Nunnaro expressed confusion, noting that the statement does not mean the applicant is using it themselves. He added that this was going to be a plant that was going to produce a product that the applicant was going to use, yet they couldn't give the board, in any shape or form, how they were actually going to use it. Mr. Nunnaro emphasized that the board asked that question several times. Where is it going to be used? What other business do you have? Ms. O'Farrell asked for permission and then continued with the letter, stating, "the RCA will not be provided solely to sell to contractors who work within a particular industry. The Webster Dictionary defines wholesale as the sale of

commodities in quantity, usually for resale. This definition of wholesale comports with what the customary understanding and everyday experience tells us that the word wholesale signifies, namely, that a wholesale operation is limited to just certain entities in a field who will in turn make a product available to the general or greater public.”

Mr. Densieski stated that they need to find out what actually it is going to be, a wholesale or retail operation. Mr. Seeman added that he did not have the Industrial C code in front of him, but he believes that retail is not a permitted use within that district, and if wholesale is a component of any project within the Industrial C, then it would require the special permit. He is waiting for that clarification. Ms. O’Farrell stated that she will ask both the attorney and Chic Voorhis to be prepared to have a greater detail on that for the January 20th meeting. Mr. Baier noted information from the last meeting, referencing the well that was found in the basement of the house; he stated that the applicant cannot use that well for anything. They will have to put a new well in; the health department will not let them use a well inside a building. Mr. Baier then asked about the environmental justice requirements/permits/etc, as this project is located within an environmental justice site. Ms. O’Farrell noted that she needed to look further into it in order to provide an answer. Mr. Nunnaro asked for clarification regarding the use of surrounding wells for firefighting uses. He asked who, specifically, those people are that the applicant obtained permission from and what the calculated usage (gallons/minute, etc.) would be to which Ms. O’Farrell responded that the issue of water supply is something that is actively being investigated, and she will add that to the list.

Mr. O’Dea asked Mr. Seeman what he would like to see on the 20th to which Mr. Seeman responded that he’d like as much of the information that the board has been requesting for several weeks. He is anxious to get this information, and they had discussions earlier in this process to not go through a supplemental EIS in order to gather this information properly and make sure that it would respond adequately to the comments. This would ensure that when the FEIS is prepared there would be a good document for this board to develop a finding statement from. He had expected a draft of that information at this meeting, so that he could provide some technical input and maybe not raise any more questions or comments unless they were really warranted by what he was given to review. So, at this date, he was hoping to have that information. Perhaps he’ll have it by the 20th, but he would very much like to receive it before the 20th so that when that date comes, he can share any further comments with the board.

Mr. Baier noted that in the last minutes Mr. Voorhis stated “they will plan to meet with staff after the January 6th Planning Board meeting and then have everything ready by the 20th.” Mr. Baier hoped that they would have something at least in writing that perhaps the board (and Mr. Seeman)

could review and comment on at the next meeting, so we could move this along. Mr. Densieski added that the board needs a clear description of whether it's a wholesale or a retail operation. If it's wholesale, he understands; if it's retail, the board will need an explanation. He would like this clearly answered to which Mr. Seeman agreed that is a very important point because it goes back to the November 2nd comment period, the first hearing that was held on the EIS. The concern there is if they are described as wholesale, they'll have to go through, or add to the EIS process, the special permit and meet those 18 criteria that go along with it. Perhaps, if it's helpful to the applicants' preparers, even if they outlined and looked at the special permit requirements and did a theoretical comparison of their project and its operations, so if they do require that permit, they could meet those standards and provide whatever mitigation would be required. That might be a safety net in order to move this forward, and not actually find that out at a later date and have to restart this process.

Ms. Waski requested that the information be sent to the planning department prior to the meeting on January 20th, which was supposed to happen prior to this meeting. As far as she knows, there wasn't anything submitted. Ms. Waski asked that her request be added to Ms. O'Farrell's notes. Ms. Waski then asked if there were any members of the public who wanted to comment.

Jim Goroleski, 1776 Middle Road, Calverton (property adjacent to the project), approached and notified the board that this week's material has been dropped off on the property, aggregate type material, broken concrete, on the west side of the property, on the opposite side of the house from his house. It's not all that noticeable to most people, but he has noticed numerous trucks dropping material there. As far as he knew, it was just remediation they were allowed to do up to this point, but maybe they are allowed to bring material in preparation for doing other things on the site. Maybe he can get an answer to what that material is before the next meeting. Mr. Nunnaro asked if this material is in addition to what has been there to which Mr. Goroleski confirmed that was correct. Mr. Nunnaro asked that Ms. O'Farrell make note of this comment, as well. Ms. Waski asked Mr. Goroleski for a timeframe of when the material was delivered. Mr. Goroleski replied that it was during normal business hours, during daylight hours.

Deborah Goroleski, 1776 Middle Road, approached and explained that the delivery was made on January 3rd [2022] at about 10 o'clock in the morning. She heard trucks, and when she looked out, she saw them backing up. They dumped the material behind the house, on the west side of the house. She could hear the rocks and everything, and she could see it. There were two, maybe three trucks that came; she did not know exactly how many, but she heard noise so she went and looked.

There were no further public comments.

January 20, 2022

Mr. Murphree stated, we did receive correspondence from the applicant's representative, from Nelson Pope & Voorhis, dated January 18th. It's a very extensive document. We are going to be posting that on our website, so it's made available to the public. Jeff Seeman will be reviewing it. Our recommendation today is to close the public hearing, leaving a 10 day written comment period. The applicant's representative, Chic Voorhis, is in attendance if you have any questions. Mr. Baier stated, I'd like to ask Jeff a question. I suppose the document that you received is going to cover all the points, I hope, that we've discussed at the last few meetings? Mr. Murphree replied, we hope so, yes. Mr. Baier continued, okay. So then why are we closing the hearing if we still haven't gotten all the information that we wanted to have? Mr. Murphree responded, I think at this point, given the length of the time that this application has proceeded, there comes a time when we could be here for a month from now, two months from now, six months from now. Push comes to shove, you really need to end the SEQRA review process at this stage which is only the draft EIS, not the final. Any remaining questions can be answered through the final environmental impact statement process, and that's what our recommendation is. It says after review of this document, if there's any remaining questions, they could be answered through the FEIS. Mr. Baier asked, how's that gonna take place? How are you going to be communicating with us about what's in the document? I'd like to hear what's in the document. Mr. Murphree stated, you're gonna be reviewing it; Jeff Seeman will review it, prepare a report. An FEIS will be prepared and it will respond to all the questions that were raised during the whole public hearing process, the responses by the applicant, and then that will be included as a response to comments in the FEIS. Mr. Densieski asked, Jeff, is it going to be on the Town website? Mr. Murphree replied, yes, absolutely.

Mr. O'Dea asked (to Jeff Seeman), do you have any comments? Jeff Seeman, consulting environmental professional on this application on behalf of the Planning Board stated, I don't have any additional comments at this time, and I'm agreeable to closing the hearing and moving forward with a final EIS, and after the completion of the FEIS, you'll be in a position to prepare a finding statement. Mr. Baier asked, how do they complete an FEIS if we haven't gotten all the information and we're not sure we have all the information from our previous hearings? I just don't see how the two connect. Mr. Seeman answered, I think the connection is if the information is not available or it's incomplete, that is part of the SEQRA review process that it's not available or it's not answerable. You could continue to keep

hearings open, as Mr. Murphree has stated, indefinitely, but the goal of the SEQRA process is to bring it to a closure at some point. I believe that these hearings have been kept open primarily at the request of the applicant and the board in order to receive that information. It's not from the public participation or the public's expectation that they or even members of involved agencies wanted to continue the hearing process to keep open and gather additional information. Mr. Baier asked, but if we close on the draft, and they're going to submit a final...so it's a whole new document, is that correct? Mr. Seeman explained, no. The final is really going to respond to the substantive comments provided by both the public as well as the comments that we have received by the applicant. As I think I've stated before, I regard those as both a response to questions and comments on the draft environmental impact statement. They're part of the record, but they are not a final EIS. They're just part of the comment process, and I think what we're trying to do is now consolidate that information and sift through it and prepare the final EIS. Mr. Baier asked, so in short, if everything isn't answered, they don't get the final, correct? Mr. Seeman responded, a final EIS would make that clarification. If there were issues that have not been addressed, if there are issues that have been raised due to both schedule or lack of information...remember these are impact statements. And, so if that information is not available that just goes into the FEIS, but that information is weighed when you're preparing a finding statement. Mr. Baier asked, so this latest document that you've received would probably be a major part of the FEIS? Mr. Seeman clarified, in my view...and it's just my opinion...it's included and weighed no more or less significant than any other substantive comments. If you ask a question of an applicant and they provide you an answer, that response specifically to that question, and it's clear, then you have a comment and you have an answer. If the response is not clear or not given at all, then that also goes into the final EIS. But at some point you'll need a document that you can make a decision on, and I've only received the letter recently. It's 13 pages but with a substantial amount of backup information to it, primarily traffic information. But it's up to this board to decide how long you want to continue to ask for information and whether or not that information is significant enough to be included in the FEIS. Mr. Baier added, I noticed in the resolution that's before us that this application started in 2018. It died, was reborn. There was an initial DEIS submitted. Then they started all over again.

Mr. Seeman explained, there were a few steps involved. I think when the application came in, it needed an interpretation from the Zoning Board of Appeals, which they did receive. There was, I think, a gap between the positive dec, which required an EIS, and the draft scope. And when the draft scope was submitted by the applicant, the Lead Agency, the Planning Board, doesn't have any control as to how much time there is to do a draft scope, and you can't write the draft scope. That comes from the applicant. Once that was submitted, our timeline began, and we responded...did the

hearing. They did an EIS, which we found incomplete back in December of 2020. I think it was in January, and then they revised that and resubmitted in August. So, there's really only been the one DEIS. As to the length of the process, we can't always control that because of that. We have had a number of hearings, a number of questions and a number of responses. Mr. Baier replied, I understand. Thanks.

Ms. Waski asked, is there anyone on Zoom? (IT coordinator stated, there are two, but neither are asking to speak.)

A motion was made by Mr. Densieski and seconded by Mr. Nunnaro that Resolution 2022-005 (closing the public hearing) be approved:

THE VOTE

BAIER ___ YES X NO O'DEA X YES ___ NO

NUNNARO X YES ___ NO DENSIESKI X YES ___ NO

WASKI X YES ___ NO

**THIS RESOLUTION X WAS ___ WAS NOT
THEREFORE DULY ADOPTED**

Jeffrey L. Seeman
Certified Environmental Professional
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jlscoast@optonline.net

September 1, 2021

**DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) BREEZY HILL GROUP VI,
LLC ASPHALT AND CONCRETE CRUSHING AND SCREENING FACILITY SITE
PLAN APPLICATION dated: December 2020- REVISED August 2021**

Lead Agency: Town of Riverhead Planning Board
c/o Riverhead Planning Department
201 Howell Avenue
Riverhead, NY 11901
Mr. Stanley Carey, Chairman

Contact person: Greg Bergman, Planning Aide
631-727-3200 ex. 264

Prepared for: Breezy Hill Group VI, LLC
c/o Steven Losquadro, Esq.
649 Route 25A, Suite 4
Rocky Point, New York 11778

Prepared by: Nelson Pope Voorhis
70 Maxess Road
Melville, NY 11747
Charles J. Voorhis, CEP, AICP
631-427-5665

Project Location:

The subject property is located north of Middle Road, south of Manor Road, and east of Twomey Avenue in the Hamlet of Calverton, Town of Riverhead, Suffolk County, New York. The property address is 1792 Middle Road, Calverton, and its Suffolk County Tax Map number is: District 600, Section 100, Block 2, Lot 4.2. The 6.68-acre parcel has 232.58 feet of direct frontage on Middle Road and 366.06 feet of frontage on Manor Road. The proposed action is in the Industrial A zoning use district.

Project Description:

The proposed Action involves a request for Site Plan approval from the Town of Riverhead Planning Board for an asphalt and concrete crushing and screening facility on a 6.68-acre industrially zoned property currently containing a single-family residence and residential accessory structures. The project is a solid waste management facility, specifically described by NYSDEC as a "Construction and Demolition Handling and Recovery." The application requires a NYSDEC Part 360 Solid waste Management

Facility Permit pursuant to the requirements under Part 361-5. The facility's capacity and through puts are listed in the NYSDEC Part 361-5 Permit Application as:

C&D Materials: brick, dirt asphalt, rock, and concrete: 13,000 cubic yards (CY) capacity

Finished Product: RCA-13,000 CY total capacity- (7,000 CY processed RCA; 5,000 CY processed soil; 1,000 CY processed asphalt).

Daily Throughput: 300 CY/day unprocessed brick, fill, asphalt, and concrete; 500 CY/day of processed RCA; 200 CY/day asphalt millings and 300 CY/day processed soil.

The existing one-to-two story frame/stucco residence will be converted to an office. An existing in-ground swimming pool and other minor residential accessory structures will be removed. A small (0.02±acre) unmapped man-made pond will be filled.

Draft Environmental Impact Statement Review for Adequacy:

On February 25, 2020, the Town of Riverhead Planning Board, as Lead Agency, issued a Final Scope of issues and methodologies to be addressed in the DEIS prepared by the sponsor. The Lead Agency must determine the completeness and adequacy of the DEIS for its public review and comment, pursuant to the standards set forth by 6NYCRR Part 617.9, which describes the required content of the DEIS.

The August 2021 (revised) version of the DEIS prepared by Nelson Pope Voorhis generally conforms to the format pursuant to 6NYCRR Part 617.9 (b). The inconsistencies and necessary clarifications identified during the review of the DEIS dated December 29, 2020, have been addressed. The DEIS is deemed adequate, may be accepted by the Lead Agency, and circulated for public comment. A public hearing on the DEIS may also be scheduled after the document is accepted.

Although the DEIS comment period has not yet commenced, I note the following items for the Planning Board's advisement:

1. In Appendix C-5: the NYSDEC Part 360 Permit application Engineering Report excluded the figures, equipment manufacture's specification sheets, and reporting documents (sound analysis and plans were omitted as well but are depicted in the DEIS). The NYSDEC permit application describes the site as within the Riverhead Water District service area, however it did not explain the RWD has no infrastructure in this area of the Town, or how potable water supply will be provided.
2. A site inspection was conducted on August 23, 2021. It was observed, piles of RCA and soil near the site access from Manor Road remain. According to the NYSDEC Order on Consent and by e-mail dated November 5, 2018, from Nick Romero, NYSDEC, all material was to be removed from the site unless a NYSDEC Part 360 Permit was issued. A NYSDEC permit cannot be issued or denied until a SEQRA Findings Statement has been adopted by the Lead Agency. It would be presumptive for the applicant to expect all approvals will be issued and it is recommended a more prudent approach is for the applicant to remove all the materials.

3. The DEIS stated previous Town Code violations for clearing of vegetation without approval by the Planning Board have been resolved to the satisfaction of the Town.
 4. The DEIS Site Plan has been revised and now has ingress/egress for hauling materials through the site only via Manor Road. Site personnel/office employees will utilize the second access point located at Middle Road. The existing barn has been eliminated from the Site Plan.
 5. The applicants have included the Town of Riverhead's *Updated Solid Waste Management Plan 2020-2029 (SWMP)* as an appendix, as well as a list of existing C&D facilities operating in the Town. Although several of these existing C&D facilities (processing soil, brick, concrete, asphalt) are listed by NYSDEC as "retired," activity has to a degree continued. These sites include Sky Materials, TS Haulers, Riverhead CB LLC, and Horton Avenue Materials. In some cases, these sites were used as land mining operations, which have been "retired" but are importing C&D, processing it, selling it, and using it as part of their mining reclamation plan. The Town's *Updated SWMP 2020-2029* addressed waste generated within the Town and did not identify these sites, or document whether these sites are following NYSDEC regulations or Town Code, or if the sites have filed a Closure Report as per NYSDEC requirements.
 6. During prior Planning Board discussions, there was a request to investigate the conditions of a "manmade" pond. To facilitate development this pond is proposed to be filled. On August 23, 2021 a site inspection was conducted and found this pond retained water, was rimmed with concrete along the banks and not a natural wetland feature.
 7. The DEIS included results of onsite groundwater investigations. Four monitoring wells were installed to determine depth and directional flow of groundwater. Laboratory analyses of groundwater samples were conducted and analyzed for volatile organic compounds (VOCs), semi-volatile (SVOCs) organic compounds, pesticides, herbicides, metals and PFOS-PFOA compounds. PFOA was detected at 2.89 ng/L which is below the NY state standard for MCL of 10 n/L. The investigators concluded no significant water quality impairments have been generated by onsite activity.
 8. The DEIS includes the results on onsite waste characterization to determine the quality of soil/aggregate use. Approximately 870 cubic yards of materials do not meet NYSDEC for beneficial use and must be disposed of at an approved facility. Other stockpiles analyzed and characterized pursuant to Part 375 may be used as approved by NYSDEC regulations, only upon an approval of the applicant's Part 360 Permit application. (Refer to item 2 above).
 9. Additional comments will be forthcoming during the DEIS comment period.
- Respectfully submitted:

Jeffrey L. Seeman

Jeffrey L. Seeman, CGCS/CEP: Certified Environmental Professional

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November 4, 2021

**SEQRA HEARING FOR:
DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) BREEZY HILL GROUP VI,
LLC ASPHALT AND CONCRETE CRUSHING AND SCREENING FACILITY SITE
PLAN APPLICATION dated: December 2020- REVISED August 2021**

Lead Agency: Town of Riverhead Planning Board
c/o Riverhead Planning Department
201 Howell Avenue
Riverhead, NY 11901
Mr. Stanley Carey, Chairman

Lead Agency Contact: Greg Bergman, Planning Aide
631-727-3200 ex. 264

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DEIS Prepared by: Nelson Pope Voorhis
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Charles J. Voorhis, CEP, AICP
631-427-5665

Project Location:

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Project Description:

The proposed Action involves a request for Site Plan approval from the Town of Riverhead Planning Board for an asphalt and concrete crushing and screening facility on a 6.68-acre industrially zoned property currently containing a single-family residence and residential accessory structures. The project is a solid waste management facility, specifically described by NYSDEC as a "Construction and Demolition Handling and Recovery." The application requires a NYSDEC Part 360 Solid Waste Management

Facility Permit pursuant to the requirements under Part 361-5. The facility's capacity and throughputs are listed in the NYSDEC Part 361-5 Permit Application as:

C&D Materials: brick, dirt asphalt, rock, and concrete: 13,000 cubic yards (CY) capacity

Finished Product: RCA-13,000 CY total capacity- (7,000 CY processed RCA; 5,000 CY processed soil; 1,000 CY processed asphalt).

Approximate Daily Throughput: 300 CY/day unprocessed brick, fill, asphalt, and concrete; 500 CY/day of processed RCA; 200 CY/day asphalt millings and 300 CY/day processed soil.

The existing one-to-two story frame/stucco residence will be converted to an office. An existing in-ground swimming pool and other minor residential accessory structures will be removed. A small (0.02±acre) unmapped man-made pond will be filled.

Draft Environmental Impact Statement Comments:

It is recommended the Lead Agency seek response in the Final Environmental Impact Statement (FEIS):

1. Stormwater: The DEIS describes three (3) drainage areas (DA-A, DA-B and DA-C). These areas are not depicted on the Grading & Drainage Plan (Drawing C-103) prepared by Nelson & Pope last dated June 9, 2021. The revisions removed sediment control basins and replaced the basins with catch basins and leaching pools. However, the NYSDEC Part 360 Permit Application Engineering Report describes in its Run-on Run-off Control Plan that five (5) foot deep pre-treatment sediment basins will be excavated in the southeastern portion of the site to collect sediment. Stormwater and sediment controls must be depicted on the Grading & Drainage Plan and must be consistent with the engineering plan, the DEIS/FEIS and NYSDEC Part 360 Permit Application.
2. Schedule of Operations:
 - The NYSDEC Part 360 Permit Application describes the hours of operation as: Monday-Friday: 6:30 AM to 6:00 PM; Saturday: 6:30 AM to 5:00 PM and Sunday 7:00 AM to 2:00 PM (dumping only/no crushing).
 - The DEIS Traffic Section (page 3-40) describes the hours of operation as: Monday to Friday: 6:30 AM to 5:30 PM; Saturday: 7:00 AM to 7:00 PM and Sunday 9:00 AM to 12:00 PM
 - Appendix G Sound Level Measurements & Impact Analysis describes the hours of operation as Monday-Friday 6:00 AM to 8:00 PM; Saturday: 6:30 AM to 5:00 PM and Sunday: 7:00 AM to 2:00 PM. Appendix G states, "the proposed Project will limit operations" during these hours under section 4.1 Mitigation.
 - The Full Environmental Assessment Form describes the hours of operation as Monday to Friday: 8:00 AM to 5:00 PM.

The hours of operation are inconsistent.

The DEIS states, “It is expected that 75% of the imported material will be generated by private contractors and 25% of the imported material will be generated by Roadwork Ahead, Inc, (a separate business entity owned by the applicant.)” (Page 1-2).

Knowing the applicant will have control of the site, hours and days for contractor access, all onsite activity, it is not unreasonable for the Lead Agency to require hours of operations that are consistent with the surrounding community character, especially to minimize impact to residential dwellings east of the site.

The proposed facility has potential to generate noise, dust, and traffic that when combined may be described as “nuisance generating” operations proposed within an existing rural-residential area (regardless of the zoning district). An outdoor-industrial facility located near residential dwellings, operating seven days a week for as long as 14-continuous hours excludes mitigating measures designed to minimize nuisance impacts. The proposed days and hours of operation require justification, substantial rethinking, revision and must be consistent throughout the project’s impact assessment, its permit applications and involved agency reviews.

The processing rate of 750 tons per day listed on page 1-24 indicates equipment run time (based on a throughput of 450 ton per hour) can be less than two hours per day. Why are the hours of operation and days of operation extended beyond the time it takes to process? For example, the application proposed annual quantity of 10,500 tons of RCA (concrete, brick, rock, asphalt, and fill) could be processed by the Kleenmann Mobirex MR 130 EVO2 Track Mounted Crusher (Table 1: C&D Processing Facility Equipment- Part 360 Permit Application) in 24 hours, or over three to four days of a typical 8-hour day. What is the need for the days and hours of operation proposed in the DEIS and Part 360 Permit application? What are the proposed days and hours of operation for each aspect of the operation (receiving, shipping, processing, etc.)?

3. NYSDEC Part 360 Permit: In Appendix C-5: the NYSDEC Part 360 Permit application Engineering Report excluded the figures, equipment manufacture’s specification sheets, and reporting documents (sound analysis and plans were omitted as well but are depicted in the DEIS). The NYSDEC permit application describes the site as within the Riverhead Water District service area. The location is NOT within the RWD. The Part 360 application must be revised to explain how potable water supply will be provided.
4. Existing Site Condition: Site inspections were conducted on August 23, 2021, and on November 1, 2021. It was observed, piles of RCA and soil near the site access from Manor Road remain. According to the NYSDEC Order on Consent and by e-mail dated November 5, 2018, at 12:27 PM, from Nick Romero, NYSDEC Environmental Engineer, Materials Management Division, Region One- **“2. All solid waste materials both processed and unprocessed (everything on the site), must be removed from the site within 120 days (March 5, 2019) of this approval of the Remediation Plan”** (emphasis added). (Appendix C-3: E-mail From NYSDEC Regarding Remediation Plan and Clean-Up). A NYSDEC Part 360 Permit cannot be issued or denied until a SEQRA Findings Statement has been adopted by the Lead Agency. It appears the applicant is not in compliance with the NYSDEC cleanup/consent order requirements.

5. Pursuant to Part 360 Regulations all transporters of C&D materials must have a 6NYCRR Part 364 “Waste Transporter Registration.” The applicant and all contractors transporting the C&D materials to the site must possess this registration. The applicant must address whether they hold a Waste Transporter Registration and how they will monitor private contractor transporters hold a Part 364 registration before accepting C&D at the site.
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Explain in detail how fire emergency response(s) will be managed. Additionally, water calculations must include a breakdown of estimated quantities for the specific proposed industrial use, including fire protection, irrigation, dust control, equipment washdown, office/personal needs and potential to address these needs with onsite water supply well and potential need for onsite storage facilities.

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The DEIS states, “Each separated stockpile will then be processed into a final product, for removal (by sale to a contractor for re-use, or by the applicant for re-use). No retail (i.e., to the public) sales are proposed; the processed materials will be used primarily by the applicant for his own projects, though a portion may occasionally be sold to other contractors (the proposed project is not a wholesale facility).”

The statements that no retail sales are proposed, however sales to contractors (including Roadwork Ahead) are proposed (but those sales do not constitute a

wholesale facility) are not supported by any verifiable information. It is not substantive to state that a facility is not a retail sales operation and simultaneously not a wholesale sales operation without clearly stating how the sales are classified. Wholesale sales (when a sales tax exemption is filed) are not subject to NY State and Suffolk County sales tax.

How are these “contractor/trade sales” (including sales to Roadwork Ahead) classified under New York State tax law? Any wholesale business use within the Industrial A Zoning Use District requires a Special Permit. The Special Permit application must address all eighteen criteria listed under the Code. A review by the Planning Board’s legal counsel and/or the Town of Riverhead Zoning Board of Appeals may be necessary to determine how a Special Permit is not applicable.

It is not an acceptable “Statement” in a DEIS to state “the proposed project is not a wholesale facility” unless supporting information can be provided. Additionally, please provide records from the applicant to support those materials “used primarily by the applicant” so this amount can be quantified (record keeping for quantities previously purchased, size of representative projects, past itemized contract amounts, etc.). Dun & Bradstreet listed Roadwork Ahead, Inc.’s total revenue at 1.11-million dollars with five (5) employees. Is this information accurate and up to date; is additional information available to describe the company? What quantity (tonnage and type) of processed materials is estimated for the applicant’s use?

17. Appendix C-5 Part 360 Permit Application- Page 25, 7.0 Summary states, The applicant (Breezy Hill Group VI, LLC *sic.*) for the proposed facility seeks to obtain a permit to allow for the processing of C&D material **as well as mulch** (emphasis added) in accordance with the requirements outlined under Subpart 361-5 (Construction and Demolition Debris Handling and Recovery Facilities of 6 NYCRR Part 361.” The Summary further states, “This report provided a description of the facility, surrounding environmental and regional resources as well as operations as they relate to **transfer station activities** (emphasis added). This section states, “Pending approval, the facility, will operate as a Construction and Demolition Handling and Recovery Facility that accepts concrete, asphalt, rock, brick, and **soil for processing of mulch and RCA for sale.**” (Emphasis added). The discussion and impact assessment of wood/mulch processing and storage is excluded from the DEIS. The applicant must provide a comprehensive impact assessment of mulch operations in a Supplemental DEIS. Furthermore, the Industrial A zoning use district prohibits solid waste “transfer stations.”

18. Noise: the DEIS and Appendix G (Sound Level Measurements & Impact Analysis) stated, “Sound levels beyond the property line must adhere to the L_{eq} sound level limit presented in 360.19 (d) (8) (i) if locations are authorized for residential use. Although residentially occupied areas occur to the east, these properties are classified/zoned as Industrial A Zoning use district, Per Town of Riverhead/Part III: Zoning and Land Development and Land Development Article XXIII Industrial A (Ind A) Zoning Use District ‘is to allow industrial and warehousing uses in defined areas, primarily located north and west of the terminus of the Long Island Expressway.’ Thus, it is not authorized for residential purposes.”

The community characteristics within a one-mile radius of the subject site include rural and a low density of residential dwellings which pursuant to Part 390.19 are most closely defined as “Rural.”

According to Part 360 requirements, the L_{eq} Energy Equivalent Sound Levels for Rural areas are limited to 57 decibels (A) between the hours of 7:00 AM and 10:00 PM and 47 decibels (A) between the hours of 10:00 PM and 7:00 AM.

The FEIS must describe how the proposed activities comply with the required sound level limits of Part 360.19 regardless of the zoning use district. With regards to the residential dwellings being “not authorized;” the authorization is defined by the Certificate of Occupancy issued by the Town’s Building Department, not the underlying zoning. These statements in the DEIS are incorrect and must be addressed in the FEIS.

The Town of Riverhead Code permits higher noise levels (up to 82 decibels-A for a continuous 16-hours) for Industrial-A uses, but are not very relevant for this application, because the applicant seeks a NYSDEC Part 360 Permit, and must comply with the lower sound level thresholds described in Part 360.19.

Furthermore, this region of Riverhead is identified as an Environmental Justice Area. The DEIS reports the nearest Environmental Justice Area is in Southampton, NY. The applicant is directed to conduct additional research and provide a description of the Environmental Justice Area. The FEIS must include the proposed project impacts generated by the proposed action upon the Environmental Justice Area and explain the potential for social and economic impacts upon this region. Mitigating measures and or methods to avoid impacts must be thoroughly discussed.

Respectfully submitted:

Jeffrey L. Seeman

Jeffrey L. Seeman, CGCS/CEP
Certified Environmental Professional

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November 18, 2021

Town of Riverhead Planning Board
201 Howell Avenue
Riverhead, NY 11901

*RE: ADDITIONAL COMMENTS FOR
SEQRA HEARING: DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) BREEZY HILL
GROUP VI, LLC ASPHALT AND CONCRETE CRUSHING AND SCREENING FACILITY SITE
PLAN APPLICATION dated: December 2020- REVISED August 2021*

Dear Chairman and Members,

I am please to provide additional information to the written comments previously submitted on November 4, 2021 for the above referenced project and the ongoing SEQRA process. Although the applicant's representative has advised me via email that the applicant will respond to comments and questions raised at the November 4, 2021 SEQRA Hearing, I wish to advise you of the following:

NYSDEC, Region One, Division of Materials Management has issued Roadwork Ahead, Inc. and Breezy Hill Group VI, LLC a second Notice of Violation (NOV), dated October 26, 2021. The violations include:

1. Operation of a Solid Waste Management Facility Without a Permit
2. Unauthorized Disposal of Solid Waste
3. Violation of Attachment A-Compliance Schedule of Consent Order

In addition to previous comments to the DEIS traffic analysis the assessment of impacts did not list additional developments within the study area. The traffic assessment conducted for HK Ventures DEIS included traffic generated by the following development: Island Water Park, Tractor Supply and Calverton Industrial Subdivision. These projects must also be included in the requested updated Traffic Impact Study and included in the FEIS.

Thank you.

Sincerely,

Jeffrey L. Seeman, CGCS/CEP

Lead Agency: Town of Riverhead Planning Board
c/o Riverhead Planning Department
201 Howell Avenue
Riverhead, NY 11901
Mr. Stanley Carey, Chairman

Lead Agency Contact: Greg Bergman, Planning Aide
631-727-3200 ex. 264

Prepared for: Breezy Hill Group VI, LLC
c/o Steven Losquadro, Esq.
649 Route 25A, Suite 4
Rocky Point, New York 11778

DEIS Prepared by: Nelson Pope Voorhis
70 Maxess Road
Melville, NY 11747
Charles J. Voorhis, CEP, AICP
631-427-5665

Project Location:

The subject property is located north of Middle Road, south of Manor Road, and east of Twomey Avenue in the Hamlet of Calverton, Town of Riverhead, Suffolk County, New York. The property address is 1792 Middle Road, Calverton, and its Suffolk County Tax Map number is: District 600, Section 100, Block 2, Lot 4.2. The 6.68-acre parcel has 232.58 feet of direct frontage on Middle Road and 366.06 feet of frontage on Manor Road. The proposed action is in the Industrial A zoning use district.

Project Description:

The proposed Action involves a request for Site Plan approval from the Town of Riverhead Planning Board for an asphalt and concrete crushing and screening facility on a 6.68-acre industrially zoned property currently containing a single-family residence and residential accessory structures. The project is a solid waste management facility, specifically described by NYSDEC as a “Construction and Demolition Handling and Recovery.” The application requires a NYSDEC Part 360 Solid Waste Management Facility Permit pursuant to the requirements under Part 361-5. The facility’s capacity and throughputs are listed in the NYSDEC Part 361-5 Permit Application as:

C&D Materials: brick, dirt asphalt, rock, and concrete: 13,000 cubic yards (CY) capacity

Finished Product: RCA-13,000 CY total capacity- (7,000 CY processed RCA; 5,000 CY processed soil; 1,000 CY processed asphalt).

Approximate Daily Throughput: 300 CY/day unprocessed brick, fill, asphalt, and concrete; 500 CY/day of processed RCA; 200 CY/day asphalt millings and 300 CY/day processed soil.

The existing one-to-two story frame/stucco residence will be converted to an office. An existing in-ground swimming pool and other minor residential accessory structures will be removed. A small (0.02±acre) unmapped man-made pond will be filled.

Draft Environmental Impact Statement Comments:

It is recommended the Lead Agency seek response in the Final Environmental Impact Statement (FEIS):

1. Stormwater: The DEIS describes three (3) drainage areas (DA-A, DA-B and DA-C). These areas are not depicted on the Grading & Drainage Plan (Drawing C-103) prepared by Nelson & Pope last dated June 9, 2021. The revisions removed sediment control basins and replaced the basins with catch basins and leaching pools. However, the NYSDEC Part 360 Permit Application Engineering Report describes in its Run-on Run-off Control Plan that five (5) foot deep pre-treatment sediment basins will be excavated in the southeastern portion of the site to collect sediment. Stormwater and sediment controls must be depicted on the Grading & Drainage Plan and must be consistent with the engineering plan, the DEIS/FEIS and NYSDEC Part 360 Permit Application.
2. Schedule of Operations:
 - The NYSDEC Part 360 Permit Application describes the hours of operation as: Monday-Friday: 6:30 AM to 6:00 PM; Saturday: 6:30 AM to 5:00 PM and Sunday 7:00 AM to 2:00 PM (dumping only/no crushing).
 - The DEIS Traffic Section (page 3-40) describes the hours of operation as: Monday to Friday: 6:30 AM to 5:30 PM; Saturday: 7:00 AM to 7:00 PM and Sunday 9:00 AM to 12:00 PM
 - Appendix G Sound Level Measurements & Impact Analysis describes the hours of operation as Monday-Friday 6:00 AM to 8:00 PM; Saturday: 6:30 AM to 5:00 PM and Sunday: 7:00 AM to 2:00 PM. Appendix G states, “the proposed Project will limit operations” during these hours under section 4.1 Mitigation.
 - The Full Environmental Assessment Form describes the hours of operation as Monday to Friday: 8:00 AM to 5:00 PM.

The hours of operation are inconsistent.

The DEIS states, “It is expected that 75% of the imported material will be generated by private contractors and 25% of the imported material will be generated by Roadwork Ahead, Inc, (a separate business entity owned by the applicant.)” (Page 1-2).

Knowing the applicant will have control of the site, hours and days for contractor access, all onsite activity, it is not unreasonable for the Lead Agency to require hours of operations that are consistent with the surrounding community character, especially to minimize impact to residential dwellings east of the site.

The proposed facility has potential to generate noise, dust, and traffic that when combined may be described as “nuisance generating” operations proposed within an existing rural-residential area (regardless of the zoning district). An outdoor-industrial facility located near residential dwellings, operating seven days a week for as long as 14-continuous hours excludes mitigating measures designed to minimize nuisance impacts. The proposed days and hours of operation require justification, substantial rethinking, revision and must be consistent throughout the project’s impact assessment, its permit applications and involved agency reviews.

The processing rate of 750 tons per day listed on page 1-24 indicates equipment run time (based on a throughput of 450 ton per hour) can be less than two hours per day. Why are the hours of operation and days of operation extended beyond the time it takes to process? For example, the application proposed annual quantity of 10,500 tons of RCA (concrete, brick, rock, asphalt, and fill) could be processed by the Kleenmann Mobirex MR 130 EVO2 Track Mounted Crusher (Table 1: C&D Processing Facility Equipment- Part 360 Permit Application) in 24 hours, or over three to four days of a typical 8-hour day. What is the need for the days and hours of operation proposed in the DEIS and Part 360 Permit application? What are the proposed days and hours of operation for each aspect of the operation (receiving, shipping, processing, etc.)?

3. NYSDEC Part 360 Permit: In Appendix C-5: the NYSDEC Part 360 Permit application Engineering Report excluded the figures, equipment manufacture’s specification sheets, and reporting documents (sound analysis and plans were omitted as well but are depicted in the DEIS). The NYSDEC permit application describes the site as within the Riverhead Water District service area. The location is NOT within the RWD. The Part 360 application must be revised to explain how potable water supply will be provided.
4. Existing Site Condition: Site inspections were conducted on August 23, 2021, and on November 1, 2021. It was observed, piles of RCA and soil near the site access from Manor Road remain. According to the NYSDEC Order on Consent and by e-mail dated November 5, 2018, at 12:27 PM, from Nick Romero, NYSDEC Environmental Engineer, Materials Management Division, Region One- **“2. All solid waste materials both processed and unprocessed (everything on the site), must be removed from the site within 120 days (March 5, 2019) of this approval of the Remediation Plan”** (emphasis added). (Appendix C-3: E-mail From NYSDEC Regarding Remediation Plan and Clean-Up). A NYSDEC Part 360 Permit cannot be issued or denied until a SEQRA Findings Statement has been adopted by the Lead Agency. It appears the applicant is not in compliance with the NYSDEC cleanup/consent order requirements.
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It is not an acceptable "Statement" in a DEIS to state "the proposed project is not a wholesale facility" unless supporting information can be provided. Additionally, please provide records from the applicant to support those materials "used primarily by the applicant" so this amount can be quantified (record keeping for quantities previously purchased, size of representative projects, past itemized contract amounts, etc.). Dun & Bradstreet listed Roadwork Ahead, Inc.'s total revenue at 1.11-million dollars with five (5) employees. Is this information accurate and up to date; is additional information available to describe the company? What quantity (tonnage and type) of processed materials is estimated for the applicant's use?

17. Appendix C-5 Part 360 Permit Application- Page 25, 7.0 Summary states, The applicant (Breezy Hill Group VI, LLC *sic.*) for the proposed facility seeks to obtain a permit to allow for the processing of C&D material **as well as mulch** (emphasis added) in accordance with the requirements outlined under Subpart 361-5 (Construction and Demolition Debris Handling and Recovery Facilities of 6 NYCRR Part 361." The Summary further states, "This report provided a description of the facility, surrounding environmental and regional resources as well as operations as they relate to **transfer station activities** (emphasis added). This section states, "Pending approval, the facility, will operate as a Construction and Demolition Handling and Recovery Facility that accepts concrete, asphalt, rock, brick, and **soil for processing of mulch and RCA for sale.**" (Emphasis added). The discussion and impact assessment of wood/mulch processing and storage is excluded from the DEIS. The applicant must provide a comprehensive impact assessment of mulch operations in a Supplemental DEIS. Furthermore, the Industrial A zoning use district prohibits solid waste "transfer stations."
18. Noise: the DEIS and Appendix G (Sound Level Measurements & Impact Analysis) stated, "Sound levels beyond the property line must adhere to the L_{eq} sound level limit presented in 360.19 (d) (8) (i) if locations are authorized for residential use. Although residentially occupied areas occur to the east, these properties are classified/zoned as Industrial A Zoning use district, Per Town of Riverhead/Part III: Zoning and Land Development and Land Development Article XXIII Industrial A (Ind A) Zoning Use District 'is to allow industrial and warehousing uses in defined areas, primarily located north and west of the terminus of the Long Island Expressway.' Thus, it is not authorized for residential purposes."

The community characteristics within a one-mile radius of the subject site include rural and a low density of residential dwellings which pursuant to Part 390.19 are most closely defined as "Rural."

According to Part 360 requirements, the L_{eq} Energy Equivalent Sound Levels for Rural areas are limited to 57 decibels (A) between the hours of 7:00 AM and 10:00 PM and 47 decibels (A) between the hours of 10:00 PM and 7:00 AM.

The FEIS must describe how the proposed activities comply with the required sound level limits of Part 360.19 regardless of the zoning use district. With regards to the residential dwellings being “not authorized;” the authorization is defined by the Certificate of Occupancy issued by the Town’s Building Department, not the underlying zoning. These statements in the DEIS are incorrect and must be addressed in the FEIS.

The Town of Riverhead Code permits higher noise levels (up to 82 decibels-A for a continuous 16-hours) for Industrial-A uses, but are not very relevant for this application, because the applicant seeks a NYSDEC Part 360 Permit, and must comply with the lower sound level thresholds described in Part 360.19.

Furthermore, this region of Riverhead is identified as an Environmental Justice Area. The DEIS reports the nearest Environmental Justice Area is in Southampton, NY. The applicant is directed to conduct additional research and provide a description of the Environmental Justice Area. The FEIS must include the proposed project impacts generated by the proposed action upon the Environmental Justice Area and explain the potential for social and economic impacts upon this region. Mitigating measures and or methods to avoid impacts must be thoroughly discussed.

Respectfully submitted:

Jeffrey L. Seeman

Jeffrey L. Seeman, CGCS/CEP
Certified Environmental Professional



November 24, 2021

Town of Riverhead
Planning Board
200 Howell Avenue
Riverhead, NY 11901
Attn.: Hon. Stan Carey, Chairman

**RE: Breezy Hill Group VI, LLC, 1792 Middle Road, Calverton
Responses to Town Consultant Comments on the DEIS
Dated November 4th and November 18, 2021
NPV No. 17060**

Dear Sir:

During the Planning Board hearing on the above-referenced document that occurred on November 4th, comments were provided by the Town Consultant that noted inconsistencies between the DEIS and information given in the NYSDEC Part 360 permit application materials (which are included in the DEIS), along with a number of requests for clarification and/or further information on a number of items addressed in the DEIS. The November 4th consultant letter is attached hereto, as **Attachment 1**. Additional comments were provided on November 18, 2021 (see **Attachment 2**), and responses are also provided to this document.

It is important to note that the DEIS has been accepted as complete by the Town Board as SEQRA lead agency, indicating that it provides the information requested in the Final Scoping document, and provides information to enable review by the public and involved agencies. Prior to proceeding with the full hearing on the DEIS, it is important that the items noted in **Attachments 1 and 2** are addressed so that complete information is available to the public as part of the DEIS review process. This letter provides this information, thus enabling the DEIS review period to continue. The following presents the Town Consultant's comments (italicized), followed by the Applicant's response to each.

November 4th Comment Letter

Comment 1: Stormwater: The DEIS describes three (3) drainage areas (DA-A, DA-B and DA-C). These areas are not depicted on the Grading & Drainage Plan (Drawing C-103) prepared by Nelson & Pope last dated June 9, 2021. The revisions removed sediment control basins and replaced the basins with catch basins and leaching pools. However, the NYSDEC Part 360 Permit Application Engineering Report describes in its Run-on Run-off Control Plan that five (5) foot deep pre-treatment sediment basins will be excavated in the southeastern portion of the site to collect sediment. Stormwater and sediment controls must be depicted on the

Grading & Drainage Plan and must be consistent with the engineering plan, the DEIS/FEIS and NYSDEC Part 360 Permit Application.

Response 1: Section 5.2.6 of the Engineering Report (“Run-off/Run-on Plan”) describes the project’s drainage system. This portion of the Engineering Report has been revised to more closely reflect the project’s Grading & Drainage Plan (revised June 22, 2021) than the description contained in the Engineering Report that is attached to the DEIS. The complete revised Engineering Report is attached hereto as **Attachment 3** of this document.

The following is the revised Section 5.2.6 of the Part 360 Engineering Report.

5.2.6 Run-off Run-on Plan

The facility will utilize a run-off/run-on plan in accordance with the requirements of 6NYCRR 361-4.3(a)(13) in order to manage precipitation that comes in contact with processed and unprocessed materials related to the C&D processing operation conducted at the subject facility. The run-off/run-on plan will employ the best management practices appropriate to the facilities operations to restrict the amount of stormwater generated at the facility.

Run-off and run-on at the property will be controlled by several natural and man-made features as well as site management practices as prevention measures. Specifically, the subject property will undergo grading necessary to accommodate the facility as depicted on the site plan. Initial grading will begin from an elevation of sixty-two (62) feet in the northern end of the property down to an elevation of forty-four (44) feet in the central portion of the property at a slope of approximately 4%. The western and eastern sides of the property will be sloped toward the interior of the property so that run-off will be directed to the southern end of the site. In the south and southeastern portions of the site, a series of two (2) open grate and nineteen (19) overflow leaching pools as well as two (2) paved area catch basins, will be installed to collect surface run-off and will maintain a total retention capacity of 31,783 cubic feet (CF). All stormwater will be retained on-site for recharge of stormwater to the subsurface. A copy of the Grading & Drainage Plan for the subject facility is provided as Drawing C-103 in a pocket at the end of this document.

In addition, the process and storage areas of the facility are expected to become sufficiently compacted from on-site operations and be graded with low permeability materials to limit the direct discharge of stormwater in these areas and promote overland run-off towards the pre-treatment sediment basins for ultimate sub-surface discharge. Runoff will then be recharged in the more permeable areas of the property as depicted in the stormwater design plans.

Finally, the depth to groundwater at the facility ranges from approximately 20 to 35 feet below ground surface and will be at a depth of eighteen (18) feet below the pre-treatment sediment basins and sixteen (16) feet below the drainage reserve area. This depth to groundwater allows subsoils to provide a further leaching and attenuation through vadose zone above the water table.

The requested stormwater and sediment control plans are provided on separate sheets (for clarity purposes), and are included herein (see **Attachment 4**, as Erosion Control Plan and Erosion Control Details, both revised June 22, 2021). Please also noted that water quality is addressed in **Section 2.2** of the DEIS.

Comment 2: Schedule of Operations:

- *The NYSDEC Part 360 Permit Application describes the hours of operation as: Monday-Friday: 6:30 AM to 6:00 PM; Saturday: 6:30 AM to 5:00 PM and Sunday 7:00 AM to 2:00 PM (dumping only/no crushing).*
- *The DEIS Traffic Section (page 3-40) describes the hours of operation as: Monday to Friday: 6:30 AM to 5:30 PM; Saturday: 7:00 AM to 7:00 PM and Sunday 9:00 AM to 12:00 PM.*
- *Appendix G Sound Level Measurements & Impact Analysis describes the hours of operation as Monday-Friday 6:00 AM to 8:00 PM; Saturday: 6:30 AM to 5:00 PM and Sunday: 7:00 AM to 2:00 PM. Appendix G states, “the proposed Project will limit operations” during these hours under section 4.1 Mitigation.*
- *The Full Environmental Assessment Form describes the hours of operation as Monday to Friday: 8:00 AM to 5:00 PM.*

The hours of operation are inconsistent. The DEIS states, “It is expected that 75% of the imported material will be generated by private contractors and 25% of the imported material will be generated by Roadwork Ahead, Inc, (a separate business entity owned by the applicant.)” (Page 1-2).

Knowing the applicant will have control of the site, hours and days for contractor access, all onsite activity, it is not unreasonable for the Lead Agency to require hours of operations that are consistent with the surrounding community character, especially to minimize impact to residential dwellings east of the site.

The proposed facility has potential to generate noise, dust, and traffic that when combined may be described as “nuisance generating” operations proposed within an existing rural-residential area (regardless of the zoning district). An outdoor-industrial facility located near residential dwellings, operating seven days a week for as long as 14-continuous hours excludes mitigating measures designed to minimize nuisance impacts. The proposed days and hours of operation require justification, substantial rethinking, revision and must be consistent

throughout the project's impact assessment, its permit applications and involved agency reviews.

The processing rate of 750 tons per day listed on page 1-24 indicates equipment run time (based on a throughput of 450 ton per hour) can be less than two hours per day. Why are the hours of operation and days of operation extended beyond the time it takes to process? For example, the application proposed annual quantity of 10,500 tons of RCA (concrete, brick, rock, asphalt, and fill) could be processed by the Kleenmann Mobirex MR 130 EVO2 Track Mounted Crusher (Table 1: C&D Processing Facility Equipment- Part 360 Permit Application) in 24 hours, or over three to four days of a typical 8-hour day. What is the need for the days and hours of operation proposed in the DEIS and Part 360 Permit application? What are the proposed days and hours of operation for each aspect of the operation (receiving, shipping, processing, etc.)?

Response 2: The facility's operating hours will be as described in the Part 360 application document:

Monday through Friday - 6:30 AM to 6:00 PM
Saturday - 6:30 AM to 5:00 PM
Sunday - 7:00 AM to 2:00 PM (dumping only/no crushing)

The appropriate pages of the TIS and Noise Analysis have been revised to reflect these operation hours (see **Attachment 5**), and the FEIS will reflect these operating hours.

Regarding the inter-relationship between equipment processing rates, raw material generation and availability, and operating hours, it must be understood that the nature of the facility's operation is such that the generation of the C&D materials on which the Applicant relies is not under the Applicant's control, so the Applicant can only operate the facility when and as permitted C&D materials become available. As such, it is expected that the facility will operate on an intermittent basis, for a period needed to process the received materials, depending on the availability of materials to process. Therefore, the operating hours given above represent the facility's hours when it can operate; when the Applicant has no C&D materials to process, the facility will not operate.

Further, limitations on the facility's ability to process materials will exist due to the limited storage capacity of processed materials; when the storage piles have reached their maximum allowed volume, processing (and associated noise and dust) will cease. Similarly, when stockpiles of materials awaiting processing have reached their maximum allowed volumes, receipt of further raw materials will cease, so that no more deliveries to the site will occur. In such a case, associated truck traffic, noise and dust impacts will cease. Finally, as the Applicant will only process materials for his own use, the pace of operations would be less

than if the Applicant were processing materials for the market (i.e., for other customers or for sale).

With respect to consistency with the surrounding community character and potential nuisance impacts from noise, dust and traffic associated with facility operations, the above discussion of the anticipated facility operations suggests that the potential impacts on the community would be limited in time and duration. The DEIS addresses potential community impacts in **Section 3.2**.

Comment 3: *NYSDEC Part 360 Permit: In Appendix C-5: the NYSDEC Part 360 Permit application Engineering Report excluded the figures, equipment manufacture's specification sheets, and reporting documents (sound analysis and plans were omitted as well but are depicted in the DEIS). The NYSDEC permit application describes the site as within the Riverhead Water District service area. The location is NOT within the RWD. The Part 360 application must be revised to explain how potable water supply will be provided.*

Response 3: The complete Engineering Report is attached hereto (see **Attachment 3**), and contains those components that were not included in the version of the report in DEIS Appendix C-5.

In response to an e-mail inquiry sent to the Superintendent of the Riverhead Water District (then forwarded to the District Engineer), John Collins, P.E. of H2M states (see **Attachment 6**):

Address comes up as Lot 4, Sublot 2. **This property is not within the current boundaries of the Water District** [emphasis added]. The site is situated such that it should be served by the District's low pressure gradient zone. The nearest water main is approx. 1500 feet to the south and involves a crossing of Middle Country Road in order to extend water.

To bring water to site will require a Map & Plan to extend the boundaries of the District and the lateral facilities of the District as well. All costs will be responsibility of the applicant including construction, engineering permitting and Key Money fees. If and when the Owner requests public water, they can contact the Riverhead Water District to ascertain costs of the Plan.

The Part 360 permit application documents have been revised accordingly.

Comment 4: *Existing Site Condition: Site inspections were conducted on August 23, 2021, and on November 1, 2021. It was observed, piles of RCA and soil near the site access from Manor Road remain. According to the NYSDEC Order on Consent and by e-mail dated November 5, 2018, at 12:27 PM, from Nick Romero, NYSDEC Environmental Engineer, Materials Management Division, Region One- "2. All solid waste materials both processed and*

unprocessed (everything on the site), must be removed from the site within 120 days (March 5, 2019) of this approval of the Remediation Plan” (emphasis added). (Appendix C-3: E-mail From NYSDEC Regarding Remediation Plan and Clean-Up). A NYSDEC Part 360 Permit cannot be issued or denied until a SEQRA Findings Statement has been adopted by the Lead Agency. It appears the applicant is not in compliance with the NYSDEC cleanup/consent order requirements.

Response 4: Communication with the Division of Materials Management, NYSDEC since its November 5, 2018 e-mail confirms that that office is awaiting completion of the SEQRA process on the Breezy Hill Group VI, LLC site plan application (completion to be documented by issuance of the Findings Statement) to render its decision on compliance to the Order on Consent.

However, as determined by the NYSDEC (see **Attachment 7**), additional unauthorized dumping has occurred at the subject site, which resulted in the issuance of a second Notice of Violation (NOV). According to the NYSDEC internal e-mail regarding potential enforcement action on this event, the Division of Materials Management Environmental Engineer in this matter states:

We will be pursuing additional action against the respondents requiring full cleanup and removal of the wastes there.

Complete and updated information on the cleanup of the site under the first and the second NOVs, with appropriate NYSDEC documentation that the cleanup has been completed and the Order on Consent has been vacated, will be provided in the FEIS.

Comment 5: Pursuant to Part 360 Regulations all transporters of C&D materials must have a 6NYCRR Part 364 “Waste Transporter Registration.” The applicant and all contractors transporting the C&D materials to the site must possess this registration. The applicant must address whether they hold a Waste Transporter Registration and how they will monitor private contractor transporters hold a Part 364 registration before accepting C&D at the site.

Response 5: The Applicant does not presently have a Part 364 Waste Transporter Registration, but will apply for, obtain, and operate in conformance with such a registration when the proposed project is approved. Proof that such a registration has been submitted to the NYSDEC will be included in the FEIS.

Comment 6: A “Part 360 Series Waste Tracking Document for Construction & Demolition Debris” must be provided by the applicant and included in the SEQRA record and FEIS for all materials that have been removed from the site (as required by NYSDEC).

Response 6: The requested Part 360 Series Waste Tracking Document for Construction & Demolition Debris is contained in the revised Engineering Report (see **Attachment 3**).

Comment 7: *It is recommended the Lead Agency require a copy of all Part 360 Series Waste Tracking Document for Construction & Demolition Debris for materials disposed at the site be filed with the Town of Riverhead within 15-days of the receipt of all materials received. This document provides information on the type of debris, quantity, location of the pick-up, generator of the waste, transporter, and receiving facility. These documents are designed to track waste and prevent unauthorized and/or illegal disposal.*

Response 7: If so required by the Town Planning Board in its SEQRA Findings Statement, the Applicant will provide the requested documentation to the Town entity specified.

Comment 8: *The DEIS stated previous Town Code violations for clearing of vegetation without approval by the Planning Board have been resolved to the satisfaction of the Town. The DEIS did not list the approval needed for an Excavation & Grading Permit (pursuant to Riverhead Town Code Chapter 229). An applicant is not permitted to import material to a site prior to issuance of the Chapter 229 Permit. The importation of the onsite C&D materials (in which the NYSDEC issued a Notice of Violation) was placed without an Excavation & Grading Permit, which cannot be issued until a Site Plan is approved.*

The DEIS states that site grading will result in an unbalanced cut and fill. The grading will generate 9,000 cubic yards of material for exportation from the site. Town Code Chapter 229 cites a \$2.00 per cubic yard fee for exportation and a Town assigned Monitor to observe, inspect and maintain daily records of the activity. The FEIS must address how the application will comply with Chapter 229 requirements. Approximately 38.46 % of the site includes Prime agricultural soils.

Response 8: The following from Section 1.1 of the DEIS briefly describes the clearing of the site that triggered the NYSDEC Order on Consent as follows:

In about mid-October 2017, the applicant cleared a portion of the site (approximately 1.58 acres) in anticipation of commencing the asphalt and concrete crushing and screening operations represented by the proposed project. Subsequent to this clearing, several piles of soil, sand and comingled aggregate as well as fill were deposited in this cleared area. However, that clearing (and associated opening of a second site access onto Manor Road) was neither applied for nor approved by the appropriate agencies. Additionally, the clearing reduced the depth of the site's vegetated buffer to the adjacent residential land to less than the required 50 feet in the Town's Industrial A district.

The Applicant did not have a Chapter 229 Permit to import the materials to the site that were dumped in the cleared area and became subject of the NYSDEC Notice of Violation. The Applicant performed the necessary removal. The Division of Materials Management, NYSDEC

is awaiting completion of the SEQRA process on the Breezy Hill Group VI, LLC site plan application to render its decision on compliance to the Order on Consent.

The Applicant acknowledges that an Excavation and Grading Permit will be required for the proposed project under Town Chapter 229 authority, to export the excess soil generated during site grading operations. An updated review of the revised plan indicates that grading to implement the proposed project will result in a net excess of about 5,000 CY of cut soil, which will be removed from the site. As a result, a Town Chapter 229 permit will be required. The Applicant acknowledges that a \$2.00 per cubic yard fee will be required by the Town and that the Town will assign a Monitor to observe, inspect and maintain daily records of soil removal activities. More detailed analysis of how the application will comply with Chapter 229 requirements, and of the potential impact to Prime agricultural soils, will be provided in the FEIS.

Comment 9: *6 NYCRR Part 360.13 Special Requirements for Pre-Determined Beneficial Use of Fill Material describes the testing requirements for fill material. The FEIS must address the requirements of 6NYCRR Part 360.13 (d), (e), and (f) and explain how the proposed operations will comply with the testing and the fill material's approvable end use(s). The Lead Agency may require copies of the laboratory analytical results for fill materials sampled and tested under Part 360.13. The FEIS must address the mechanisms by which this information will be provided to the Town of Riverhead. This type of soil/fill monitoring program is designed to avoid potential impacts from onsite generated leachates to groundwater, as the material sample results will determine if the material is acceptable for importation, storage, processing, and sale. This objective should be clearly described in the operations section of the FEIS.*

Response 9: The FEIS will address the requirements of 6NYCRR Part 360.13 (d), (e), and (f), and will explain how the project's operations will comply with testing and the fill material's approvable end uses(s). If the Town requests copies of the analytical results, these will be provided.

Comment 10: *The DEIS Site Plan has been revised. The ingress/egress for hauling materials through the site only via Manor Road. Site personnel/office employees will utilize the second access point located at Middle Road. The existing barn has been eliminated from the Site Plan. The noise level assessment should be revised to reflect the revised site plan and identify that the Barn will be removed and therefore cannot be used as a structure to attenuate sound levels.*

Response 10: B. Laing Associates (the preparer of the Noise Study in the DEIS), was requested to address the removal of the garage as part of the noise study, to determine if the study needs to be revisited to determine whether this removal would change the conclusions regarding noise attenuation. B. Laing indicates the following in this regard (see **Attachment 8**):

It should be noted that the elimination of the existing barn will not have [an] effect on the results of the Sound Level Measurements and Impact Analysis. The barn, which is located on the western side of the subject property, was not considered as a factor in the evaluation for sound level attenuation. Attenuation of sound levels/noise mitigation measures were focused to the east of the subject property.

Comment 11: *The applicants have included the Town of Riverhead's Updated Solid Waste Management Plan 2020-2029 (SWMP) as an appendix, as well as a list of existing C&D facilities operating in the Town. Although several of these existing C&D facilities (processing soil, brick, concrete, asphalt) are listed by NYSDEC as "retired," activity has to a degree continued. These sites include Sky Materials, TS Haulers, Riverhead CB LLC, and Horton Avenue Materials. In some cases, these sites were used as land mining operations, which have been "retired" but are importing C&D, processing it, selling it, and using it as part of their mining reclamation plan. New registration and permits for these active facilities may be in transition and therefore these locations are listed as "retired" (until new permits and registrations are issued by NYSDEC). The Town's Updated SWMP 2020-2029 addressed waste generated within the Town and did not identify these sites, or document whether these sites are following NYSDEC regulations or Town Code, or if the sites have filed a Closure Report as per NYSDEC requirements.*

Response 11: Comment acknowledged; the FEIS will contain updated information on the referenced C&D facilities.

Comment 12: *Wetlands: During prior Planning Board discussions, there was a request to investigate the conditions of a "manmade" pond. To facilitate development this pond is proposed to be filled. On August 23, 2021, a site inspection was conducted and found this pond retained water, was rimmed with concrete along the banks and not a natural wetland feature.*

Response 12: Section 2.2.1 of the DEIS states as follows with respect to the man-made pond:

Surface Water Conditions and Drainage

There are no natural surface water bodies on the subject site. There is a small (approximately 0.01 acres) decorative pond on the southern part of the site, on the eastern side of the main access drive to the residence. This feature is entirely man-made and does not provide any ecological or water resource value; it is not a mapped freshwater wetland and is not regulated as such by the Town or NYSDEC. The nearest natural surface water is the Peconic River, which flows in a roughly west-to-east direction approximately 3,000 feet to the south of the site.

Comment 13: *Water Resources: Groundwater horizontal flow direction is reported as northeasterly. The DEIS included results of onsite groundwater investigations. Four monitoring wells were installed to determine depth and directional flow of groundwater.*

Laboratory analyses of groundwater samples were conducted and analyzed for volatile organic compounds (VOCs), semi-volatile (SVOCs) organic compounds, pesticides, herbicides, metals and PFOS-PFOA compounds. PFOA was detected at 2.89 ng/L which is below the NY state standard for MCL of 10 ng/L. The investigators concluded no significant water quality impairments have been generated by onsite activity. Will these monitoring wells be used for a long -groundwater monitoring program? If yes, please explain the specifics of such a plan?

The DEIS states the project's potable water supply will be provided by the onsite (existing) private well. What are the specifications for this well (depth, pumping rate, age, etc.)? Has the private well water been sampled and analyzed for contaminants? Does the well require re-development? As per NYSDEC Part 360 requirements the private well must be depicted on the Site Plan. Please add the location of the existing well to the Site Plan. Private and public wells within 800 feet of the proposed facility's property boundary must be identified on a separate figure. (Refer to 6NYCRR Part 360.16 (c) (2) (iii) Site Plan for additional required information.

The Part 360 Permit Application (page 9: Section 4.4 Water Utilities) stated the site is within the Riverhead Water District. The site is NOT within the Riverhead Water District (RWD). If the applicant seeks potable water from the RWD, a Map and Plan is required together with a request to expand the district to serve this area. This information would be prepared by the applicant, not by the RWD. It is necessary the FEIS analyze the fire protection needs of the site and its proposed operations. There are no fire hydrants or source(s) of water supply for fire suppression. Will onsite fuel tanks be installed to support the motorized equipment? If, yes please provide details on location, size and spill containment.

Explain in detail how fire emergency response(s) will be managed. Additionally, water calculations must include a breakdown of estimated quantities for the specific proposed industrial use, including fire protection, irrigation, dust control, equipment washdown, office/personal needs and potential to address these needs with onsite water supply well and potential need for onsite storage facilities.

Response 13: Having established that the site is not presently causing any adverse impact to groundwater quality and considering that the facility will not receive, accept, process or store any potentially hazardous materials, the Applicant does not propose to conduct a regular program of on-site groundwater quality monitoring going forward.

As of the date this document was prepared, the Applicant has not been able to locate the private well on the site, though it is assumed to be present, as the house had been an occupied residence, and so would have had to have had an on-site well (the area is not served by public water). The Applicant has not conducted any testing of this well and, as the other four (4) wells on the site were tested and did not detect significant adverse impacts, there was no cause to locate and test the existing well. It is proposed to locate and utilize this well for the proposed project, primarily for potable water in the existing house (to be re-used for

office purposes), and secondarily for fire protection and dust suppression purposes. The location of this well will be determined for the FEIS, its location will be added to the project plans, and these revised plans will be contained in the FEIS.

The locations of all wells, both public and private, that are within 800 feet of the subject site will be obtained from the County and NYSDEC, and will be provided in the FEIS.

As discussed in **Response, Comment 3**, the Engineer of the Riverhead Water District confirms that the project site is not within the Riverhead Water District, but can be served via extension of the RWD distribution network to the site (see **Attachment 6**). In addition, the RWD is considering expanding its distribution network to include the area of subject site due to the detected presence of groundwater contamination (see **Attachment 9**).

With respect to fire, the DEIS states that the Town Fire Marshal and representatives of the Riverhead Fire Department will evaluate the project design for proper access for emergency and fire personnel and equipment. Further, as the subject site and immediate area are not served with water from the RWD (there are no hydrants in the area), water for fire suppression purposes in case of fire would be provided by the Riverhead Fire Department's 4,000 gallon tanker truck, and supplemented by water from the existing on-site well, as well as by other private wells that serve developed properties in the area.

The use of on-site fuel storage tanks (either above-ground or below-ground) to serve the project's crushing and processing equipment is not contemplated. Rather, the Applicant anticipates that the necessary fuel will be brought to or delivered to the site on an as-needed basis and immediately dispensed to the appropriate equipment; no on-site storage of fuel is planned. The terms of the Part 360 permit materials with respect to spill containment and clean-up will be followed.

Detailed water use/demand quantities for the proposed project will be determined for the FEIS and will be added to the project plans; these revised plans will be part of the FEIS.

Comment 14: *The DEIS contained the lab results for onsite waste characterization, to determine the quality of soil/aggregate use. 870 cubic yards of materials do not meet NYSDEC approval for beneficial use and must be disposed of at an approved facility. Please provide copies of the Part 360 Series Waste Tracking Document to document how this was completed.*

Response 14: As discussed in **Response, Comment 4:**

Communication with the Division of Materials Management, NYSDEC since its November 5, 2018 e-mail confirms that that office is awaiting completion of the SEQRA process on the Breezy Hill Group VI, LLC site plan application (completion to be documented by

issuance of the Findings Statement) to render its decision on compliance to the Order on Consent.

This determination will include the removal and proper disposal of the 870 CY of materials dumped on the site.

Comment 15: *Traffic: Traffic counts were not conducted during the peak summer operation of Splish-Splash. Traffic impact assessment must be adjusted to address Splish-Splash operations and in particular the signalized intersection of Manor Road and Route 25. Furthermore, weekday and weekend turning movement counts conducted on January 30, 2020, and February 1, 2020, may not provide representative conditions experienced during the higher traffic generation during fall and summer seasons, especially because the Lavender Farm, Splish-Splash and Tanger Outlets are key tourist attractions that generate seasonal traffic during weekdays and weekends.*

Response 15: The trip generations in the TIS will be revised to reflect the trips generated by the seasonal uses in the study area, and will include Splish Splash, Island Water Park, Lavender Farm, and the Tanger Outlets, for the FEIS. In addition, the trip generations for the proposed Tractor Supply and Calverton Industrial Subdivision projects will be included in analysis. The TIS will be revised to reflect the revised trip generations and analysis, and the revised TIS will be included in the FEIS.

Comment 16: *Special Permit: Prior comments submitted to the Lead Agency clarified that within the Industrial A Zoning Use District, a Town Board Special Permit is required for wholesale business operations.*

The DEIS states, "Each separated stockpile will then be processed into a final product, for removal (by sale to a contractor for re-use, or by the applicant for re-use). No retail (i.e., to the public) sales are proposed; the processed materials will be used primarily by the applicant for his own projects, though a portion may occasionally be sold to other contractors (the proposed project is not a wholesale facility)."

The statements that no retail sales are proposed, however sales to contractors (including Roadwork Ahead) are proposed (but those sales do not constitute a wholesale facility) are not supported by any verifiable information. It is not substantive to state that a facility is not a retail sales operation and simultaneously not a wholesale sales operation without clearly stating how the sales are classified. Wholesale sales (when a sales tax exemption is filed) are not subject to NY State and Suffolk County sales tax.

How are these "contractor/trade sales" (including sales to Roadwork Ahead) classified under New York State tax law? Any wholesale business use within the Industrial A Zoning Use District requires a Special Permit. The Special Permit application must address all eighteen criteria listed under the Code. A review by the Planning Board's legal counsel and/or the Town of

Riverhead Zoning Board of Appeals may be necessary to determine how a Special Permit is not applicable.

It is not an acceptable "Statement" in a DEIS to state "the proposed project is not a wholesale facility" unless supporting information can be provided. Additionally, please provide records from the applicant to support those materials "used primarily by the applicant" so this amount can be quantified (record keeping for quantities previously purchased, size of representative projects, past itemized contract amounts, etc.). Dun & Bradstreet listed Roadwork Ahead, Inc.'s total revenue at 1.11-million dollars with five (5) employees. Is this information accurate and up to date; is additional information available to describe the company? What quantity (tonnage and type) of processed materials is estimated for the applicant's use?

Response 16: The Part 360 application materials have been revised to more clearly describe the Applicant's intended disposition of the recycled C&D materials, generated after processing on the site.

The following description of the disposition of processed C&D materials has been prepared for the DEIS, as follows:

As discussed above, detailed, quantified projections and schedules regarding the dates & times of C&D materials arrival, their types and volumes, schedules of their processing, the durations and volumes of stored materials awaiting removal, and disposition of recycled C&D materials cannot, by the nature of the business in which the Applicant is engaged, be provided. The nature of the facility's operation is such that the generation of the C&D materials on which the Applicant relies is not under the Applicant's control, so the Applicant can only operate the facility when and as permitted C&D materials become available. As such, it is expected that the facility will operate on an intermittent basis, and for a limited period, depending on the availability of materials to process. Therefore, the operating hours given above represent the facility's hours when it can operate; when the Applicant has no C&D materials to process, the facility will not operate.

Further, limitations on the facility's ability to process materials will exist due to the limited storage capacity of processed materials; when the storage piles have reached their maximum allowed volume, processing (and associated noise and dust) will cease. Similarly, when stockpiles of materials awaiting processing have reached their maximum allowed volumes, receipt of further raw materials will cease, so that no more deliveries to the site will occur. In such a case, associated truck traffic, noise and dust impacts will cease. Finally, as the Applicant will only process materials for his own use, the pace of operations would be less than if the Applicant were processing materials for the market (i.e., for other customers or for sale).

Comment 17: Appendix C-5 Part 360 Permit Application- Page 25, 7.0 Summary states, The applicant (Breezy Hill Group VI, LLC sic.) for the proposed facility seeks to

*obtain a permit to allow for the processing of C&D material **as well as mulch** (emphasis added) in accordance with the requirements outlined under Subpart 361-5 (Construction and Demolition Debris Handling and Recovery Facilities of 6 NYCRR Part 361.” The Summary further states, “This report provided a description of the facility, surrounding environmental and regional resources as well as operations as they relate to **transfer station activities** (emphasis added). This section states, “Pending approval, the facility, will operate as a Construction and Demolition Handling and Recovery Facility that accepts concrete, asphalt, rock, brick, and **soil for processing of mulch and RCA for sale.**” (Emphasis added). The discussion and impact assessment of wood/mulch processing and storage is excluded from the DEIS. The applicant must provide a comprehensive impact assessment of mulch operations in a Supplemental DEIS. Furthermore, the Industrial A zoning use district prohibits solid waste “transfer stations.”*

Response 17: Section 7.0 (Summary) of the Engineering Report has been revised and no longer includes language with respect to a Mulch Processing Facility, mulch processing, or “...operations as they relate to transfer station activities.” (see **Attachment 3**). The proposed project does not involve mulch, the generation of mulch, or the storage of mulch (whether generated on the site or not), or any mulching operation.

Similarly, the proposed project is not a transfer station, will not function as a transfer station, and will not be capable of performing the operations of a transfer station.

The facility will accept and will process only concrete, asphalt, rock, brick and soil for processing and recycling, and will be limited to only those materials.

Comment 18: *Noise: the DEIS and Appendix G (Sound Level Measurements & Impact Analysis) stated, “Sound levels beyond the property line must adhere to the Leq sound level limit presented in 360.19 (d) (8) (i) if locations are authorized for residential use. Although residentially occupied areas occur to the east, these properties are classified/zoned as Industrial A Zoning use district, Per Town of Riverhead/Part III: Zoning and Land Development and Land Development Article XXIII Industrial A (Ind A) Zoning Use District ‘is to allow industrial and warehousing uses in defined areas, primarily located north and west of the terminus of the Long Island Expressway.’ Thus, it is not authorized for residential purposes.” The community characteristics within a one-mile radius of the subject site include rural and a low density of residential dwellings which pursuant to Part 390.19 are most closely defined as “Rural.”*

According to Part 360 requirements, the Leq Energy Equivalent Sound Levels for Rural areas are limited to 57 decibels (A) between the hours of 7:00 AM and 10:00 PM and 47 decibels (A) between the hours of 10:00 PM and 7:00 AM.

The FEIS must describe how the proposed activities comply with the required sound level limits of Part 360.19 regardless of the zoning use district. With regards to the residential dwellings

being “not authorized;” the authorization is defined by the Certificate of Occupancy issued by the Town’s Building Department, not the underlying zoning. These statements in the DEIS are incorrect and must be addressed in the FEIS.

The Town of Riverhead Code permits higher noise levels (up to 82 decibels-A for a continuous 16-hours) for Industrial-A uses, but are not very relevant for this application, because the applicant seeks a NYSDEC Part 360 Permit, and must comply with the lower sound level thresholds described in Part 360.19.

Furthermore, this region of Riverhead is identified as an Environmental Justice Area. The DEIS reports the nearest Environmental Justice Area is in Southampton, NY. The applicant is directed to conduct additional research and provide a description of the Environmental Justice Area. The FEIS must include the proposed project impacts generated by the proposed action upon the Environmental Justice Area and explain the potential for social and economic impacts upon this region. Mitigating measures and or methods to avoid impacts must be thoroughly discussed.

Response 18: The Sound Level Measurements & Impact Analysis was revisited with respect to the appropriate Part 360 standard against which to evaluate potential noise impacts on the neighborhood from noise generated by the proposed project (see **Attachment 8**). As stated in that attachment:

To evaluate the community characteristic of this location, a report was generated to depict the population within a 1-mile radius of the site (see attached ACS [American Community Survey] Population Summary). Based upon this data, the population within 1 mile of the site is 1,474 people and therefore the population per square mile is 469 per square mile for this area (1,474/3.14).

Part 360 Solid Waste Management Facilities General Requirements/6 CRR-NY 360.2 Definitions defines Rural as “an area in the state with a population density less than 325 people per square mile.” 6 CRR-NY 360.2 Definitions defines Suburban as “an area in the State with a population density between 325 and 5,000 people per square mile.”

Thus, under the Part 360 Definitions, the site should be considered suburban and would adhere to Part 360.19 “Operating Requirements Energy Equivalent Sound Levels for Suburban Areas.” This is noted in 360.19 as 62 dB(A) between the hours of 7 AM to 10 PM and 52 dB(A) between the hours of 10PM to 7AM. However, if ambient sound levels exceed the regulated levels, the combined level must not surpass the combined sound level of the sources by more than 3 dB(A).

The requested additional information regarding the presence and proximity of established Environmental Justice Areas, and of potential impacts on such areas due to the proposed project, and of corresponding mitigation measures, will be contained in the FEIS.

November 18th Comment Letter

Comment 1: *I wish to advise you of the following:*

NYSDEC, Region One, Division of Materials Management has issued Roadwork Ahead, Inc. and Breezy Hill Group VI, LLC a second Notice of Violation (NOV), dated October 26, 2021. The violations include:

- 1. Operation of a Solid Waste Management Facility Without a Permit*
- 2. Unauthorized Disposal of Solid Waste*
- 3. Violation of Attachment A-Compliance Schedule of Consent Order*

Response: 1 See **Response, Comment 4.**

Comment 2: *In addition to previous comments to the DEIS traffic analysis the assessment of impacts did not list additional developments within the study area. The traffic assessment conducted for HK Ventures DEIS included traffic generated by the following developments; Island Water Park, Tractor Supply and Calverton Industrial Subdivision. These projects must also be included in the requested updated Traffic Impact Study and included in the FEIS.*

Response 2: See **Response, Comment 15.**

This document provides additional information for the Planning Board's consideration in its review on the DEIS. The Applicant trusts that the above information satisfies those Town Consultant comments on the DEIS that can be addressed at this time, leaving those comments that require more time to address to be addressed in the FEIS. All of the responses in this letter will be in the FEIS, and all of the comments in the Town Consultant's letter, will be addressed in the FEIS, to be prepared after the DEIS hearing is closed and the written comment period ends.

Very Truly Yours,

NELSON POPE VOORHIS



Phillip A. Malicki, CEP, AICP, LEED® AP
Senior Environmental Planner

cc: Applicant, Sam Stasi
Steven Losquadro, Esq., Attorney for Applicant
Ed Densieski, Vice-Chairman, Town Planning Board

Richard O’Dea, Town Planning Board Member

Joe Baier, Town Planning Board Member

George Nunnaro, Town Planning Board Member

Bob Kozakiewicz, Esq., Town Attorney

Jeff Murphree, Administrator, Town Planning Dept.

Jeff Seeman, Consultant to the Town Planning Dept.

Greg Bergman, Planning Aide, Town Planning Dept.

Carissa Collins, Associate Administrator, Town Planning Dept.

Charles J. Voorhis, Nelson Pope Voorhis

Attachments:

- 1 - Town Consultant Comment Letter, Jeffrey L. Seeman, Nov. 4, 2021
- 2- Town Consultant Comment Letter, Jeffrey L. Seeman, Nov. 18, 2021
- 3 - NYSDEC Part 360 Permit Application, Engineering Report (complete)
- 4 - Erosion Control Plan and Erosion Control Details, Nelson + Pope, Revised June 22, 2021
- 5 - Pages from TIS and Noise Study revised to reflect finalized operation hours
- 6 - E-mail response to request for conformation that the site is not in RWD, H2M
- 7 - E-mail from NYSDEC/Division of Materials Management
- 8 - Noise consultant responses
- 9 -Newspaper article on groundwater contamination in area of subject site and funding for extension of RWD services

**Breezy Hill Group VI, LLC
C&D Processing Facility
Site Plan & SEQRA/DEIS Review
1792 Middle Road
Calverton, NY
SCTM# 600-100-2-4.2**

**Review of
Nelson Pope Voorhis Correspondence: November 24, 2021**

**Prepared for:
Town of Riverhead Planning Board
SEQRA Lead Agency
201 Howell Avenue
Riverhead, NY 11901**

**Prepared by:
Jeffrey L. Seeman
Certified Environmental Professional
PO Box 130
East Quogue, NY 11942
631.872.9116
jlscoast@optonline.net**

Date: November 29, 2021

The Breezy Hill Group VI, LLC Site Plan & SEQRA/DEIS is undergoing the Planning Board's SEQRA and Site Plan review process. On November 4, 2021 a SEQRA Hearing was conducted by the Planning Board acting as the Lead Agency for the purpose of receiving comments to the DEIS. Additional comments on this matter were offered on November 18, 2021.

Once a DEIS is accepted and circulated by the Lead Agency for comment, the Lead Agency must respond to substantive comments in the form of a Final Environmental Impact Statement (FEIS). Although the Applicant through their consultant, Nelson Pope Voorhis (NPV) have provided a letter response to the DEIS and SEQRA Hearing comments, the responses are not a substitute for the FEIS. A FEIS must be prepared as a standalone document.

This review is to offer technical input, with comments, on how the Applicant responded to the SEQRA/DEIS comments recorded to date, and to offer recommendations to the Board on how to proceed. Be advised that the undersigned is responding to the Applicant's letter as a courtesy, as the SEQRA process requires that the Applicant's accurate responses must be formally incorporated into the FEIS for its review and distribution by the lead Agency.

This review is organized by numbering the Applicant's "Response." Each number corresponds to the numbered Response given in the NPV letter. Applicant/NPV statements and quotations are placed in *italics*. Beneath each numbered Response review comments are stated in standard typesetting.

Beginning with page 1 of the Nelson Pope Voorhis (NPV) letter dated November 24, 2021, the second paragraph it states,

“It is important to note the DEIS has been accepted as complete by the Town Board as SEQRA lead agency, indicating that it provides the information requested in the Final Scoping document. And provides information to enable review by the public and involved agencies.”

The Riverhead Town Board is not the SEQRA Lead Agency. The SEQRA Lead Agency is the Riverhead Town Planning Board.

NPV Response to November 4, 2021 SEQRA Hearing and Written Comments:

Response 1: Stormwater Controls-

Comments reserved/No additional comments at this time.

Response 2: Hours of Operation-

The letter states,

“Regarding the inter-relationship between equipment processing rates, raw material generation and availability, and operating hours, it must be understood that the nature of the facility’s operation is such that the generation of the C&D materials on which the Applicant relies is not under the Applicant’s control. So, the Applicant can only operate the facility when and as permitted C&D materials become available.”

Response 2 claims the Applicant has no control over the incoming C&D solid waste and is dependent upon the C&D material supplier’s availability of material and delivery schedule. These C&D material suppliers include the Applicant, who will provide 25% of the raw C&D materials and other contractors who will deliver 75% of the raw C&D materials to the site (This was stated on page 1-2 of the DEIS, rev. August 2021).

As owner/operator of the facility the Applicant has complete control over the hours of site operations. For the purpose of mitigating measures the Applicant can limit delivery times, processing equipment run times, and control loading and offloading schedules.

The accepted DEIS (August 2021) stated the Applicant will be the primary user of processed materials and sell the balance of processed material (crushed concrete, asphalt millings, soil, rock, brick) to other contractors.

The November 4, 2021, SEQRA Hearing raised a question regarding the resale of processed materials to contractors and whether this sale was considered a wholesale operation located within the Industrial A Zoning Use District, a use that requires a Special Permit. The Special Permit application was not identified under the “Approvals Section” of the FEAF or within the DEIS. A Special Permit application was not filed with the Town of Riverhead.

The November 24, 2021, letter does not adequately address this question. The NPV letter only offered a simplified statement that says,

“Applicant will only process materials for his own use.”

Comments on the DEIS requested quantifiable information regarding the Applicant's own use of the processed materials. This comment becomes more significant as the Applicant now proposes to use 100% of the processed materials *"for his own use."*

New questions arise as to what type of use(s) the Applicant envisions. Will the subject site or an offsite location offer processed material for retail sales, wholesale, or only for new/renovation construction markets? The statement that the Applicant will only process what the Applicant can use is new information and differs from how the accepted DEIS described the processed material use.

However, no quantifiable information from the Applicant has been provided (no historical records of volume/tonnage used by the Applicant, no past records of project size(s) performed by the Applicant, no anticipated projects/markets projected by the Applicant).

The response is inadequate. How, when and why will the Applicant need 13,000 CY of processed materials? The answers must be clear.

The Applicant's statement also brings into question, what happens to the unprocessed materials, because the Applicant will ONLY PROCESS for his own use?

The 13,000 CY of unprocessed material may (as per Part 360 regulations) be legally stored onsite for 365 days. If only a small portion of the 13,000 CY is needed by the Applicant and then this quantity replenished and stored for another 365 days, how and when will a balance between incoming and stored unprocessed material be achieved with processed and outgoing material? Prior DEIS comments suggested the proposed processing equipment could process all 13,000 CY of material in 3-4 days. The proposed hours of operation appear excessive if the facility actually only operates intermittently due to a dependence on unknowns consisting of: incoming waste volumes, waste availability, outside contractor delivery schedules, and processing C&D solely for the Applicant's uses.

Research into NYSDEC permitted and registered C&D processing facilities operating in Region One, and one specifically mentioned in the vibration and sound studies of the DEIS, listed a facility located on Grand Boulevard, Westbury, NY. This facility was identified by the NYSDEC records as operated under the Stassi name (the same last name listed in the Applicant's NYSDEC Part 360 Permit for the Breezy Hill Group VI, LLC/Roadwork Ahead Calverton site). The Grand Boulevard, Westbury facility is like the one proposed in Calverton.

A second facility located on Maple Avenue in Westbury was listed by NYSDEC as operated by Stassi Brothers Asphalt Corp.

An Annual Report must be filed with NYSDEC for all registered and permitted C&D processing facilities. (A blank NYSDEC Annual Reporting Form was included in the Applicant's revised Part 360 Permit Application appendix section, listed as an attachment to the NPV November 24, 2021, letter).

Because the Applicant has again, not provided quantifiable information on processed materials intended for its own use or described the amounts anticipated during periods of operations, or described details on the processed material acceptable uses for their own use; it is recommended the Lead Agency FOIL the NYSDEC for the Annual Reports filed by the following entities:

Rock Crush Recycling LLC 478 Grand Blvd. Westbury, NY: NYSDEC # 30W48R

Stassi Brothers Asphalt Corp 422 Maple Ave. Westbury, NY: NYSDEC # 30W43R

The information may provide insight on expected process material quantities, types of material used and types of uses when 100% will be utilized by this Applicant. Due to the Applicant's revised operating procedures (where only material the Applicant needs will be processed) the Lead Agency may consider limiting the size (magnitude) and operating periods of the facility as a form of mitigation to control noise, dust, traffic, preserve local community character and protect water resources.

It is expected that nuisance impacts (including noise, dust, traffic) will be generated by the proposed action, however under the proposed hours of operations, using "intermittent" availability of raw material and periodic equipment operation provides no measurable form of mitigation.

Response 2 also stated,

"... the above discussion of the anticipated facility operations suggests that the potential impacts on the community would be limited in time and duration."

It is recommended the Lead Agency strongly consider these potentially significant nuisance impacts upon the residential dwellings in the vicinity of the site when weighed against the Applicant's proposed hours of operations.

An in-depth discussion is required on the potential impacts generated by the operation that is accepting wastes and operating its equipment Monday-Friday 6:30 AM to 6:00 PM; Saturday 6:30 AM to 5:00 PM and Sunday 7:00 AM to 2:00 PM (dumping only/no crushing) on nearby residential properties. Mitigation of these impacts must be clearly addressed.

An accurate EIS level assessment of potential impacts is to be performed on the full-scale daily operations during the periods of operation that the Applicant has proposed.

If the proposed action describes mitigating measures such as limiting operations (days, hours, processing, delivery) these must be clearly identified using specific statements in the FEIS.

If the Lead Agency does accept the Applicant's statement, that due to intermittent deliveries and intermittent equipment operations, potential for community impacts would be generated, unavoidable and "limited in time and duration," then arguably, a significant reduction in the facility's operations would serve to provide greater mitigation by reducing or avoiding potential community impacts altogether.

Response 3: Part 360 Permit Engineering Report-

Comments reserved/No additional comments at this time.

Response 4: NYSDEC Violations-

The letter states,

“Communication with the Division of Materials Management, NYSDEC since its November 5, 2018 e-mail confirms that that office is awaiting completion of the SEQRA process on the Breezy Hill Group VI, LLC site plan application (completion to be documented by issuance of the Findings Statement) to render its decision on compliance to the Order on Consent.”

The NYSDEC, November 5, 2018, email regarding the cleanup of the site, Order of Consent and it’s attendant remediation schedule for compliance for removal of all the materials on the site, made no statement regarding the need for the Lead Agency’s issuance of the SEQRA Findings Statement before site cleanup. The statements provided in Response 4 are not factual.

Furthermore, the NYSDEC October 26, 2021, Notice of Violation (NOV) sent via certified mail, return receipt requested, identified under Item 3, Violation of Attachment A-Compliance Schedule of Consent Order- *“The consent order requires the facility to cease operations without authorization and remove all wastes from the subject site within 120 days from the effective date (March 21, 2018) of the current Order, which was July 20, 2018. Waste continues to be dumped at the facility and previous waste remains at the site, in violation of the consent order.”*

Again, according to the October 26, 2021, NOV, there is no requirement for a SEQRA Findings Statement and “previous waste remains at the site, in violation of the consent order.”

Responses 5: Transporter Registration-

The applicant must file a completed application for the registration. Providing a blank registration form does not respond to the comment.

Response 6: Part 360 Series Waste Tracking Document for C&D Debris-

In contrast to statements made by the Applicants, the presence of unauthorized waste materials onsite and the subject of two NYSDEC Notice of Violations, clearly demonstrates the waste has not been removed from the site, or if wastes had been removed, the Part 360 Series Waste Tracking Document would provide validation. The Lead Agency requests the completed form be provided, not the blank form as provided in the NPV November 24, 2021, letter as an attachment.

Response 7: Future Disposal of Unprocessed C&D and Part 360 Series Waste Tracking Document for C&D Debris

Comments reserved/No additional comments at this time.

Response 8: Chapter 229 Permit/NYSDEC and Town Clearing Violations-

The response states,

“The Applicant did not have a Chapter 229 Permit to import the materials to the site that were dumped in the cleared area and became subject of the NYSDEC Notice of Violation. The Applicant performed the necessary removal. The Division of Materials Management, NYSDEC is awaiting completion of the SEQRA process on the Breezy Hill Group VI, LLC site plan application to render its decision on compliance to the Order on Consent.”

The statement claims, “the Applicant performed the necessary removal” of solid waste materials dumped at the site. The statement is in direct conflict with the NYSDEC November 5, 2018 email from NYSDEC that required, “All solid waste materials both processed and unprocessed (everything on the site), must be removed from the site within 120 days (March 5, 2019) of this approval on the Remediation Plan;” and is in direct conflict with the NYSDEC Notice of Violation, dated October 26, 2021, including non-compliance with the Order on Consent and required schedule for site remediation.

The NYSDEC provided no requirement in its Order on Consent or in its remediation schedule that the Lead Agency file a SEQRA Findings Statement prior to enforcement of the order. The NYSDEC is an involved agency under SEQRA for its responsibilities of a Part 360 Permit. The Planning Board as Lead Agency has the responsibility for the SEQRA Findings Statement, which is not used by the NYSDEC to delay enforcement of NYS-ECL.

The Applicant’s response to comments regarding the status of outstanding NYSDEC violations, the site cleanup activities and documentation of the site’s full remediation is unacceptable. The Lead Agency has requested the information be provided multiple times.

It is recommended that the SEQRA Hearing remain open until the Lead Agency has received confirmation from the NYSDEC that all Order on Consent, cleanup schedules and ongoing violations have been satisfied. The Lead Agency has the authority to require the Applicant provide the necessary information the Lead Agency needs to develop and to defend it’s SEQRA Findings Statement.

Response 9: Special Requirements for Pre-Determination of BUD Fill Materials and Testing Protocols-10, 11 & 12:

See comments under Response 13. Comments reserved/No additional comments at this time.

Response 10: DEIS Site Plan Revision & Sound Level Assessment-

See comments under Response 18. Comments reserved/No additional comments at this time.

Response 11: Update to C&D Facilities-

Comments reserved/No additional comments at this time.

Response 12: Wetlands and Surface Waters-

Comments reserved/No additional comments at this time.

Response 13: Water Resources-

The Applicant has installed one (1) upgradient groundwater monitoring well and three (3) down gradient groundwater monitoring wells. Each well is installed with a screen depth located at seven (7) feet below groundwater. Groundwater elevation was recorded at approximately nineteen (19) feet AMSL; with the bottom of the screen elevation located at approximately twelve (12) feet AMSL.

The Applicant stated that continued groundwater monitoring at this location will not continue. The Applicant justifies discontinuing long term groundwater monitoring because:

- (a) the site is not presently causing adverse impact to groundwater quality; and
- (b) the facility will not receive, accept, process or store any potentially hazardous materials.

In response to item (a) the site has been used as a residential property and in most cases a residential use with the exception of sanitary wastewater disposal seldom generates significant adverse impacts to groundwater. However, under the proposed use as a solid waste facility the proposed use would increase potential for groundwater quality adverse impact generated by leachate.

Although as per item (b), the site will not intentionally accept or process any potentially hazardous materials, 75% of the C&D waste will be delivered by carters other than the Applicant.

The residential community located downgradient of the site remains within the pathway of groundwater flow that could potentially become compromised either from the onsite C&D leachate or from an offsite location upgradient of the proposed waste facility. Because this area of Riverhead is currently experiencing compromised groundwater quality, additional monitoring may be requested. The Riverhead Water District will be contacted for additional comments on this matter.

Pursuant to Riverhead Town Code, Article LVI Site Plan Review, section 301-306 requires that existing {301-306 B. (3) (c)} and proposed utilities {301-306 B (4) (g)} (including waterlines) be depicted on the Site Plan. The Part 360 Permit application requires the Applicant depict all private and public water supply wells within an 800-foot radius of the subject site's property boundaries. This information is required by the Lead Agency and Town of Riverhead Planning Department for both Site Plan and SEQRA review.

The long-term groundwater monitoring wells could provide a method for continued monitoring of groundwater quality. In lieu of the unknowns associated with the presumed onsite private drinking water and the Nassau/Suffolk County sources of incoming C&D waste streams, monitoring groundwater quality trends would aid in the protection of groundwater resources where both local community private wells, and the Applicant's own drinking water well may be better served by a long-term program.

The Applicant proposes using the onsite private drinking water well as it's water supply. However, the Applicant reported they were unable to locate the well, provide details on well size, depth, pumping capacity or water quality.

Town of Riverhead tax rolls (2021 Final Assessment Roll, Town of Riverhead, NY) depicts Breezy Hill Group VI, LLC as property owner of SCTM 600-100-2-4.2 (the subject site) and therefore not having complete site/onsite structure access and ability to describe location and conditions of the onsite well is not an acceptable response. The Lead Agency has requested onsite well information and it must be provided prior to the Final EIS preparation.

Additional information on potable and fire protection water supply is required. Furthermore, the Applicant states the Riverhead Fire Department's 4,000-gallon tanker truck, *"supplemented by water from the existing onsite well, as well as by other private wells that serve developed properties in the area"* will be used for firefighting.

The Applicants must identify who provided permission to use other property owner's private wells, what capacity of water supply is available from these other wells, and what capacity is available from the onsite well.

Response 14: Provide Copies of the Part 360 Series Waste Tracking Document-

The response is not acceptable. The Applicant has not removed materials from the site or provided the requested completed waste tracking documentation. The response is unacceptable.

Response 15: Traffic Impact Assessment-

Comments reserved/No additional comments at this time.

Response 16: Special Permit & Use of Processed C&D Materials-

See comments to Response 2. Comments reserved/No additional comments at this time.

Response 18: Sound Level Assessment Based on NYSDEC Part 360.19 for Rural Areas-

The NYSDEC sound level limits for Rural and Suburban areas are for the purpose of assessing and complying with NYS requirements under Part 360.19. As presented by the Applicant's letter response, the area within a 1-mile radius of the subject site described population density calculated at 469 persons per square mile. The NYSDEC defines Suburban as having a population density of between 350 and 5,000 persons per square mile.

The concerns of the Lead Agency include the potential impacts of sound level on the residential dwellings located in the immediate area. Certainly, this local community can be best described as rural. The population density of 469 persons as calculated by the Applicant is much closer to 350 persons which is used as a Statewide threshold used to separate Rural from Suburban, and well below the upper limit of 5,000 persons used to define Suburban.

The Lead Agency is not issuing a Part 360 Permit but is interested in potential for nuisance (including noise) impacts using methodologies and data that reflects the specific type of local community characteristics where the proposed action is located. This is of particular concern because the site is potentially within an Environmental Justice Area.

The Applicant is also advised that meeting a prerequisite standard (i.e. Town of Riverhead Noise Ordinance Code and/or NYSDEC Part 360.19 noise limit) is not an acceptable form of mitigation pursuant to SEQRA. Compliance with building, zoning and other municipal codes is simply a minimum requirement to avoid a non-compliant situation or the need for a variance or exception to the code.

The Applicant is requested to conduct an assessment of noise impacts in accordance with the SEQRA comments on the DEIS, and respond with the requested Rural sound level analyses, as described in 6NYCRR Part 360.19. The Lead Agency's use of the NYSDEC methodology was for its SEQRA level evaluation of potential noise level impacts utilizing the most appropriate and acceptable science-based standards designed for solid waste management facility operations.

NPV Response to November 18, 2021 Written Comments

Response 1: NYSDEC Second Notice of Violations, October 26, 2021-

See above comments to Responses 4, 6 & 8: November 4, 2021 SEQRA Hearing & Written Comments.

Response 2: Additional Traffic Impact Assessment-

Comments reserved/No additional comments at this time.

Please advise the undersigned of any questions or comments regarding this matter.

Prepared by:

Jeffrey L. Seeman

Jeffrey L. Seeman, CGCS/CEP

Certified Environmental Professional

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Charles J. Voorhis, CEP, AICP
631-427-5665



January 21, 2022

Town of Riverhead
Planning Board
200 Howell Avenue
Riverhead, NY 11901
Attn.: Joann Waski, Chair

**RE: Breezy Hill Group VI, LLC, 1792 Middle Road, Calverton
Responses to Town Consultant Comments on the Draft EIS
Supplemental Sound Level Measurements & Impact Analysis
Comments dated 12/01/2021; Submission dated 01/21/2022
NPV No. 17060**

Dear Madam Chair:

This submission provides the Supplemental Sound Level Measurements & Impact Analysis that are referenced in my submission letter dated January 18, 2022 (Item 18). This supplemental report address comments regarding noise analysis made by Jeffrey L. Seeman, environmental consultant to the Planning Board as documented in the review memo dated December 1, 2021.

Please receive this report as part of the 10-day written comment period following the close of the Draft EIS hearing that occurred on January 20, 2022. This document and all comments and responses provided during the Draft EIS comment period will be incorporated into the Final EIS.

Our office will prepare a draft of the Final EIS based on this comment period record, and will assist the Planning Board and staff in finalizing the Final EIS as requested. Thank you and please feel free to contact me should you have any questions.

Sincerely,

NELSON POPE VOORHIS

Charles J. Voorhis, CEP, AICP
Principal

cc: Town Planning Board Members

Town Jefferson Murphree, Administrator, Town Planning Dept.

Bob Kozakiewicz, Esq., Town Attorney

Jeff Seeman, Consultant to the Town Planning Dept.

Greg Bergman, Planning Aide, Town Planning Dept.

Carissa Collins, Associate Administrator, Town Planning Dept.

Applicant, Sam Stasi

Steven Losquadro, Esq., Attorney for Applicant

Att: Supplemental Sound Level Measurements & Impact Analysis; B. Laing Assoc; January 2020

Supplemental Sound Level Measurements and Impact Analysis

**Breezy Hill Group VI, LLC
1792 Middle Road, Calverton
Town of Riverhead
Suffolk County, New York**

January 2022

**Prepared for:
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January 2022

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1.0 EXISTING CONDITION

1.1 Purpose of Study

B. Laing Associates, Inc. is the environmental consulting firm providing sound/noise analysis services for the proposed development of an Asphalt and Concrete Crushing and Screening Facility (Breezy Hill Group VI, LLC; herein referred to as the Project) located in Calverton, Town of Riverhead, Suffolk County, New York. The Project is proposed to be located at 1792 Middle Road which is identified as Suffolk County Tax Map District 0600, Section 100, Block 2, Lot 4.2. See attached Figure 1 - Site Location Map.

The proposed action involves the redevelopment of a 6.68-acre industrially zoned property which currently contains a residence and residential accessory structures. The existing residence on-site is proposed to be repurposed and the land use converted to an asphalt and concrete crushing and screening business including the conversion of an existing 1-to-2 story frame/stucco residence and 1.5-story frame barn/garage to office and storage space. An existing in-ground swimming pool and other minor residential accessory structures would be removed. The proposed business would have two crushing/screening equipment stations and five asphalt/concrete stockpiles. Ten-foot-deep buffers would be provided along the eastern, western, and southwestern property boundaries and 20-foot-deep buffers would be provided along the southeastern and northerly property boundaries. Existing vegetation in the southeastern and southwestern portions of the site would remain. The proposed driveway will be surfaced with RCA and topsoil and hydroseeding is proposed in non-operational areas.

B. Laing Associates, Inc. originally prepared a report titled “Sound Level Measurements and Impact Analysis” which was dated October 2020. The original report was appended in the project’s Draft Environmental Impact Statement (DEIS) as it underwent review under the State Environmental Quality Review (SEQR) process. Since that time, the Lead Agency’s consultant (Jeffrey L. Seeman, CEP) provided comments which were largely addressed in a supplemental submission, dated November 18, 2021.

One of Mr. Seeman’s comments indicated that the community characteristics within a one-mile radius of the subject site include rural and a low density of residential dwellings which pursuant to Part 360 are most closely defined as “Rural.” As such, the Final Environmental Impact Statement (FEIS) must also describe how the proposed action will comply with Part 360 requirements, which outline sound requirements for “rural” areas, regardless of zoning use districts and adjacent commercial/industrial uses.

Further, in undergoing the SEQR process, it was determined that the ambient noise data, as collected by this office and analyzed in the October 2020 report, required additional monitoring. The reason for this was the 2020 ambient noise data, which is largely a factor of local traffic, were artificially diminished due to the effects of the COVID-19 pandemic. The data were originally collected during a historic period with record lows in terms of commuting and roadway traffic. Although the 2020 data determined that the background levels in this area were higher than typical rural residential areas, the data were considered

conservative, as above. As a result of the Lead Agency comments, it was determined that additional monitoring would provide more representative data.

As such, it is purpose of this analysis to supplement the sound levels presented in the October 2020 report and provide additional data in regard to the existing ambient sound levels with data collected during January 2022. The updated sound data are more representative of a condition prior to the COVID-19 pandemic, after much of the road-traffic has rebounded since the 2020 lockdown, and associated impacts it had on roadway and commercial/industrial use-related noise. In addition, this supplemental analysis aims to describe how the proposed activities would not create a significant impact and will comply with the required sound level limits of Part 360 with regard to “rural” areas.

1.2 **General Sound Characteristics**

For information on general sound characteristics, please see the B. Laing Associates, October 2020, report.

1.3 **Sound Monitoring Methodology**

Sound/noise measurements on and around the project site were made using a Cirrus Research plc CR:171A noise meter, which was set to measure A-weighted decibel levels as a mimic of the average human ear. Ambient noise levels were measured from several locations on and adjacent to the project site. Figure 2 represents the mapped measured locations on a current aerial and these locations are depicted in Table 1. The monitoring locations for the January 2022 effort were the same as in the original October 2020 report.

With regard to the methodology of the ambient noise analysis, there is no specific mathematical methodology that was applied to the noise measurements. The ambient readings are straightforward, taken in approximately 10-minute durations and were monitored at the listed locations for both Broadband and 1/1 Octave Band analyses, simultaneously. The measurements were taken on January 13, 2022, during both the peak-AM traffic hour, and during the off-peak midday scenario in partly cloudy to sunny conditions, with winds less than 5 knots and temperatures ranging from 27 to 41 degrees Fahrenheit (F). The monitored sound levels are presented in Table 2 (at the rear of the text) and in Appendix A of this report.

The measured levels generally relate to the local vehicle noise and industrial uses at locations measured along Manor Road and Middle Road¹. Sound disturbance also exists from the proximity of the site to major roadways such as Interstate 495 (the Long Island Expressway) and Old Country/Middle Country Roads, especially during the peak-AM hour. Sound measurements were recorded largely during times when existing sound/noise sources were

¹ An existing concrete and fabrication plant occurs to the southeast of the project site. As such, the roadways already experience significant traffic from cement and related trucks which made up a significant amount of traffic during the January 2022 monitoring.

expected to experience both a typical “peak” (morning commute) as well as a typical average/lull (mid-day) in the sound/noise environment.²

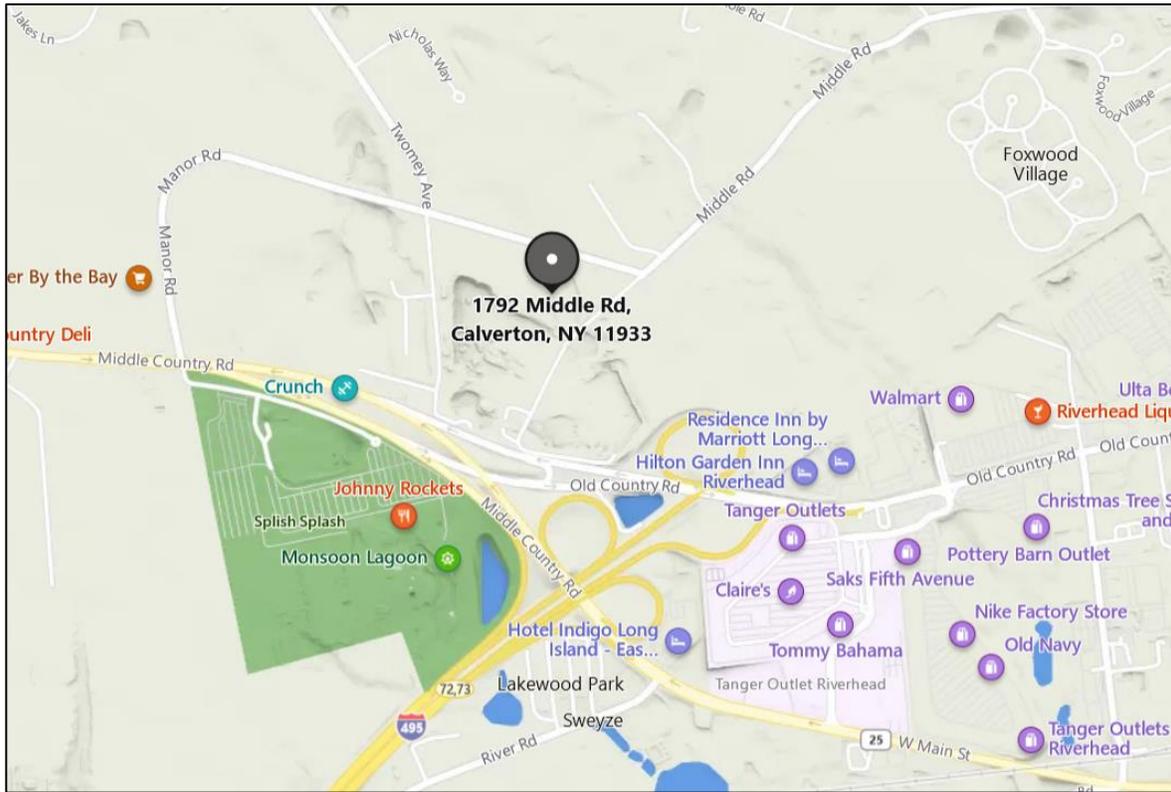


Figure 1 – Proposed Site Location Map

North is straight up. Site and project address denoted by gray pin.

Source: Bing Maps

² A value referred to as the “equivalent sound level,” $L_{(eq)}$, averages were computed/determined from the data. In this case, the $L_{(90)}$ and $L_{(10)}$ were also determined for the expected, “peak hour.”

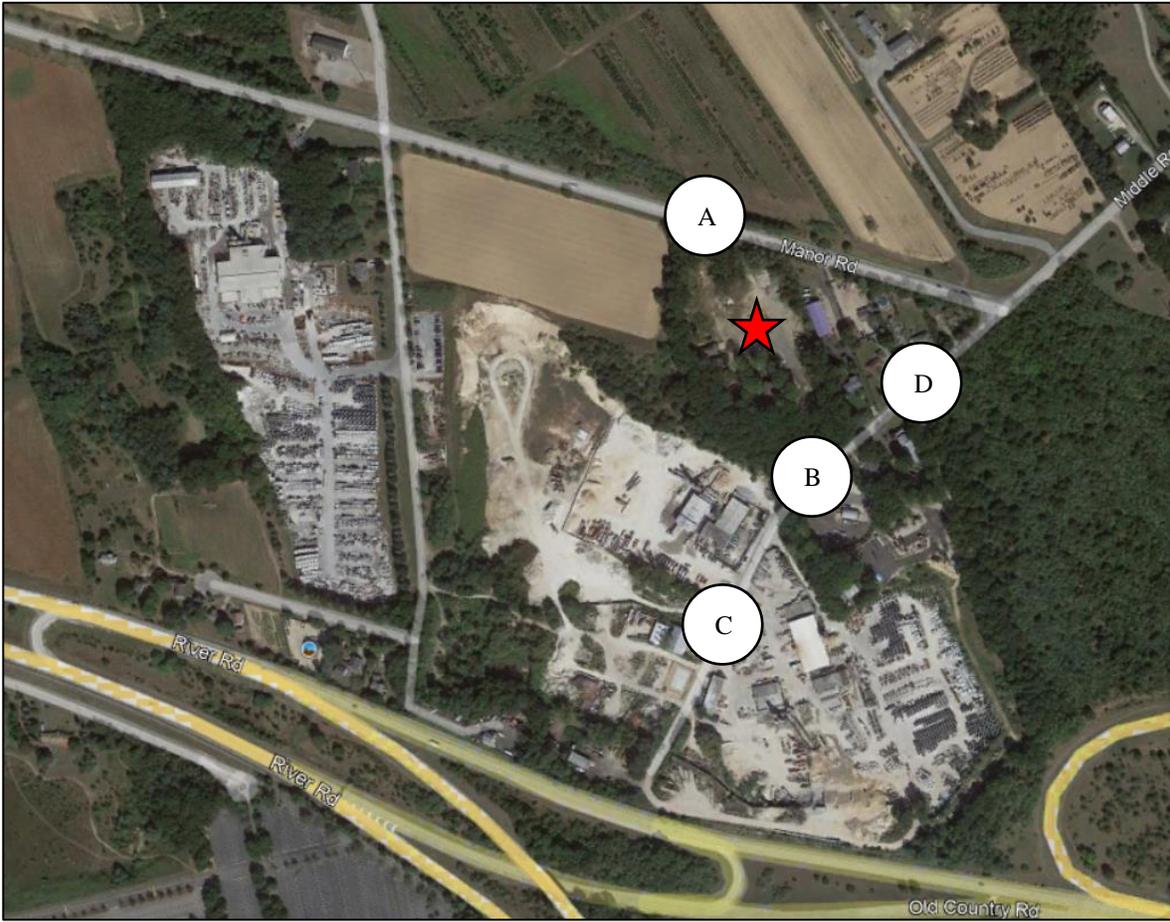


Figure 2 – Noise Analysis Monitoring Location Map

North is straight up. Site and project address denoted by red star. Monitoring Locations A-D are denoted by white circles.

Source: Google Earth

TABLE 1
NOISE MONITORING SAMPLE LOCATIONS

SITE ID	LOCATION	DESCRIPTION
Monitoring Location A	Manor Road Entrance	North Entrance/Exit.
Monitoring Location B	Middle Road Entrance	South Entrance/Exit
Monitoring Location C	Industrial Yards along Middle Road	0.12 Miles South of South Entrance/Exit
Monitoring Location D	Middle Road Residential	0.09 Miles North of South Entrance/Exit
Note: Locations are provided in Figure 2		

1.4 Supplemental Sound Monitoring Results and Analysis – January 2022

For Monitoring Location A, sound levels were measured along the site’s northern boundary at the Manor Road North Entrance. Sound measurements from the proposed project’s northern location showed an $L_{(eq)}$ of 71.7 dB(A) in the **peak-AM** hour and 70.9 dB(A) in the **mid-day** condition, on January 13, 2022. This is considerably higher than the 2020 data which showed an $L_{(eq)}$ of 63.5 dB(A) in the AM hour.

The sound levels at Monitoring Location A result from the existing traffic on Manor Road, as well as the site’s proximity to major roadways such as the Long Island Expressway and Old Country Road. The traffic along Manor Road is largely impacted as a result of the local industrial uses and limited residential community. A significant portion of the vehicles observed passing the Monitoring Location were heavy trucks for cement or other industrial uses.

For Monitoring Location B, sound levels were measured along the site’s southern entrance along Middle Road. Sound measurements from the proposed project’s southern location showed an $L_{(eq)}$ of 71.6 dB(A) in the **peak-AM** hour and 70.0 dB(A) in the **mid-day** condition, on January 13, 2022. This is considerably higher than the 2020 data which showed an $L_{(eq)}$ of 64.2 dB(A) in the AM hour.

The sound levels at Monitoring Location B result from the site’s proximity to major roadways such as the Long Island Expressway and Old Country Road, as well as local traffic along Middle Road. The traffic along Middle Road, especially south of the site, is almost entirely comprised of heavy trucks for industrial use as it is a dead end with no through-traffic.

For Monitoring Location C, sound levels were measured along Middle Road in the vicinity of existing commercial/industrial uses to the south of the site. Sound measurements from the proposed project’s southern location showed an $L_{(eq)}$ of 74.3 dB(A) in the **peak-AM** hour and 61.5 dB(A) in the **mid-day** condition, on January 13, 2022. The former measurement

was considerably higher than the 2020 data which showed an $L_{(eq)}$ of 58.9 dB(A) in the AM hour, though the latter was comparable.

The sound levels at Monitoring Location C result from the site's proximity to major roadways such as the Long Island Expressway and Old Country Road, as well as some minor traffic along Middle Road.

For Monitoring Location D, sound levels were measured along Middle Road in the vicinity of existing residential dwellings northeast of the site. Sound measurements from the proposed project's southern location showed an $L_{(eq)}$ of 67.6 dB(A) in the **peak-AM** hour and 71.8 dB(A) in the **mid-day** condition, on January 13, 2022. This is considerably higher than the 2020 data which showed an $L_{(eq)}$ of 60.6 dB(A) in the AM hour.

The sound levels at Monitoring Location D result from the site's proximity to major roadways such as the Long Island Expressway and Old Country Road, as well as local traffic along Middle Road. The traffic along Middle Road, especially south of the site, is almost entirely comprised of heavy trucks for industrial use as it is a dead end with no through-traffic.

A search for sensitive receptors was undertaken during monitoring efforts. Sensitive receptors are defined by the EPA as "...include, but are not limited to, hospitals, schools, daycare facilities, elderly housing and convalescent facilities." A few notable receptors, such as Splish Splash (1.4 miles), Riverhead Charter School (1.8 miles), All Saints Monastery (0.3 miles) and the Tanger Outlets (3 miles) were recorded as existing and potentially sensitive. There are no other "sensitive" noise receptors (e.g., hospitals, libraries, etc.) in the vicinity of the project sites. To the extent receptors of any kind (commercial buildings, etc.) occur, they too are already impacted as described/measured above by noise/sound levels from the local Town roads.

1.5 **Discussion**

Noise monitoring data results are provided in Table 2, below, which outlines the updated data collected on January 13, 2022. Evaluation of the recorded data reveals that the lowest ambient noise levels occurred along Middle Road at Monitoring Location C, in the mid-day condition. This monitoring location was conducted in the vicinity of the industrial yards on Middle Road where the ambient sound is largely dependent on vehicle activity. Middle Road, a short local road, ceases south of the project location with no outlet. As such, sound levels were dominated by truck movement when active, but occasionally truck activity was low (as in the sample period for Monitoring Location C). Measurement reports/data sheets are located at the rear of this analysis.

Monitoring Locations A and B, along Manor and Middle Roads, respectively presented the highest dB(A) levels in the peak-AM conditions. This is due to the vehicular activity along these roads during the monitoring efforts. Manor Road, especially, acts as a through-way for cars and trucks during the morning commute, and throughout the day.

In addition to commuting/passing vehicles, the sound levels at these locations are dominated/impacted by trucks servicing the adjacent industrial uses, which are active all day. This is especially clear in the results for Monitoring Location D. The mid-day condition during sampling, was 71.8 dB(A); higher than the 67.6 dB(A) sample for the peak-AM commute, showing that the disturbance at these locations is not limited to the peak traffic hours.

TABLE 2 NOISE MONITORING RESULTS		
SITE ID	TIME	L _(EQ)
Monitoring Location A	AM Peak: 07:52 a.m.	71.7 dB(A)
Monitoring Location A	Mid-day: 11:32 a.m.	70.9 dB(A)
Monitoring Location B	AM Peak: 08:45 a.m.	71.6 dB(A)
Monitoring Location B	Mid-day: 11:47 a.m.	70.0 dB(A)
Monitoring Location C	AM Peak: 08:17 a.m.	74.3 dB(A)
Monitoring Location C	Mid-day: 11:59 a.m.	61.5 dB(A)
Monitoring Location D	AM Peak: 08:31 a.m.	67.6 dB(A)
Monitoring Location D	Mid-day: 12:13 p.m.	71.8 dB(A)
Note: Locations are provided in Figure 2		

Per Part 360 (j), *Noise*, the L_(eq) sound levels which are proposed to be produced by an operator or facility, where the character of the community within a one-mile radius of said facility is “rural,” is limited to 57 dB(A) between 7:00 a.m. and 10:00 p.m. As shown in Table 2, the background ambient, in the existing condition, at all monitoring locations exceeds this sound/noise level.

2.0 PART 360 NOISE REGULATION³

2.1 **Part 360 – L_(eq) Energy Equivalent Sound Levels**

While the majority of land use within the vicinity of the project site falls in an industrial category. As such, any receptors located south of the Middle Road/Manor Road intersection and Manor Road already have potentially higher sound levels due to the current zoning and land use. Regardless, it was determined by the Lead Agency that the character of community within a one-mile radius of the proposed facility contains a “rural” condition and, as such, any analysis must describe how the proposed activities comply with the required sound level limits of Part 360 with regard to “rural” areas.

Per Part 360 (j) *Noise*, the owner or operator of a facility must ensure that noise (other than that occurring during construction...) resulting from equipment or operations at the facility does not exceed the following energy equivalent sound levels beyond the property line owned or controlled by the owner or operator of the facility at locations authorized for residential purposes:

Table 3		
Part 360 Sound Level Limits		
Character of Community with a one-mile radius of facility	L _{eq} Energy Equivalent Sound Levels	
	7 a.m. to 10 p.m.	10 p.m. to 7 a.m.
Rural	57 dB(A)	47 dB(A)
Suburban	62 dB(A)	52 dB(A)
Urban	67 dB(A)	57 dB(A)

Further, Part 360 reads:

- (1) If the background sound level exceeds the referenced Leq sound level limit, the Leq sound levels from a facility sources and background sources when combined must not exceed the Leq sound level of the background sources alone by more than three dB(A), &
- (2) The background sound level, measured as Leq, is the existing ambient sound level during a period of peak acoustical energy measured in the absence of sound produced by equipment or operations at the facility.

3.2 **Rural Sound Limitations**

As above, the Lead Agency has indicated that the character of community within a one-mile radius of the proposed facility includes a “rural” condition. As such, the project has been analyzed with those limitations in mind. Per the January 13, 2022, ambient sound

³ For discussions regarding Town of Riverhead/NYSDEC/FHWA Criteria, see B. Laing Associates’ October 2020 report.

monitoring data, the existing background noise at this location ranged between 61.5 dB(A)⁴ and 74.3 dB(A) as a result of proximity to major roads, nearby industrial uses, and the heavy truck-loads of the neighboring uses. As the monitored locations exceeded⁵ the background limitations for a rural area, the Part 360 L_(eq) limitations become the ambient noise levels (during a period of peak acoustical energy) plus 3 decibels. This is outlined in the following table.

Monitoring Location	Background Sound Level	Calculated L_(eq) Limit for Rural Community per Part 360
A	71.7 dB(A)	74.7 dB(A)
B	71.6 dB(A)	74.6 dB(A)
C	74.6 dB(A)	77.6 dB(A)
D	71.8 dB(A)	74.8 dB(A)

Per the January 13, 2022, ambient noise sample data, the locations surrounding the site are already highly disturbed by the local traffic and nearby industrial uses. The maximum sound pressure levels in the existing condition are already well above Part 360's rural L_(eq) limits. As such, the calculated limit per Part 360 would allow for sound pressure levels in the mid-70's dB(A)⁶ even for rural communities.

⁴ Not reflected on Table 3; see Table 2, above, for the full set of L_(eq) results.

⁵ The L_(eq) for the monitored locations also exceeded the Suburban limitations, and most of the locations exceeded the Urban limitations, per Part 360.

⁶ Due to the existing loud/disturbed existing condition.

3.0 SUPPLEMENTAL PROPOSED ACTION ANALYSIS

3.1 Traffic Noise Analysis

For an analysis on potential traffic noise as a part of the proposed project, please see the B. Laing Associates, October 2020, report.

3.2 Operational Analysis

The operational analysis as contained herein has not changed from the October 2020 report except when analyzed with respect to the updated ambient sound pressure levels, as monitored on January 13, 2022. The below analysis is largely in regard to Part 360's regulation of sound pressure levels in "rural" areas, per Section 2.0, above. See B. Laing Associates' October 2020 report for more details.

The proposed project includes an asphalt and concrete crushing and screening business including the conversion of an existing 1-to-2 story frame/stucco residence and 1.5-story frame barn/garage to office and storage space. The proposed business would have two crushing/screening equipment stations and five asphalt/concrete stockpiles. Ten-foot-deep buffers would be provided along the eastern, western and southwestern property boundaries and 20-foot-deep buffers would be provided along the southeastern and northerly property boundaries. Existing vegetation in the southeastern and southwestern portions of the site will remain. The proposed driveway will be surfaced with RCA and topsoil and hydroseeding is proposed in non-operational areas.

Equipment use for the proposed asphalt and concrete crushing and screening site would generate sound levels varied from the existing ambient level. These sound pressure levels will be loudest from within the site and will reduce with distance. Given initial source measurement standardized at 50 feet from the sound source, every doubled distance will decrease the noise level by approximately 6 dB(A).⁷ Table 5 below provides an inventory of proposed machinery sound level specifications and the sound reduction over distance.

⁷ Assessing and Mitigation Noise Impacts.

**TABLE 5
EQUIPMENT SOUND PRESSURE LEVELS OVER DISTANCE**

Equipment/Sound Source	Average Exterior Sound Level at Source	Source Distance with Sound Reduction (dB(A))		
		50 Feet	100 Feet	200 Feet
Cat 938 M wheel loader	101.0 dB(A)	77	71	65
Cat 966 M wheel loader	109.0 dB(A)	85	79	73
EW160 E Volvo excavators	100.0 dB(A)	76	70	64
EC210B Prime Volvo excavator	104.0 dB(A)	80	74	68
Cat 299D2 compact tract loader	104.0 dB(A)	80	74	68
DE11E3S diesel generator set	88.0 dB(A)*	64	58	52
Mobirex MR 130 Z/130 Zi EVO 2	99.0 dB(A)**	75	69	63
Chieftain 1700	104 dB(A)***	80	74	68
* coming from CAT sound pressure levels in an enclosure				
** source Mobirex dealer, 99.0 dB from side with engine, and 88.5 dB from the other side				
*** source CDC Noise Assessment of Stone/Aggregate Mines				

As a result of the facility, operational sound levels will have an insignificant effect on the south property line located along Middle Road. Distances from equipment to Middle Road measure greater than 300 feet. Even if the loudest piece of equipment (Cat 966M) were running at the closest approach the sound pressure levels reaching the lot would have a resultant decibel level of 70 dB(A)⁸; comparable to the existing background ambient at Measuring Location B. In addition, any negligible sound pressure increase at this location would be projected onto an industrial yard.

Noise from the Chieftain 1700 crusher, which is centrally located along the northern portion of the site, has the potential to result in 74 dB(A) at the northern property line (Measuring Location A). When combined with the ambient background noise at this location (71.7 dB(A)), the resultant sound pressure level would have an additive, middling effect (for more information about this, see Table 6, below). As the difference between the ambient noise and operating sound is between 2 and 3 dB(A), the higher of the two sounds is increased by 2 dB(A); this would result in a sound pressure level at the northern property line of 76 dB(A). This is 1.3 dB(A) greater than the calculated $L_{(eq)}$ limit for rural areas, described in Sec. 2.

⁸ Does not include the substantial reduction gained from the wooded buffer to the south.

Table 6
Approximate Addition of Sound Levels

Difference Between Two Sound Levels	Add to the Higher of the Two Sound Levels
1 dB or less	3 dB
2 to 3 dB	2 dB
4 to 9 dB	1 dB
10 dB or more	0 dB

(USEPA, Protective Noise Levels, 1978)

However, any potential for sound pressure level increase that may occur along the northern property line will be projected onto Manor Road, a major roadway in this neighborhood which is already impacted by ongoing vehicular traffic; as such, no actual impact will occur.

The property line to the west was not sampled for ambient measurements, but it is also disturbed by its proximity to Manor Road, with only an agricultural field separating it from the sound source (traffic). This property line is shielded from most of the Chieftain 1700 crusher noises by the distance (over 200' or a resultant sound pressure level 68 dB(A)), and the strategically placed stockpiles of material. The gravel ring-road is only set back 25 feet from the property line along its western side and there is a potential for truck noises to reach the property line. These will be, A. partially abated by the row of evergreens planted along the property line and B. projected onto an agricultural field, with no real impact to receptors and C. projected onto a property sandwiched between Manor Road and existing commercial/industrial uses with higher, existing ambient sound levels.

The eastern property line of the site is the receptor of greatest concern, as it was the residential properties to the east (within the intersection of Middle and Manor Roads) which prompted the need for a supplemental analysis. The eastern property line, and the residences to the east/southeast, are already disturbed per the January 13, 2022 ambient sound level measurements. With the Measuring Location D having a $L_{(eq)}$ of 71.8 dB(A) in the mid-day scenario, it is clear that a considerable amount of industrial traffic, using Middle Road, is already impacting these residences. Regardless, the eastern property line is shielded by potential noise impacts from the Chieftain 1700 crusher by enough linear distance to result in a resultant sound pressure level of 68 dB(A) which would increase the background ambient by 1 dB(A)⁹. In addition, if several pieces of equipment were operating simultaneously, we would use the Approximate Addition of Sound Levels (Table 6) to calculate the dB(A) to a receptor. For example, at 50' from the source, if the Cat 966 M wheel loader, Chieftain 1700, EW160 E Volvo excavator, and Mobirex MR 130 Z/130 Zi EVO 2 were operating, the resultant dB(A) would total 69 dB(A) at 400 feet. The difference first between the two lowest sound pressure levels is calculated, and that result is added to the next highest source.

⁹ A middling effect, per Table 6, above.

$$75 \text{ dB(A)} + 76 \text{ dB(A)} = 79 \text{ dB(A)}$$

$$79 \text{ dB(A)} + 80 \text{ dB(A)} = 83 \text{ dB(A)}$$

$$83 \text{ dB(A)} + 85 \text{ dB(A)} = 87 \text{ dB(A)}$$

At, 100 feet that calculated 87 dB(A) would reduce to 81 dB(A); at 200 feet to 75 dB(A); and by 400 feet, the resultant sound pressure level would be 69 dB(A). That does not consider the strategically-placed stockpiles or other factors which will both abate that further, which would reduce that noise to a negligible increase, if any at all.

The ring-road, which comes within 25 feet of the property line will be used by equipment that has the potential to cause noise impacts. However, this noise will be ephemeral and will be largely blocked by the 100'-long industrial barn immediately to the site's east as well as the row of evergreen trees planted along the property line. The residences to the east are a minimum of 200' away from where the equipment may be operating at any given time. Even if the loudest piece of equipment (Cat 966M) were operating at this distance, an unabated sound pressure level of 73 dB(A) could reach these residences. This is comparable to the ambient measured on January 13, 2022. However, the existing house and barn structure to the immediate easterly property, identified as 1776 Middle Road, will provide a screen which abates noise dispersion further to the east. Per the FHWA, "a two-story building can reduce noise levels on the side of the building away from the noise source by about 13 dB(A)." This also does not include the abatement provided by the evergreen plantings, around the property line.

Proper locations of site activities will allow noise level reduction from the source equipment, thus minimizing noise to the adjacent receptors. The proposed crusher/screening equipment have been strategically placed (1) along Manor Road where existing ambient sound levels are higher and (2) in the center of the site approximately 215 feet west of the eastern property boundary. As per Table 5, sound levels 200 feet from the source are approximately 68 dB(A) for the crusher/screening equipment.

In addition, per NYSDEC's Assessing and Mitigation Noise, "stockpiles of raw material or finished product can be an effective sound barrier if strategically placed." Stockpiles would have been intentionally placed along the western side of the eastern leg of the driveway/ring road. Lastly, site design includes ten-foot-deep buffers along the eastern, western and southwestern property boundaries and 20-foot-deep buffers along the southeastern and northerly property boundaries.

3.3 **Construction Sound Analysis**

For an analysis on potential construction noise as a part of the proposed project, please see the B. Laing Associates, October 2020, report. Part 360, the subject of this report, does not regulate noise "occurring during construction of the facility."

3.4 **Summary of Analysis**

As above, the operational equipment has the potential to be the source of sound level impacts to the local area. Specifically, the area of concern is the “potential impacts of sound level on the residential dwellings located in the immediate area [which are] best described as rural,” per the letter by Mr. Seeman on behalf of the Lead Agency.

During the original DEIS analysis, it was understandable that a (slight) impact to these residences may have been expected as the existing condition (as measured in 2020) was artificially diminished due to the COVID-19 pandemic (due to lack of industry and commuting). However, the January 13, 2022, ambient numbers show an existing condition which is clearly already disturbed by the background sound pressure levels from nearby commercial/industrial uses with $L_{(eq)}$ levels in the low 70’s dB(A); much higher than expected for a “rural” community. This differential is accounted for the Part 360 regulations as calculated in Section 2, above.

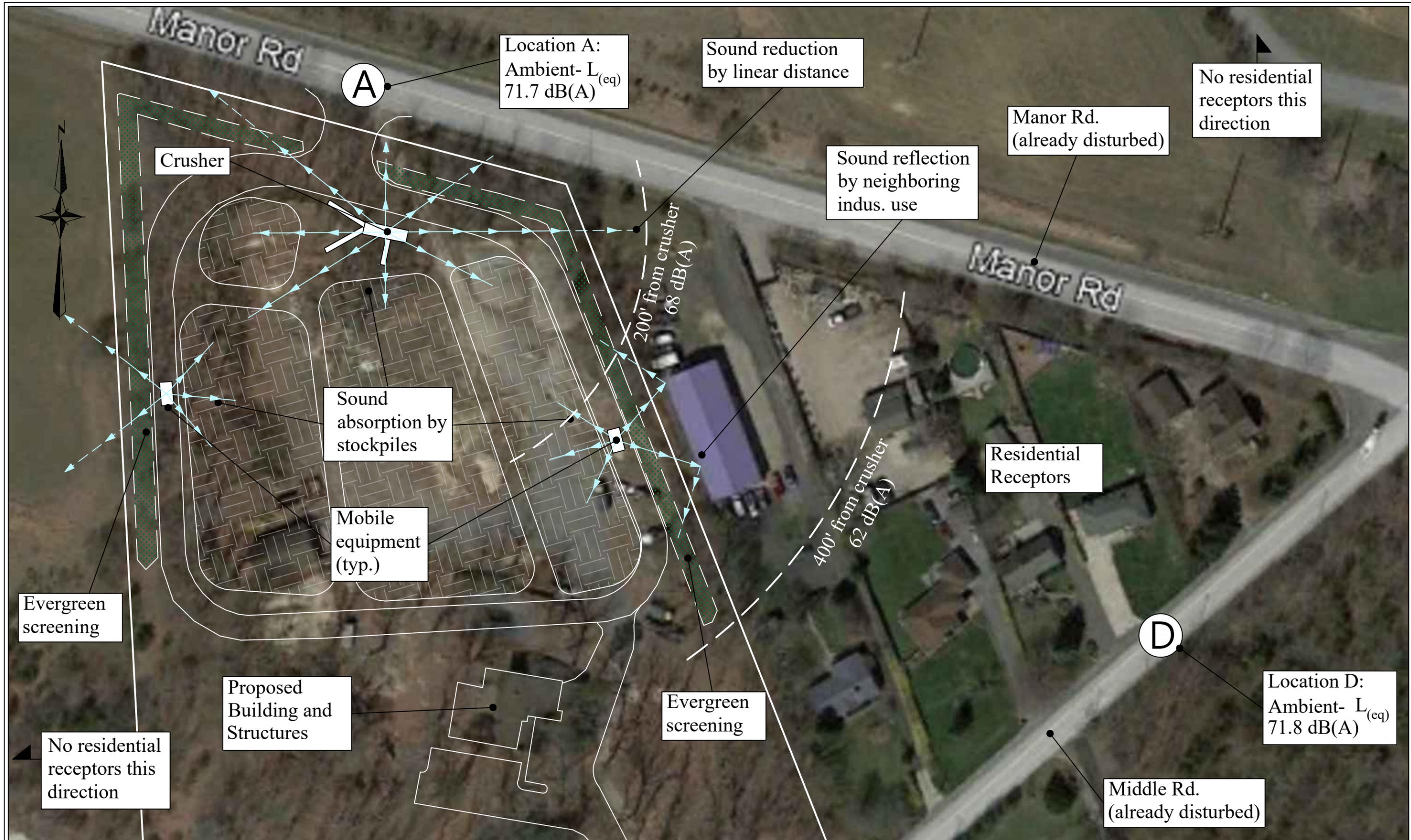
However, as above, the equipment (specifically the crushing equipment) was strategically placed in order to minimize sound impacts to the surrounding residential areas. The equipment will be placed at a considerable linear distance, and behind abating features, such that there will not be a significant sound pressure increase to these “rural” receptors. In addition, when compared to the existing ambient sound pressure levels, which are already disturbed/unusually high as measured on January 13, 2022, the proposed operational noise will not have a significant impact, even from a “rural” point of view.

4.0 MITIGATION

4.1 Mitigation Measures

The October 2020 analysis showed that “potential, minor noise impact[s] may occur to adjacent, residentially zoned properties to the east as a result of the proposed action.” However, that was based on conservative ambient noise data, which was artificially diminished due to the COVID-19 pandemic. In the January 2022 analysis, it was shown that the ambient conditions are already disturbed from the proximity to major roads and the nearby industrial uses, such that no substantial impacts are proposed to the nearby residences, even from a “rural” standpoint. Regardless, the same noise mitigation/abatement measures that were discussed in the original report will still be put in place.

Please see the original October 2020, B. Laing Associates, report for more information on noise abatement information.



TITLE: Sound Pressure Level Figure

AT: 1792 Middle Road
 IN: Calverton
 COUNTY: Suffolk
 STATE: NY
 FOR: NPV

PROJ #: NPVCVT01
 DATE: Jan. 19, 2022
 REV:

NOTES:

1. Not a survey. Scale roughly 1" = 70.0'.
2. Existing condition aerial imagery sourced from Google Earth.
3. Based off Part 360 Permit Plan by Nelson & Pope, dated 5/12/2021; figure above not inclusive of all structures.
4. Calculated dB(A) of Chieftain 1700 crusher/screener at linear distances does not include any abatement from stockpiles or other factors. As such, it is considered conservative.

SHEET: 1 of 1 - Existing Condition - Aerial

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APPENDIX A

Measurement Reports



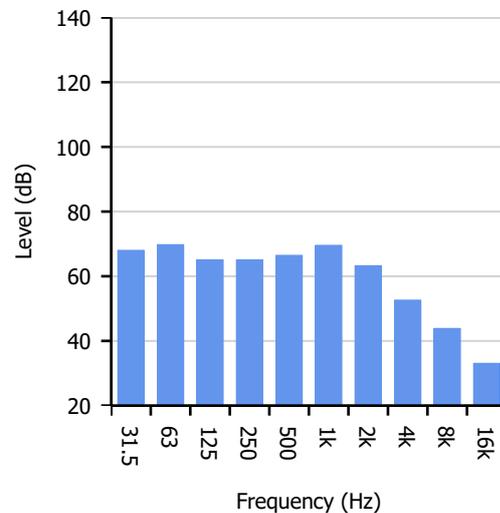
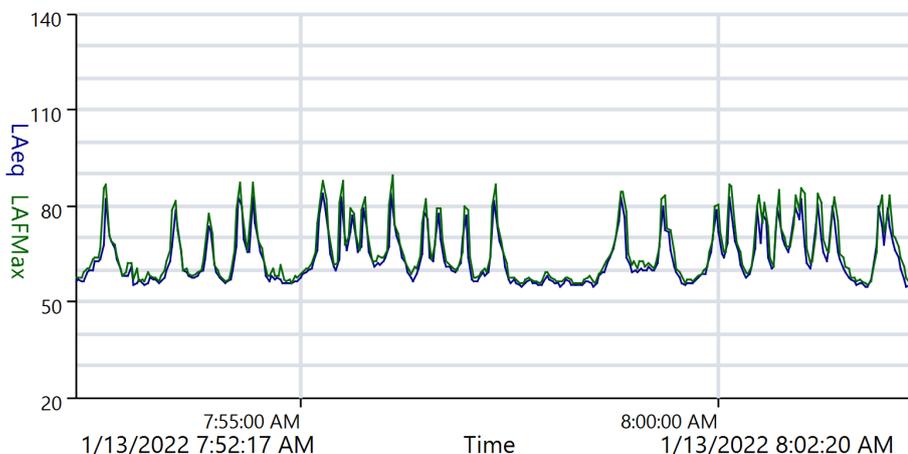
Measurement Summary Report

Name 46
Time 1/13/2022 7:52:17 AM **Person** **Place** **Project**
Duration 00:10:03 Taylor Sturm NPVCVT01-
Instrument G301840, CR:171A

Calibration

Before Offset **After** Offset

Basic Values		Statistical Levels (Ln)	
LAeq	71.7 dB	LAF1	84.0 dB
LAE	99.5 dB	LAF5	79.2 dB
LAFMax	89.2 dB	LAF10	74.2 dB
		LAF50	60.5 dB
		LAF90	55.6 dB
		LAF95	55.2 dB
		LAF99	54.5 dB



Notes

Sample Location A; AM Peak; Manor Rd. Entrance; <5kt Wind; 28F

ReportId





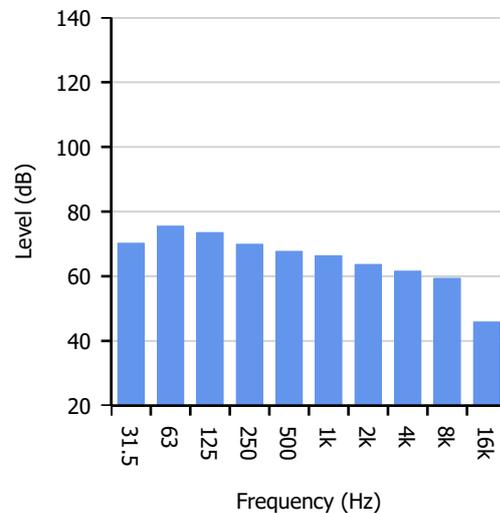
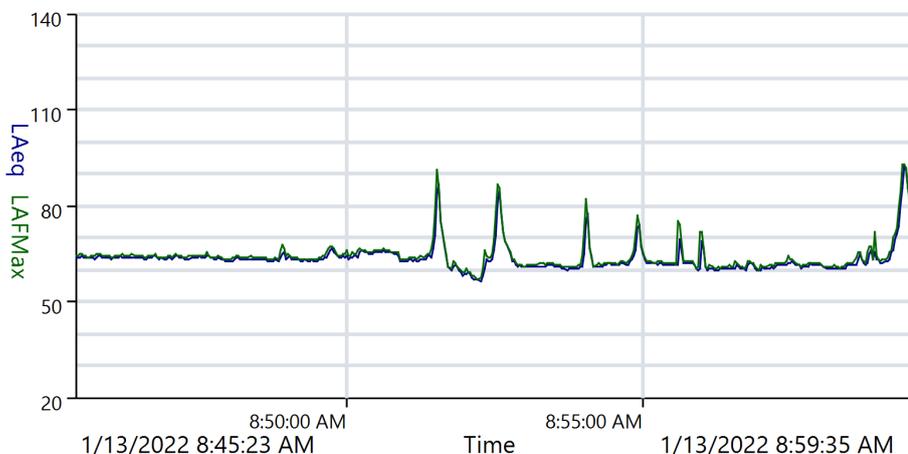
Measurement Summary Report

Name 52
Time 1/13/2022 8:45:23 AM **Person** Taylor Sturm **Place** **Project** NPVCVT01-
Duration 00:14:12
Instrument G301840, CR:171A

Calibration

Before Offset **After** Offset

Basic Values		Statistical Levels (Ln)	
LAeq	71.6 dB	LAF1	85.2 dB
LAE	100.9 dB	LAF5	69.6 dB
LAFMax	93.1 dB	LAF10	65.5 dB
		LAF50	62.8 dB
		LAF90	60.2 dB
		LAF95	59.7 dB
		LAF99	57.1 dB



Notes

Sample Location B; AM Peak; Middle Rd. Entrance; <5kt Wind; 28F

ReportId





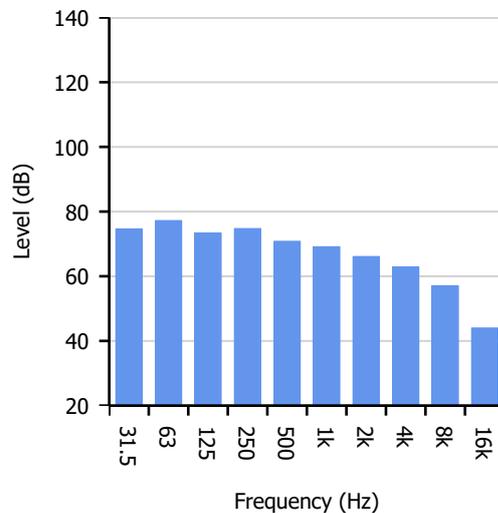
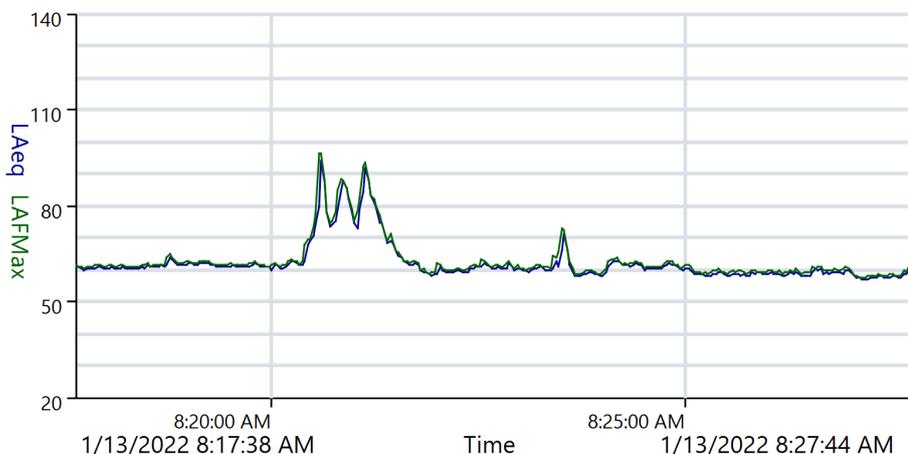
Measurement Summary Report

Name 48
Time 1/13/2022 8:17:38 AM **Person** **Place** **Project**
Duration 00:10:06 Taylor Sturm NPVCVT01-
Instrument G301840, CR:171A

Calibration

Before Offset **After** Offset

Basic Values		Statistical Levels (Ln)	
LAeq	74.3 dB	LAF1	87.6 dB
LAE	102.1 dB	LAF5	77.1 dB
LAFMax	96.4 dB	LAF10	68.4 dB
		LAF50	60.3 dB
		LAF90	58.0 dB
		LAF95	57.6 dB
		LAF99	57.0 dB



Notes

Sample Location C; AM Peak; Indus. Yards along Middle Rd.; <5kt Wind; 28F

ReportId





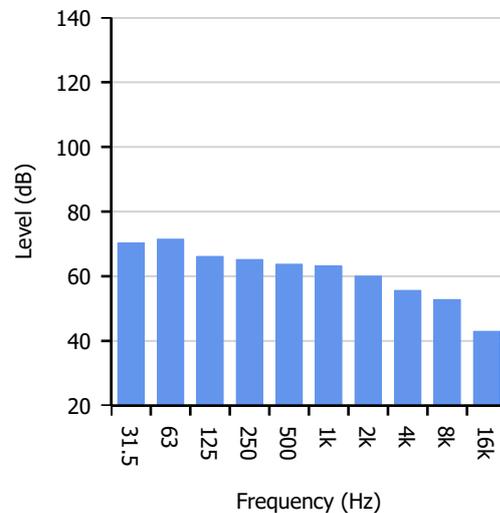
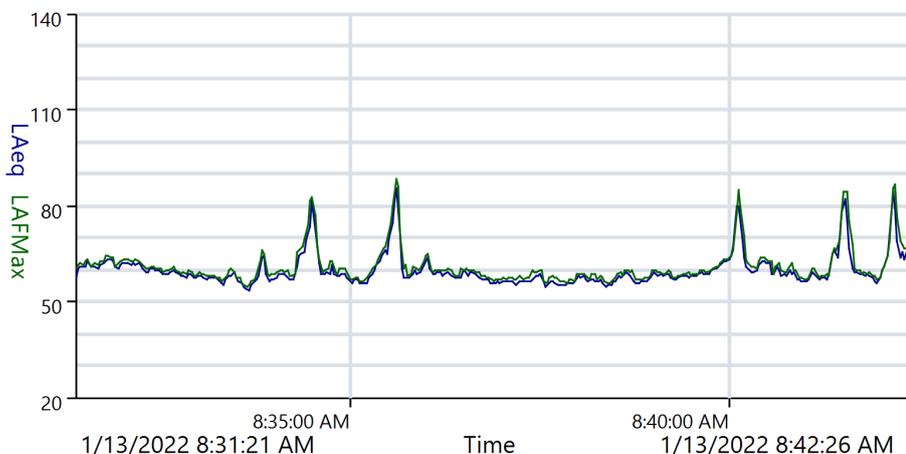
Measurement Summary Report

Name 50
Time 1/13/2022 8:31:21 AM **Person** **Place** **Project**
Duration 00:11:05 Taylor Sturm NPVCVT01-
Instrument G301840, CR:171A

Calibration

Before Offset **After** Offset

Basic Values		Statistical Levels (Ln)	
L _{Aeq}	67.6 dB	LAF1	81.7 dB
L _{AE}	95.8 dB	LAF5	69.6 dB
L _{AFMax}	88.4 dB	LAF10	64.2 dB
		LAF50	58.3 dB
		LAF90	55.8 dB
		LAF95	55.3 dB
		LAF99	54.4 dB



Notes

Sample Location D; AM Peak; Middle Rd. Residential; <5kt Wind; 28F

ReportId





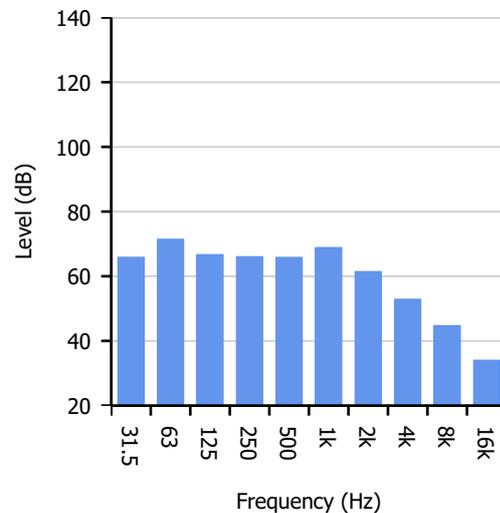
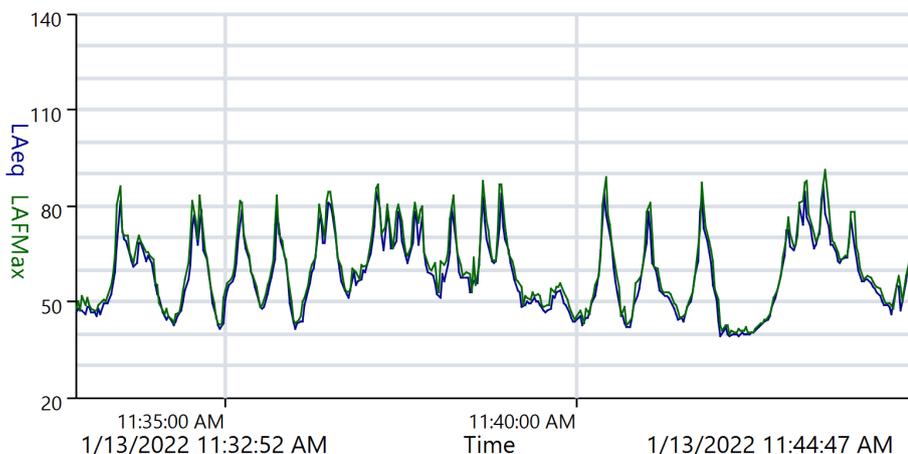
Measurement Summary Report

Name 53
Time 1/13/2022 11:32:52 AM **Person** **Place** **Project**
Duration 00:11:55 Taylor Sturm NPVCVT01-
Instrument G301840, CR:171A

Calibration

Before Offset **After** Offset

Basic Values		Statistical Levels (Ln)	
LAeq	70.9 dB	LAF1	84.2 dB
LAE	99.4 dB	LAF5	77.3 dB
LAFMax	91.1 dB	LAF10	73.0 dB
		LAF50	56.3 dB
		LAF90	43.6 dB
		LAF95	41.6 dB
		LAF99	39.3 dB



Notes

Sample Location A; Mid-day; Manor Rd. Entrance; <5kt Wind; 41F

ReportId





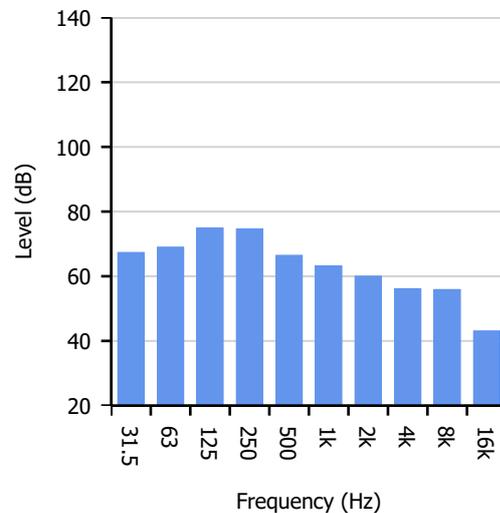
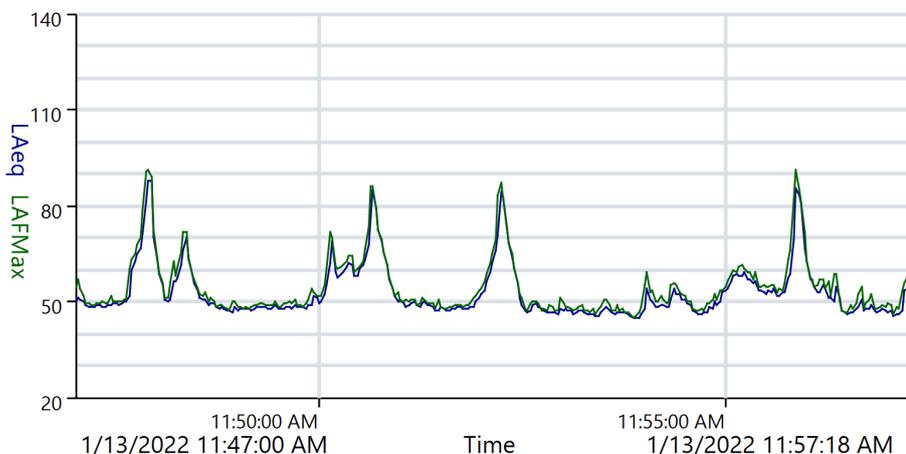
Measurement Summary Report

Name 54
Time 1/13/2022 11:47:00 AM **Person** **Place** **Project**
Duration 00:10:18 Taylor Sturm NPVCVT01-
Instrument G301840, CR:171A

Calibration

Before **Offset** **After** **Offset**

Basic Values		Statistical Levels (Ln)	
LAeq	70.0 dB	LAF1	85.4 dB
LAE	97.9 dB	LAF5	70.3 dB
LAFMax	91.3 dB	LAF10	62.7 dB
		LAF50	49.1 dB
		LAF90	46.4 dB
		LAF95	45.9 dB
		LAF99	45.0 dB



Notes

Sample Location B; Mid-day; Middle Rd. Entrance; <5kt Wind; 41F

ReportId





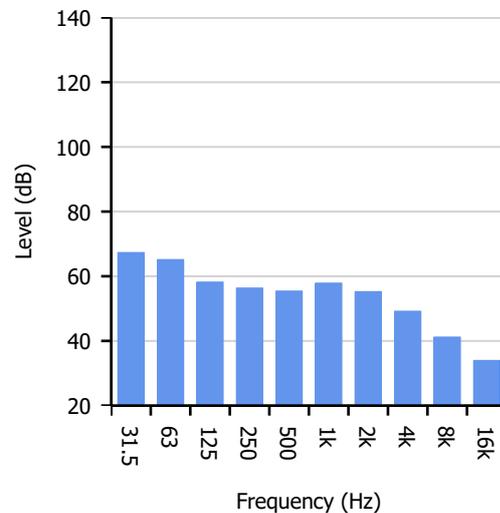
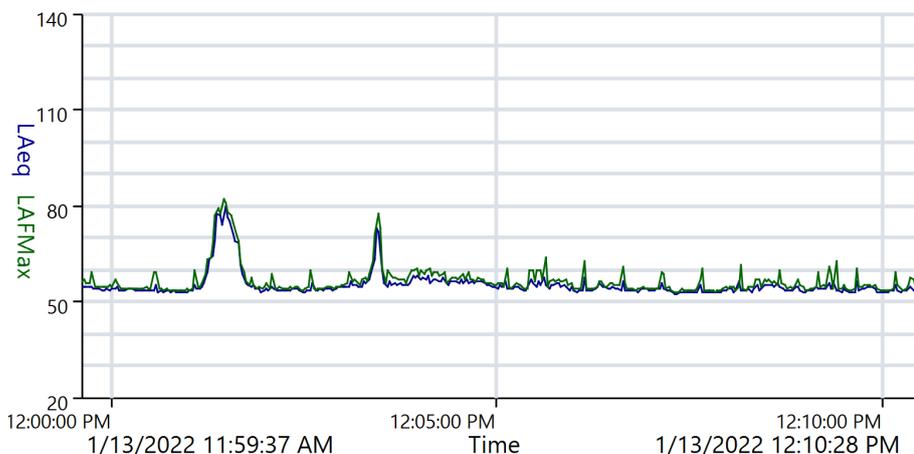
Measurement Summary Report

Name 55
Time 1/13/2022 11:59:37 AM **Person** **Place** **Project**
Duration 00:10:51 Taylor Sturm NPVCVT01-
Instrument G301840, CR:171A

Calibration

Before Offset **After** Offset

Basic Values		Statistical Levels (Ln)	
LAeq	61.5 dB	LAF1	76.2 dB
LAE	89.6 dB	LAF5	60.8 dB
LAFMax	81.9 dB	LAF10	57.0 dB
		LAF50	53.8 dB
		LAF90	52.9 dB
		LAF95	52.8 dB
		LAF99	52.5 dB



Notes

Sample Location C; Mid-day; Indus. Yards along Middle Rd.; <5kt Wind; 41F

ReportId





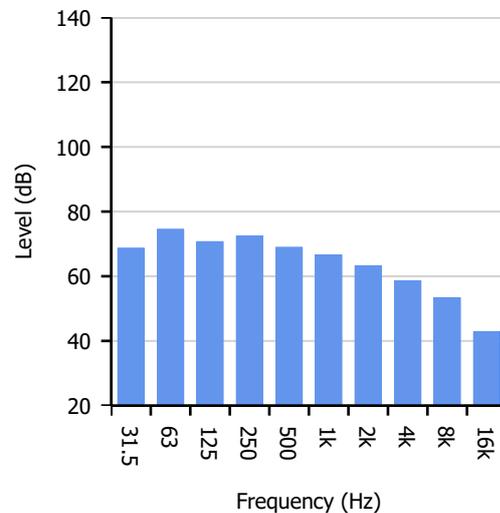
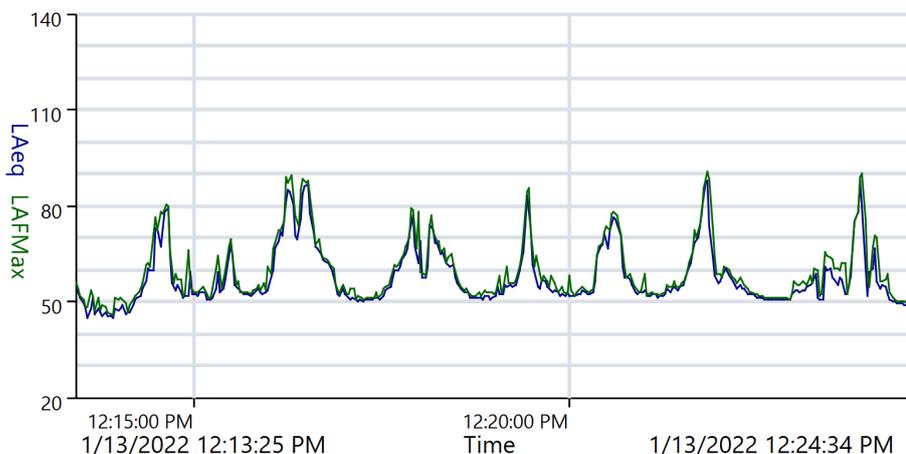
Measurement Summary Report

Name 56
Time 1/13/2022 12:13:25 PM **Person** **Place** **Project**
Duration 00:11:09 Taylor Sturm NPVCVT01-
Instrument G301840, CR:171A

Calibration

Before Offset **After** Offset

Basic Values		Statistical Levels (Ln)	
LAeq	71.8 dB	LAF1	86.4 dB
LAE	100.1 dB	LAF5	76.2 dB
LAFMax	90.7 dB	LAF10	70.7 dB
		LAF50	53.7 dB
		LAF90	50.2 dB
		LAF95	48.4 dB
		LAF99	45.1 dB



Notes

Sample Location D; Mid-day; Middle Rd. Residential; <5kt Wind; 41F

ReportId





January 28, 2022

Town of Riverhead Planning Board
200 Howell Avenue
Riverhead, NY 11901
Attn.: Hon. Joann Waski, Chair

**RE: Breezy Hill Group VI, LLC, 1792 Middle Road, Calverton
Responses to Town Consultant Comments on the DEIS
Dated December 1, 2021; NPV No. 17060**

Dear Madam Chair:

This letter is submitted to provide additional information for the Draft Environmental Impact Statement (DEIS) for the above referenced project. Since the Planning Board meeting of January 20, 2022 when the DEIS comment period was closed to allow a 10-day written comment period, the water quality test results for the on-site well have been obtained. The sampling and results are reported below:

Water Quality Test Results

The existing on-site well that provides water supply for the home is located approximately 65 feet to the southeast of the structure. The well was accessed by trained sampling personnel of Nelson Pope Voorhis (NPV) to collect a water sample to determine water quality of the well. The water sample was collected from the well on January 17, 2022, delivered to Long Island Analytical Laboratories (a NYS certified laboratory) and analyzed in accordance with Suffolk County Department of Health Services (SCDHS) requirements for private potable water supply quality.

Review of the results detected the presence of several constituents including Chloride, Nitrate, Bromomethane, Calcium, Iron, Magnesium, Chloride, Nitrate, Perfluorohexanesulfonic Acid (PFHxS), Perfluorooctanesulfonic Acid (PFOS) and Perfluorooctanoic Acid (PFOA) but at concentrations that do not exceed their respective SCDHS water quality requirements. Based on these data, the well is suitable for water supply on the subject property. A table which provides a summary of the analytical results is provided in **Attachment A** along with copies of the laboratory analytical datasheets for the water sample.

The submission of January 18, 2022, Item 13. a. outlines the procedures to have the well certified for commercial use through the SCDHS site plan review process. The well test results will be used for the SCDHS application for construction of sewage disposal systems and water supplies for other than single family residences (Application Form WWM-004) to be filed with the Office of Wastewater Management. The submission will include a Certification of Existing Subsurface Sewage Disposal and Water Supply Facilities for Other than Single Family Residence (Form WWM-084). The FEIS will be used to update the status of submission of Form WWM-084, stage of SCDHS review and water quality testing of the existing well.

Additional Information

The Applicant is preparing additional materials to address comments on the DEIS from the Town consultant comments dated December 1, 2021. The intent is that these materials will be provided in a response to comments to be used for preparation of the FEIS. These will include:

1. Copies of the applications to the SCDHS for change in use of the old residence to an office (WMM-004), and for water supply (WMM-084);
2. A map showing the locations of all public and private supply wells within 800 feet of the site;
3. Written confirmation of the Applicant's approval to allow the Town and/or Riverhead Water District to access the three on-site monitoring wells, to continue their efforts to monitor groundwater quality in the area; and
4. Project plans revised to include the on-site well for water supply and fire suppression measures determined in coordination with the Town Fire Marshal as appropriate, per the standards of National Fire Protection Agency 1142. Specific requirements to ensure that adequate water is available for fire suppression may include fire protection supply wells or water holding tanks (either above or below ground). The Fire Marshal will review the site plan and the project engineer will coordinate with the Fire Marshal and assist with ensuring that adequate water is available for fire suppression based on that review.

• • • •

Thank you for the opportunity to provide you with this information update. Please feel free to contact the undersigned should you have any questions.

Very Truly Yours,

NELSON POPE VOORHIS



Charles J. Voorhis, CEP, AICP
Principal

cc: Town Planning Board Members
Jefferson Murphree, AICP, Administrator, Town Planning Dept.
Bob Kozakiewicz, Esq., Town Attorney
Jeff Seeman, Consultant to the Town Planning Dept.
Greg Bergman, Planning Aide, Town Planning Dept.
Carissa Collins, Associate Administrator, Town Planning Dept.
Applicant, Sam Stasi
Steven Losquadro, Esq., Attorney for Applicant

Attachments:

- A Water Quality Test Results, Long Island Analytical Laboratories, Inc., Jan. 27, 2022

Client: Nelson, Pope & Voorhis
 Project: Analysis
 ProjectNumber: 1792 Middle Road
 Matrix: Potable Water
 Collect Dates: 1/17/2022 Thru 1/17/2022

Lab Number		2011718-01		2011718-02	
Sampled Name		Supply Well		Field Blank	
Sampled Date		1/17/2022		1/17/2022	
Parameter	DOH Limit	Value	Qual	Value	Qual
Colisure (N/A)					
E. Coli	Present	Absent			
Total Coliform	Positive	Negative			
EPA 120.1 (Rev. 1982) (umhos/cm)					
Specific Conductivity	N/A	211.6			
EPA 200.5 (ug/L)					
Lead	15	<2.50	4.B		
EPA 200.7, Rev. 4.4(1994) (mg/L)					
Cadmium	5	<0.001	4.B		
Calcium	N/A	7.38			
Chromium	100	<0.007	4.B		
Copper	1.3	<0.050	4.B		
Iron	0.3	0.216			
Magnesium	N/A	4.18			
Manganese	0.3	<0.010	4.B		
Zinc	5	<0.050	4.B		
EPA 200.9 Rev. 2.2(1994) (ug/L)					
Arsenic	10	<0.500			
EPA 300.0 Rev. 2.1(1993) (mg/L)					
Chloride	250	91.1	3.E		
Nitrate	10	0.617			
EPA 522 (ug/L)					
1,4-Dioxane	1	<0.0700			

Colisure (N/A)					
E. Coli	Present	Absent			
Total Coliform	Positive	Negative			
EPA 120.1 (Rev. 1982) (umhos/cm)					
Specific Conductivity	N/A	211.6			
EPA 200.5 (ug/L)					
Lead	15	<2.50	4.B		
EPA 200.7, Rev. 4.4(1994) (mg/L)					
Cadmium	5	<0.001	4.B		
Calcium	N/A	7.38			
EPA 524.2 (ug/L)					
1,1,1,2-Tetrachloroethane	5	<0.50			
1,1,1-Trichloroethane	5	<0.50			
1,1,2,2-Tetrachloroethane	5	<0.50			
1,1,2-Trichloro-1,2,2-trifluoroeth	NA	<0.50	2.B		
1,1,2-Trichloroethane	5	<0.50			
1,1-Dichloroethane	5	<0.50			
1,1-Dichloroethene	5	<0.50			
1,1-Dichloropropene	5	<0.50			
1,2,3-Trichlorobenzene	5	<0.50			
1,2,3-Trichloropropane	5	<0.50			
1,2,4-Trichlorobenzene	5	<0.50			
1,2,4-Trimethylbenzene	5	<0.50			
1,2-Dichlorobenzene	5	<0.50			
1,2-Dichloroethane	5	<0.50			
1,2-Dichloropropane	5	<0.50			
1,3,5-Trimethylbenzene	5	<0.50			
1,3-Dichlorobenzene	5	<0.50			
1,3-Dichloropropane	5	<0.50			
1,4-Dichlorobenzene	5	<0.50			
2,2-Dichloropropane	5	<0.50			
2-Chlorotoluene	5	<0.50			
4-Chlorotoluene	5	<0.50			
4-Isopropyltoluene	5	<0.50			

Colisure (N/A)					
E. Coli	Present	Absent			
Total Coliform	Positive	Negative			
EPA 120.1 (Rev. 1982) (umhos/cm)					
Specific Conductivity	N/A	211.6			
EPA 200.5 (ug/L)					
Lead	15	<2.50	4.B		
EPA 200.7, Rev. 4.4(1994) (mg/L)					
Cadmium	5	<0.001	4.B		
Calcium	N/A	7.38			
Benzene	5	<0.50			
Bromobenzene	5	<0.50			
Bromochloromethane	5	<0.50			
Bromodichloromethane	NA	<0.50			
Bromoform	NA	<0.50			
Bromomethane	5	1.02			
Carbon Tetrachloride	5	<0.50			
Chlorobenzene	5	<0.50			
Chlorodifluoromethane	5	<0.50	2.B		
Chloroethane	5	<0.50			
Chloroform	80	<0.50			
Chloromethane	NA	<0.50			
cis-1,2-Dichloroethene	5	<0.50			
cis-1,3-Dichloropropene	5	<0.50			
Dibromochloromethane	NA	<0.50			
Dibromomethane	5	<0.50			
Dichlorodifluoromethane	5	<0.50			
Ethylbenzene	5	<0.50			
Hexachlorobutadiene	5	<0.50			
Isopropylbenzene (Cumene)	NA	<0.50			
m,p-Xylenes	10	<1.00			
Methyl Ethyl Ketone (2-Butanone)	NA	<10.0	2.B		
Methylene Chloride	5	<0.50			
Methyl-tert-Butyl Ether	NA	<0.50			

Colisure (N/A)					
E. Coli	Present	Absent			
Total Coliform	Positive	Negative			
EPA 120.1 (Rev. 1982) (umhos/cm)					
Specific Conductivity	N/A	211.6			
EPA 200.5 (ug/L)					
Lead	15	<2.50	4.B		
EPA 200.7, Rev. 4.4(1994) (mg/L)					
Cadmium	5	<0.001	4.B		
Calcium	N/A	7.38			
Naphthalene	50	<5.00			
n-Butylbenzene	5	<0.50			
n-Propylbenzene	5	<0.50			
o-Xylene	5	<0.50			
sec-Butylbenzene	5	<0.50			
Styrene	5	<0.50			
tert-Butylbenzene	5	<0.50			
Tetrachloroethene	5	<0.50			
Tetrahydrofuran	50	<10.0	2.B		
Toluene	5	<0.50			
trans-1,2-Dichloroethene	5	<0.50			
trans-1,3-Dichloropropene	5	<0.50			
Trichloroethene	5	<0.50			
Trichlorofluoromethane	5	<0.50			
Vinyl chloride	2	<0.50			
EPA 537.1 (ng/L)					
Perfluorooctanesulfonic Acid (PFOS)	10	2.32		<2.00	
Perfluorooctanoic Acid (PFOA)	10	2.29		<2.00	
SM 18-21 4500-H B (00) (units)					
pH	N/A	8.32	2.B, 1.C		
Temperature @ pH in C	NA	25.6	2.B, 1.C		
SM 21-23 5540C (-00) (mg/L LAS @ M.W. 340)					
Methylene Blue Active Substance	NA	0.1			
SM4500-NH3C (mg/L)					

Colisure (N/A)					
E. Coli	Present	Absent			
Total Coliform	Positive	Negative			
EPA 120.1 (Rev. 1982) (umhos/cm)					
Specific Conductivity	N/A	211.6			
EPA 200.5 (ug/L)					
Lead	15	<2.50	4.B		
EPA 200.7, Rev. 4.4(1994) (mg/L)					
Cadmium	5	<0.001	4.B		
Calcium	N/A	7.38			
Ammonia as N	NA	<1.00	2.B		

Notes:

Report Generated on: 1/27/2022 11:20:25 AM

Qualifiers:

_A	Absent
_N	Negative
1.C	Holding time exceeded, analyze immediate parameter.
2.B	Parameter not certifiable by NELAP.
3.E	Compound reported at a dilution factor.
4.B	Estimated value, Results may have a higher degree of uncertainty as a result of reporting to the MDL but below LO
4.J	Continuing Calibration Verification (CCV) quality control levels failed low, values are considered to be estimated.
4.K	Continuing Calibration Verification (CCV) quality control levels failed high, values are considered to be estimated.
4.M	LCS recovery was above QC acceptance limit.
4.N	LCS recovery was below QC acceptance limit.



**LONG
ISLAND
ANALYTICAL
LABORATORIES INC.**

"TOMORROWS ANALYTICAL SOLUTIONS TODAY"

Laboratory Report

NYSDOH ELAP# 11693
USEPA# NY01273
CTDOH# PH-0284
AIHA# 164456
NJDEP# NY012
PADEP# 68-2943

LIAL# 2011718

January 27, 2022

Nelson, Pope & Voorhis
Eric Arnesen
70 Maxess Road
Melville, NY 11747

Re: 1792 Middle Road

Dear Eric Arnesen,

Enclosed please find the laboratory Analysis Report(s) for sample(s) received on January 17, 2022. Long Island Analytical laboratories analyzed the samples on January 27, 2022 for the following:

SAMPLE ID	ANALYSIS
Supply Well	Certificate of Occupancy (Well), EPA 522, EPA 524.2, PFCs
Field Blank	PFCs

Samples received at 2.2 ° C

1.C Holding time exceeded, analyze immediate parameter.

If you have any questions or require further information, please call at your convenience. Long Island Analytical Laboratories Inc. is a NELAP accredited laboratory. All reported results meet the requirements of the NELAP standards unless noted. Report shall not be reproduced except in full without the written approval of the laboratory. Results related only to items tested. Long Island Analytical Laboratories would like to thank you for the opportunity to be of service to you.

Best Regards,

Long Island Analytical Laboratories, Inc.

Michael D. Veraldi
Laboratory Technical Director

Client: Nelson, Pope & Voorhis	Client ID: 1792 Middle Road
Date (Time) Collected: 01/17/2022 14:00	Sample ID: Supply Well
Date (Time) Received: 01/17/2022 15:24	Laboratory ID: 2011718-01
Matrix: Potable Water	ELAP: #11693

Volatiles Analysis

Parameter	CAS No.	LOQ	Result	Units	Flag
1,1,1,2-Tetrachloroethane	630-20-6	0.50	<0.50	ug/L	
1,1,1-Trichloroethane	71-55-6	0.50	<0.50	ug/L	
1,1,2,2-Tetrachloroethane	79-34-5	0.50	<0.50	ug/L	
1,1,2-Trichloro-1,2,2-trifluoroethane	76-13-1	0.50	<0.50	ug/L	2.B
1,1,2-Trichloroethane	79-00-5	0.50	<0.50	ug/L	
1,1-Dichloroethane	75-34-3	0.50	<0.50	ug/L	
1,1-Dichloroethene	75-35-4	0.50	<0.50	ug/L	
1,1-Dichloropropene	563-58-6	0.50	<0.50	ug/L	
1,2,3-Trichlorobenzene	87-61-6	0.50	<0.50	ug/L	
1,2,3-Trichloropropane	96-18-4	0.50	<0.50	ug/L	
1,2,4-Trichlorobenzene	120-82-1	0.50	<0.50	ug/L	
1,2,4-Trimethylbenzene	95-63-6	0.50	<0.50	ug/L	
1,2-Dichlorobenzene	95-50-1	0.50	<0.50	ug/L	
1,2-Dichloroethane	107-06-2	0.50	<0.50	ug/L	
1,2-Dichloropropane	78-87-5	0.50	<0.50	ug/L	
1,3,5-Trimethylbenzene	108-67-8	0.50	<0.50	ug/L	
1,3-Dichlorobenzene	541-73-1	0.50	<0.50	ug/L	
1,3-Dichloropropane	142-28-9	0.50	<0.50	ug/L	
1,4-Dichlorobenzene	106-46-7	0.50	<0.50	ug/L	
2,2-Dichloropropane	594-20-7	0.50	<0.50	ug/L	
2-Chlorotoluene	95-49-8	0.50	<0.50	ug/L	
4-Chlorotoluene	106-43-4	0.50	<0.50	ug/L	
4-Isopropyltoluene	99-87-6	0.50	<0.50	ug/L	
Benzene	71-43-2	0.50	<0.50	ug/L	
Bromobenzene	108-86-1	0.50	<0.50	ug/L	
Bromochloromethane	74-97-5	0.50	<0.50	ug/L	
Bromodichloromethane	75-27-4	0.50	<0.50	ug/L	
Bromoform	75-25-2	0.50	<0.50	ug/L	
Bromomethane	74-83-9	0.50	1.02	ug/L	

Client: Nelson, Pope & Voorhis	Client ID: 1792 Middle Road
Date (Time) Collected: 01/17/2022 14:00	Sample ID: Supply Well
Date (Time) Received: 01/17/2022 15:24	Laboratory ID: 2011718-01
Matrix: Potable Water	ELAP: #11693

Parameter	CAS No.	LOQ	Result	Units	Flag
Carbon Tetrachloride	56-23-5	0.50	<0.50	ug/L	
Chlorobenzene	108-90-7	0.50	<0.50	ug/L	
Chlorodifluoromethane	75-45-6	0.50	<0.50	ug/L	2.B
Chloroethane	75-00-3	0.50	<0.50	ug/L	
Chloroform	67-66-3	0.50	<0.50	ug/L	
Chloromethane	74-87-3	0.50	<0.50	ug/L	
cis-1,2-Dichloroethene	156-59-2	0.50	<0.50	ug/L	
cis-1,3-Dichloropropene	10061-01-5	0.50	<0.50	ug/L	
Dibromochloromethane	124-48-1	0.50	<0.50	ug/L	
Dibromomethane	74-95-3	0.50	<0.50	ug/L	
Dichlorodifluoromethane	75-71-8	0.50	<0.50	ug/L	
Ethylbenzene	100-41-4	0.50	<0.50	ug/L	
Hexachlorobutadiene	87-68-3	0.50	<0.50	ug/L	
Isopropylbenzene (Cumene)	98-82-8	0.50	<0.50	ug/L	
m,p-Xylenes	108-38-3/106-42-3	1.00	<1.00	ug/L	
Methyl Ethyl Ketone (2-Butanone)	78-93-3	10.0	<10.0	ug/L	2.B
Methylene Chloride	75-09-2	0.50	<0.50	ug/L	
Methyl-tert-Butyl Ether	1634-04-4	0.50	<0.50	ug/L	
Naphthalene	91-20-3	5.00	<5.00	ug/L	
n-Butylbenzene	104-51-8	0.50	<0.50	ug/L	
n-Propylbenzene	103-65-1	0.50	<0.50	ug/L	
o-Xylene	95-47-6	0.50	<0.50	ug/L	
sec-Butylbenzene	135-98-8	0.50	<0.50	ug/L	
Styrene	100-42-5	0.50	<0.50	ug/L	
tert-Butylbenzene	98-06-6	0.50	<0.50	ug/L	
Tetrachloroethene	127-18-4	0.50	<0.50	ug/L	
Tetrahydrofuran	109-99-9	10.0	<10.0	ug/L	2.B
Toluene	108-88-3	0.50	<0.50	ug/L	

Client: Nelson, Pope & Voorhis	Client ID: 1792 Middle Road
Date (Time) Collected: 01/17/2022 14:00	Sample ID: Supply Well
Date (Time) Received: 01/17/2022 15:24	Laboratory ID: 2011718-01
Matrix: Potable Water	ELAP: #11693

Parameter	CAS No.	LOQ	Result	Units	Flag
trans-1,2-Dichloroethene	156-60-5	0.50	<0.50	ug/L	
trans-1,3-Dichloropropene	10061-02-6	0.50	<0.50	ug/L	
Trichloroethene	79-01-6	0.50	<0.50	ug/L	
Trichlorofluoromethane	75-69-4	0.50	<0.50	ug/L	
Vinyl chloride	75-01-4	0.50	<0.50	ug/L	

Surrogate	CAS No.	% Recovery	Rec. Limits	Flag
1,2-Dichlorobenzene-d4	2199-69-1	82	70-130	
4-Bromofluorobenzene	460-00-4	79	70-130	

Internal Standard	CAS No.	% Recovery	Rec. Limits	Flag
Fluorobenzene	462-06-6		50-200	

Date Prepared: 01/21/2022

Preparation Method: EPA 524.2

Date Analyzed: 01/21/2022

Analytical Method: EPA 524.2

Client: Nelson, Pope & Voorhis	Client ID: 1792 Middle Road
Date (Time) Collected: 01/17/2022 14:00	Sample ID: Supply Well
Date (Time) Received: 01/17/2022 15:24	Laboratory ID: 2011718-01
Matrix: Potable Water	ELAP: #11693

Semivolatile Analysis

Parameter	CAS No.	LOQ	Result	Units	Flag
1,4-Dioxane	123-91-1	0.0700	<0.0700	ug/L	

Surrogate	CAS No.	% Recovery	Rec. Limits	Flag
1,4-Dioxane-d8	17647-74-4	125	70-130	

Internal Standard	CAS No.	% Recovery	Rec. Limits	Flag
Tetrahydrofuran-d8	1693-74-9	106	70-130	

Date Prepared: 01/21/2022

Preparation Method: *** DEFAULT PREP ***

Date Analyzed: 01/26/2022

Analytical Method: EPA 522

Parameter	CAS No.	LOQ	Result	Units	Flag
6:2 FTS	27619-97-2	2.00	<2.00	ng/L	4.J, 2.B
8:2 FTS	39108-34-4	2.00	<2.00	ng/L	2.B
N-ethylperfluorooctanesulfonamidoacetic Acid	2991-50-6	2.00	<2.00	ng/L	4.J, 4.K, 2.B
N-methylperfluorooctanesulfonamidoacetic Acid	2355-31-9	2.00	<2.00	ng/L	4.K, 2.B
Perfluorobutanesulfonic Acid (PFBS)	375-73-5	2.00	<2.00	ng/L	2.B
Perfluorobutanoic Acid (PFBA)	375-22-4	2.00	<2.00	ng/L	4.J, 4.N, 2.B
Perfluorodecanesulfonic Acid (PFDS)	335-77-3	2.00	<2.00	ng/L	4.J, 2.B
Perfluorodecanoic Acid (PFDA)	335-76-2	2.00	<2.00	ng/L	2.B
Perfluorododecanoic Acid (PFDoA)	307-55-1	2.00	<2.00	ng/L	4.K, 4.M, 2.B
Perfluoroheptanesulfonic Acid (PFBHpS)	375-92-8	2.00	<2.00	ng/L	2.B
Perfluoroheptanoic Acid (PFHpA)	375-85-9	2.00	<2.00	ng/L	2.B
Perfluorohexanesulfonic Acid (PFBHxS)	355-46-4	2.00	2.08	ng/L	4.K, 2.B
Perfluorohexanoic Acid (PFHxA)	307-24-4	2.00	<2.00	ng/L	2.B
Perfluorononanoic Acid (PFNA)	375-95-1	2.00	<2.00	ng/L	2.B
Perfluorooctanesulfonamide (FOSA)	754-91-6	2.00	<2.00	ng/L	4.J, 4.N, 2.B
Perfluorooctanesulfonic Acid (PFOS)	1763-23-1	2.00	2.32	ng/L	
Perfluorooctanoic Acid (PFOA)	335-67-1	2.00	2.29	ng/L	
Perfluoropentanoic Acid (PFPeA)	2706-90-3	2.00	<2.00	ng/L	2.B
Perfluorotetradecanoic Acid (PFTeA)	376-06-7	2.00	<2.00	ng/L	4.K, 4.M, 2.B
Perfluorotridecanoic Acid (PFTriA)	72629-94-8	2.00	<2.00	ng/L	4.K, 4.M, 2.B
Perfluoroundecanoic Acid (PFUnA)	2058-94-8	2.00	<2.00	ng/L	2.B

Surrogate	CAS No.	% Recovery	Rec. Limits	Flag
d5-N-EtFOSAA	2991-50-6	55	70-130	4.D
MPFDA	N/A	68	70-130	4.D
MPFHxA	N/A	57	70-130	4.D

Client: Nelson, Pope & Voorhis	Client ID: 1792 Middle Road
Date (Time) Collected: 01/17/2022 14:00	Sample ID: Supply Well
Date (Time) Received: 01/17/2022 15:24	Laboratory ID: 2011718-01
Matrix: Potable Water	ELAP: #11693

Internal Standard	CAS No.	% Recovery	Rec. Limits	Flag
d3-N-MeFOSAA	2355-31-9	92	70-140	
M2PFOA		89	70-140	
MPFOS	960315-53-1	92	70-140	

Date Prepared: 01/18/2022

Preparation Method: EPA 537.1

Date Analyzed: 01/19/2022

Analytical Method: EPA 537.1

Client: Nelson, Pope & Voorhis	Client ID: 1792 Middle Road
Date (Time) Collected: 01/17/2022 14:00	Sample ID: Supply Well
Date (Time) Received: 01/17/2022 15:24	Laboratory ID: 2011718-01
Matrix: Potable Water	ELAP: #11693

Total Low Level Metals Analysis

Parameter	Date Analyzed	Method	MDL	Result	Units	Flag
Cadmium	01/27/2022	EPA 200.7, Rev. 4.4(1994)	0.001	<0.001	mg/L	4.B
Calcium	01/27/2022	EPA 200.7, Rev. 4.4(1994)	0.200	7.380	mg/L	
Chromium	01/27/2022	EPA 200.7, Rev. 4.4(1994)	0.007	<0.007	mg/L	4.B
Copper	01/27/2022	EPA 200.7, Rev. 4.4(1994)	0.050	<0.050	mg/L	4.B
Iron	01/27/2022	EPA 200.7, Rev. 4.4(1994)	0.100	0.216	mg/L	
Magnesium	01/27/2022	EPA 200.7, Rev. 4.4(1994)	0.100	4.180	mg/L	
Manganese	01/27/2022	EPA 200.7, Rev. 4.4(1994)	0.010	<0.010	mg/L	4.B
Zinc	01/27/2022	EPA 200.7, Rev. 4.4(1994)	0.050	<0.050	mg/L	4.B

Date Prepared: 01/26/2022

Preparation Method: DW-N/A

Total Metals Analysis

Parameter	Date Analyzed	Method	LOQ	Result	Units	Flag
Lead	01/21/2022	EPA 200.5	2.50	<2.50	ug/L	4.B

Date Prepared: 01/21/2022

Preparation Method: EPA 200.5

Parameter	Date Analyzed	Method	LOQ	Result	Units	Flag
Arsenic	01/27/2022	EPA 200.9 Rev. 2.2(1994)	0.500	<0.500	ug/L	

Date Prepared: 01/19/2022

Preparation Method: DW-N/A

Client: Nelson, Pope & Voorhis	Client ID: 1792 Middle Road
Date (Time) Collected: 01/17/2022 14:00	Sample ID: Supply Well
Date (Time) Received: 01/17/2022 15:24	Laboratory ID: 2011718-01
Matrix: Potable Water	ELAP: #11693

Ion Chromatography Analysis

Parameter	Date Analyzed	Method	LOQ	Result	Units	Flag
Chloride	01/19/2022 11:44	EPA 300.0 Rev. 2.1(1993)	10.5	91.1	mg/L	3.E

Date Prepared: 01/19/2022

Preparation Method: IC PW Prep

Low Level Ion Chromatography Analysis

Parameter	Date Analyzed	Method	MDL	Result	Units	Flag
Nitrate as N	01/19/2022 00:15	EPA 300.0 Rev. 2.1(1993)	0.010	0.617	mg/L	

Date Prepared: 01/18/2022

Preparation Method: IC PW Prep

Client: Nelson, Pope & Voorhis	Client ID: 1792 Middle Road
Date (Time) Collected: 01/17/2022 14:00	Sample ID: Supply Well
Date (Time) Received: 01/17/2022 15:24	Laboratory ID: 2011718-01
Matrix: Potable Water	ELAP: #11693

General Chemistry Parameters

Parameter	Date Analyzed	Method	LOQ	Result	Units	Flag
Specific Conductance	01/19/2022 12:07	EPA 120.1 (Rev. 1982)	2.000	211.6	umhos/cm	

Date Prepared: 01/19/2022

Preparation Method: No Preparation

Parameter	Date Analyzed	Method	LOQ	Result	Units	Flag
pH	01/21/2022 15:54	SM 18-21 4500-H B (00)	NA	8.32	units	2.B, 1.C
Temperature @ pH in C	01/21/2022 15:54	SM 18-21 4500-H B (00)	NA	25.60	units	2.B, 1.C

Date Prepared: 01/20/2022

Preparation Method: No Preparation

Parameter	Date Analyzed	Method	LOQ	Result	Units	Flag
Methylene Blue Active Substances	01/18/2022 15:38	SM 21-23 5540C (-00)	0.10	0.10	mg/L LAS @ M.W. 340	

Date Prepared: 01/18/2022

Preparation Method: SM5540 C

Parameter	Date Analyzed	Method	LOQ	Result	Units	Flag
Ammonia as N	01/21/2022 16:27	SM4500-NH3C	1.00	<1.00	mg/L	2.B

Date Prepared: 01/21/2022

Preparation Method: SM4500-NH3 B-97,-11



Client: Nelson, Pope & Voorhis	Client ID: 1792 Middle Road
Date (Time) Collected: 01/17/2022 14:00	Sample ID: Supply Well
Date (Time) Received: 01/17/2022 15:24	Laboratory ID: 2011718-01
Matrix: Potable Water	ELAP: #11693

Microbiological Parameters

Parameter	Date Analyzed	Method	LOQ	Result	Units	Flag
E. Coli	01/17/2022 15:52	Colisure	NA	Absent		
Total Coliforms	01/17/2022 15:52	Colisure	NA	Negative		

Date Prepared: 01/17/2022

Preparation Method: Micro-No Prep

Client: Nelson, Pope & Voorhis	Client ID: 1792 Middle Road
Date (Time) Collected: 01/17/2022 00:00	Sample ID: Field Blank
Date (Time) Received: 01/17/2022 15:24	Laboratory ID: 2011718-02
Matrix: Potable Water	ELAP: #11693

Semivolatile Analysis

Parameter	CAS No.	LOQ	Result	Units	Flag
6:2 FTS	27619-97-2	2.00	<2.00	ng/L	2.B, 4.J
8:2 FTS	39108-34-4	2.00	<2.00	ng/L	2.B
N-ethylperfluorooctanesulfonamidoacetic Acid	2991-50-6	2.00	<2.00	ng/L	2.B, 4.J, 4.K
N-methylperfluorooctanesulfonamidoacetic Acid	2355-31-9	2.00	<2.00	ng/L	2.B, 4.K
Perfluorobutanesulfonic Acid (PFBS)	375-73-5	2.00	<2.00	ng/L	2.B
Perfluorobutanoic Acid (PFBA)	375-22-4	2.00	<2.00	ng/L	2.B, 4.J, 4.N
Perfluorodecanesulfonic Acid (PFDS)	335-77-3	2.00	<2.00	ng/L	2.B, 4.J
Perfluorodecanoic Acid (PFDA)	335-76-2	2.00	<2.00	ng/L	2.B
Perfluorododecanoic Acid (PFDoA)	307-55-1	2.00	<2.00	ng/L	2.B, 4.K, 4.M
Perfluoroheptanesulfonic Acid (PFBHpS)	375-92-8	2.00	<2.00	ng/L	2.B
Perfluoroheptanoic Acid (PFHpA)	375-85-9	2.00	<2.00	ng/L	2.B
Perfluorohexanesulfonic Acid (PFBHxS)	355-46-4	2.00	<2.00	ng/L	2.B, 4.K
Perfluorohexanoic Acid (PFHxA)	307-24-4	2.00	<2.00	ng/L	2.B
Perfluorononanoic Acid (PFNA)	375-95-1	2.00	<2.00	ng/L	2.B
Perfluorooctanesulfonamide (FOSA)	754-91-6	2.00	<2.00	ng/L	2.B, 4.J, 4.N
Perfluorooctanesulfonic Acid (PFOS)	1763-23-1	2.00	<2.00	ng/L	
Perfluorooctanoic Acid (PFOA)	335-67-1	2.00	<2.00	ng/L	
Perfluoropentanoic Acid (PFPeA)	2706-90-3	2.00	<2.00	ng/L	2.B
Perfluorotetradecanoic Acid (PFTeA)	376-06-7	2.00	<2.00	ng/L	2.B, 4.K, 4.M
Perfluorotridecanoic Acid (PFTriA)	72629-94-8	2.00	<2.00	ng/L	2.B, 4.K, 4.M
Perfluoroundecanoic Acid (PFUnA)	2058-94-8	2.00	<2.00	ng/L	2.B

Surrogate	CAS No.	% Recovery	Rec. Limits	Flag
d5-N-EtFOSAA	2991-50-6	95	70-130	
MPFDA	N/A	105	70-130	
MPFHxA	N/A	79	70-130	

Internal Standard	CAS No.	% Recovery	Rec. Limits	Flag
d3-N-MeFOSAA	2355-31-9	98	70-140	
M2PFOA		106	70-140	
MPFOS	960315-53-1	106	70-140	

Date Prepared: 01/18/2022

Preparation Method: EPA 537.1

Date Analyzed: 01/19/2022

Analytical Method: EPA 537.1

Data Qualifiers Key Reference:

- 1.C Holding time exceeded, analyze immediate parameter.
- 2.B Parameter not certifiable by NELAP.
- 3.E Compound reported at a dilution factor.
- 4.B Estimated value, Results may have a higher degree of uncertainty as a result of reporting to the MDL but below LOQ.
- 4.D Surrogate recovery has failed low.
- 4.J Continuing Calibration Verification (CCV) quality control levels failed low, values are considered to be estimated.
- 4.K Continuing Calibration Verification (CCV) quality control levels failed high, values are considered to be estimated.
- 4.M LCS recovery was above QC acceptance limit.
- 4.N LCS recovery was below QC acceptance limit.
- MDL Minimum Detection Limit
- LOQ Limit of Quantitation
- H Holding Time Exceeded





"TOMORROW'S ANALYTICAL SOLUTIONS TODAY"

CHAIN OF CUSTODY / REQUEST FOR ANALYSIS DOCUMENT

CLIENT NAME/ADDRESS NYP 70 MARSH RD. MELVILLE NY 11747		CONTACT: Eric Aronson PHONE: (631)-427-5665 EMAIL:		SAMPLER (SIGNATURE) Eric Aronson		SAMPLE(S) SEALED YES / NO CORRECT CONTAINER(S) YES / NO		LABORATORY ID # 2011718	
PROJECT LOCATION: 1792 MEDGE ROAD		SAMPLER RECEIVED AT 2.2 °C		ANALYSIS REQUIRED VOCs Co 1-4 DEGRADABLE PFCs PFCs Blank					
TERMS & CONDITIONS: Accounts are payable in full within thirty days, outstanding balances accrue service charges of 1.5% per month. Tendering of samples to LIAL for analytical testing constitutes agreement by buyer/sampler to LIAL's Standard terms									
LABORATORY ID #	MATRIX	TYPE	PH	RES. CHLORINE	PRES.	DATE	TIME	SAMPLE # LOCATION	# OF CONTAINERS
1. 2011718-01	DW	G	-	ICE	1/17/12	3:00		Supply Well Field Blank	X X X X X
2. -02									X
3.									
4.									
5.									
6.									
7.									
8.									
9.									
10.									
11.									
12.									
13.									
14.									

Preserved with Tris Hydrochloride by: client

Preserved w/ HCl by client

Preserved w/ H2SO4 By client

Sample Preserved & Analyzed By client

TURNAROUND REQUIRED: NORMAL STAT

MATRIX: S=SOIL; SL=SLUDGE; DW=DRINKING WATER; A=AIR; W=WASTE; PC=PAINT CHIPS; BM=BULK MATERIAL; O=OIL; WW=WASTE WATER

TYPE: G=GRAB; C=COMPOSITE; SS=SPLIT SPOON

PRES: (1) ICE; (2) HCL; (3) H2SO4; (4) NAOH; (5) NA2S2O8; (6) HNO3; (7) OTHER

RELINQUISHED BY (SIGNATURE)
Eric Aronson

DATE 1/17/12
TIME 3:24
PRINTED NAME Eric Aronson

RECEIVED BY (SIGNATURE)
Raymond Rivera

DATE 1-17-12
TIME 3:25 pm
PRINTED NAME Raymond Rivera

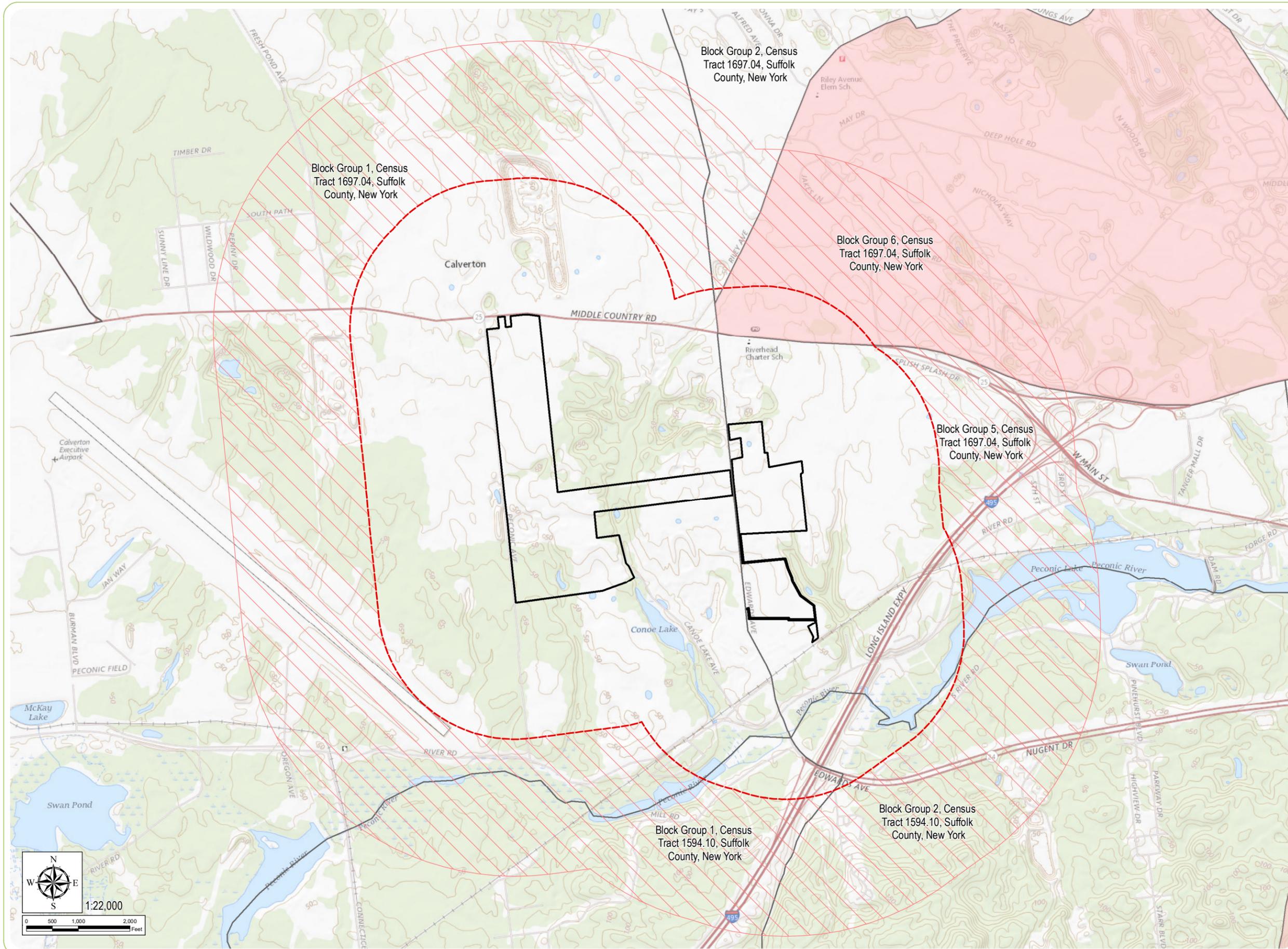
Riverhead Solar 2

Town of Riverhead, Suffolk County, New York

Article 10 Application
Case No. 17-F-0655

**Figure 28-1:
Environmental Justice
Areas**

-  Census Block Group
-  NYSDEC Identified Potential Environmental Justice Area
-  Adjacent Communities
-  Half-mile Impact Study Area
-  Facility Site



Block Group 2, Census Tract 1697.04, Suffolk County, New York

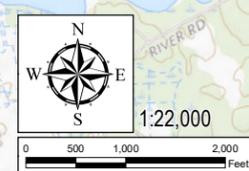
Block Group 1, Census Tract 1697.04, Suffolk County, New York

Block Group 6, Census Tract 1697.04, Suffolk County, New York

Block Group 5, Census Tract 1697.04, Suffolk County, New York

Block Group 1, Census Tract 1594.10, Suffolk County, New York

Block Group 2, Census Tract 1594.10, Suffolk County, New York



Notes: 1. Basemap: "USGS Topo" displayed via the USGS Topo Map Service. 2. This map was generated in ArcMap on June 19, 2020. 3. This is a color graphic. Reproduction in grayscale may misrepresent the data.



NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Materials Management, Region 1

SUNY @ Stony Brook, 50 Circle Road, Stony Brook, NY 11790

P: (631) 444-0375 | F: (631) 444-0231

www.dec.ny.gov

NOTICE OF VIOLATION

CERTIFIED MAIL – RETURN RECEIPT

October 26, 2021

Luigi Stasi, President
Roadwork Ahead, Inc.
2186 Kirby Lane
Syosset, NY 11791

Luisa Stasi
Breezy Hills Group VI, LLC
2186 Kirby Lane
Syosset, NY 11791

DATE OF VIOLATION OBSERVED: September 22, 2021

LOCATION OF VIOLATION: 1792 Middle Road
Calverton, NY 11933

Dear Luigi and Luisa Stasi:

An inspection by the New York State Department of Environmental Conservation (Department) indicates that you are in violation of the Environmental Conservation Law (ECL), including but not limited to, ECL Article 27, and its implementing regulations found in Part 360 of the Title Six of the New York Compilation of Codes, Rules and Regulations (6 NYCRR Part 360), and the requirements of Consent Order No. R1-20171027-245, executed on March 21, 2018, with Roadwork Ahead, Inc. as noted below.

1. **Operation of a Solid Waste Management Facility Without Permit** – New waste was documented onsite. Receiving waste is considered operation of a solid waste management facility. Since the facility is operating without a permit, this constitutes a violation of 6 NYCRR Part 360.9(a)(1).
2. **Unauthorized Disposal of Solid Waste** – Dumping or allowing the dumping of waste at a facility without a permit constitutes unauthorized disposal in violation of 6 NYCRR Part 360.9(b)(3).

3. Violation of Attachment A - Compliance Schedule of Consent Order –

The consent order requires the facility to cease operations without authorization and remove all waste from the site subject within 120 days from the effective date (March 21, 2018) of the current Order, which was July 20, 2018. Waste continues to be dumped at the facility and previous waste remains at the site, in violation of the consent order.

PLEASE TAKE FURTHER NOTICE that Article 71, Title 27, § 71-2703 of the ECL states that any person who violates any of the provisions of, or who fails to perform any duty imposed by title 3 or 7 of article 27 of the ECL, or any rule or regulation promulgated pursuant thereto, or any final determination or order of the Commissioner made pursuant to this title shall be liable for a civil penalty not to exceed twenty two thousand five hundred dollars (\$22,500.00) for each such violation, and an additional penalty of not more than twenty two thousand five hundred dollars (\$22,500.00) for each day during which such violation continues.

PLEASE BE ADVISED THAT IN ORDER TO AVOID INCURRING ADDITIONAL LIABILITY FOR ONGOING VIOLATIONS, YOU MUST CEASE AND DESIST FROM ACCEPTING ADDITIONAL WASTE AT YOUR SITE UNTIL THE ABOVE NOTED VIOLATIONS HAVE BEEN EITHER RESOLVED OR ADJUDICATED.

This matter has been referred to our Office of General Counsel for a formal enforcement action.

Sincerely,



Digitally signed by Syed
H. Rahman
Date: 2021.10.26 14:48:13
-04'00'

Syed H. Rahman, P.E.
Regional Materials Management Engineer

cc: Craig Elgut, Regional Counsel
Susan Schindler, Assistant Regional Counsel
Nick Romero, Assistant Engineer 1, DMM
James J. Wade, P.E., Professional Engineer 1, DMM



January 18, 2022

Town of Riverhead
Planning Board
200 Howell Avenue
Riverhead, NY 11901
Attn.: Hon. Joanne Waski, Chair

**RE: Breezy Hill Group VI, LLC, 1792 Middle Road, Calverton
Responses to Town Consultant Comments on the DEIS
Dated December 1, 2021; NPV No. 17060**

Dear Madam Chair:

During the Planning Board hearing on the above-referenced document that occurred on November 4th, a comment letter prepared by the Town Consultant noted inconsistencies between the DEIS and information given in the NYSDEC Part 360 permit application materials (which are included in the DEIS), along with a number of requests for clarification and/or further information on items addressed in the DEIS. The Town Planning Board adjourned the public hearing on the DEIS to its December 2nd hearing, pending receipt of the requested responses. An additional Town consultant comment letter was issued on November 18, 2021. The applicant prepared responses to a number of the comments in both letters (response letter dated November 24th). The Town consultant reviewed the applicant's response letter, and determined that a number of the comments had been adequately addressed; however, further information/action was needed to address several remaining comments for the Planning Board to close the DEIS hearing. These remaining comments are contained in a review memo from Jeffrey L. Seeman dated December 1, 2021 (see **Attachment 1**), and presented to the Planning Board during its December 2nd hearing. NPV has appeared before the Planning Board to provide updates on the status of supplemental information on several occasions, most recently on January 6, 2022. This letter provides updated information on the remaining items for consideration at the January 20, 2022 Planning Board meeting. If the response is satisfactory, it is requested that the public hearing on the DEIS be closed.

The DEIS has been accepted as complete by the Town Planning Board as SEQRA lead agency, indicating that it provides the information requested in the Final Scoping document, and provides information to enable review by the public and involved agencies. However, the applicant respects the Planning Board's need to be satisfied that it has been provided with accurate and complete descriptions and analyses in order to fulfill its responsibilities under SEQRA in reaching an informed decision on the project. This letter provides this information, thus enabling the Planning Board to close the DEIS hearing, and set a period for written public and agency comments to be accepted, so that the FEIS can be prepared.

The following presents the Applicant's responses to the comments provided in the Town consultant's December 1st letter.

1. Stormwater Controls

N/A; the December 1st letter states: "*Comments reserved/No additional comments at this time. A Stormwater Pollution Prevention Plan (SWPPP) will need to be prepared by the Applicant.*"

2. Hours of Operation and Operational Information

a. Site/Facility Schedule of Operations

The Applicant seeks to further restrict the hours of operation at the facility by eliminating all crushing activities on weekends (Saturday and Sunday). The revised schedule of times that the site will open and close, and times that the site will be in operation is provide herein:

Monday through Friday – Facility open/employees arrive and leave: 6:30 AM to 6:00 PM; Crushing, Deliveries and Loading Operations could occur simultaneously: 7:00 AM to 4:30 PM. Between 10-15 trucks are expected to access the site per day. Between 3-4 employees per day.

Saturday – Facility open/employees arrive & leave: 6:30 AM to 5:00 PM; Crushing and/or Loading NOT ALLOWED; Deliveries could occur: 7:30 AM to 3:30 PM. Between 4-8 trucks are expected to access the site per day. Between 3-4 employees per day.

Sunday – Facility open/employees arrive & leave: 7:00 AM to 2:00 PM; Crushing and/or Loading NOT ALLOWED, Deliveries only: 8:00 AM to 2:00 PM

b. Users of Processed Materials

The Applicant indicates that only companies working in connection with Stasi Brothers, Roadwork Ahead, Inc., and affiliated companies will have access to the facility to bring material for processing and/or remove processed materials. The following business entities are listed to document the companies that will ingress/egress the facility:

Stasi General Contracting LLC; 11 Richard Street, Hicksville, NY
Roadwork Ahead Inc.; 96 Madison Avenue, Westbury, NY
Stasi Brothers; 435 Maple Avenue, Westbury, NY
Three Gen (3GEN) Contracting Inc.; 51 South Grand Street, Westbury, NY
Cesca Construction LLC; 79 Washington Parkway, Hicksville, NY
Savco Industries LLC; 11 Richard Street, Hicksville, NY
Companies that the above company's partner with for specific projects
Trucking companies that are hired by the above companies to transport material

All of these companies are affiliated with the Applicant, Breezy Hill Group VI LLC, the owners of the subject property

c. Wholesale Operation

With respect to the potential for sale of the processed materials on a wholesale basis (which would require a Special Permit from the Town Board under Town Zoning Code Section Chapter 301; § 301-114 Uses, B. (2), the Applicant hereby represents that the materials will not be bought or sold, on or from, the subject site by companies not affiliated with the Applicant's companies as listed in item 2.b. above. By this measure, it is clear that Applicant will not engage in a wholesale business at the Calverton location.

d. Balancing Material Processing and Processed Material Removal

The 13,000 cubic yards (CY) value does not represent the amount of material needed by the Applicant to conduct his operations; it is the volume of a pile of unprocessed material that occupies the area available for that pile, and assuming the applicable angle of repose. As such, the maximum volume of unprocessed material that can be stored on the site is 13,000 CY.

The Applicant anticipates that crushing operations would produce an expected average of about 500 tons of RCA per day (or, 330 CY/day) during days when the crusher is operated. The Applicant will limit crushing to 500 tons/day.

As noted above in response 2.a., the following specifies the hours that the facility will be open, and to the hours during which noise-generating operations (i.e., crushing, dumping of incoming material and loading of truckloads of processed material).

Monday through Friday – Facility opens/employees arrive: 6:30 AM; facility closes/employees depart: 6:00 PM; deliveries, crushing, and/or truck loading operations allowed: 7:00 AM to 4:30 PM (note: may occur simultaneously).

Saturday – Facility opens/employees arrive: 6:30 AM; facility closes/employees depart: 5:00 PM; deliveries allowed: 7:30 AM to 3:30 PM; crushing and/or truck loading operations not allowed.

Sunday – Facility opens/employees arrive: 7:00 AM; facility closes/employees depart: 2:00 PM; deliveries allowed: 8:00 AM to 2:00 PM; crushing and/or truck loading operations not allowed.

The unprocessed, stockpiled material will remain in-place until such time that it is processed for the Applicant's purposes. It is not expected that the material in the stockpile would remain for more than one year, as processing would reduce the stockpile faster than it could be replenished, and the Applicant would preferentially process the oldest portions of the stockpile.

The operations on the site are limited based on the following parameters:

- The site will have limited storage of unprocessed material of 13,000 cubic yards (CY)
- The site will have limited storage of processed material 13,000 CY
- Processing will only occur on weekdays (M-F)
- Processing would occur a maximum of 261 days/year
- Processing is limited to 500 tons/day
- Processed material conversion to CY uses a factor of 0.66 CY/ton which equals 330 CY
- The maximum of processed material is 86,130 CY
- The traffic study anticipates 10-15 trucks/day; with an average 30 CY truck size
- The traffic study is based on maximum trip generation
- The noise study is based on full operation of the equipment at the facility
- The facility will not operate at full capacity during all days of the week
- Material will be processed for the Applicant's use based on available unprocessed material, and demand for processed material

e. Impacts from Simultaneous Operations On-Site

See Response, *Sound Level Assessment Based on NYSDEC Part 360.19 for Rural Areas* below.

3. Part 360 Permit Engineering Report

N/A; the December 1st letter states: "*Comments reserved/No additional comments at this time.*"

4. NYSDEC Violations

The Applicant has removed the piles of soil and C&D material that were dumped on the site in 2017 and were the subject of a Notice of Violation issued by the New York State Department of Environmental Conservation (NYSDEC) in 2018. On behalf of the Applicant, NPV coordinated with NYSDEC on the removal of material. NYSDEC was contacted and inspected the subject site, and NPV assisted with oversight of the removal of material. **Attachment 2** provides a site cleanup/closure letter documenting the removal operation. The letter and content therein provided in **Attachment 2** was requested by NYSDEC, and has been submitted for their review and concurrence. The FEIS will be used to update the status of review by NYSDEC to ensure that it has been completed to their satisfaction.

5. Transporter Registration

The Applicant does not presently have a Part 364 Waste Transporter Registration, but has applied for it (a copy of the application, which was submitted to the NYSDEC is contained in **Attachment 3**). The Applicant commits to operate the facility in conformance with such a registration when the proposed project is approved.

6. Part 360 Series Waste Tracking Document for C&D Debris

See Response, *NYSDEC Violations* above.

7. Future Disposal of Unprocessed C&D & Part 360 Series Waste Tracking Document for C&D

N/A; the December 1st letter states: *“Comments reserved/No additional comments at this time. The Applicant demonstrate compliance with these requirements.”*

8. Chapter 229 Permit/NYSDEC and Town Clearing Violations

See Response, *NYSDEC Violations* above.

9. Special Requirements for Pre-Determination of BUD Fill Materials and Testing Protocols

See Response, *Water Resources* below.

10. DEIS Site Plan Revision & Sound Level Assessment

See Response, *Sound Level Assessment Based on NYSDEC Part 360.19 for Rural Areas* below.

11. Update to C&D Facilities

N/A; the December 1st letter states: *“Comments reserved/No additional comments at this time.”*

12. Wetlands and Surface Waters

N/A; the December 1st letter states: *“Comments reserved/No additional comments at this time.”*

13. Water Resources

a. Presence, Location, Condition & Water Quality of the Existing On-Site Domestic Supply Well

There is an existing well on the property for domestic water supply. The well is located about sixty-five (65) feet to the southeast of the existing vacant residential/future office building. The location of the well will be added to subsequent site plans. The well has a 4-inch diameter steel well casing and a well pump. The depth to groundwater in the vicinity of the well is approximately 19.5 feet. Typical well specifications would have the well installed at least 15 feet into the water table. As a result, it is estimated that the well is approximately 35 feet deep, below existing grade.

The change in use of the existing residential building to an office will require an application to the Suffolk County Department of Health Services (SCDHS). An application for construction of sewage disposal systems and water supplies for other than single family residences (Application Form WWM-004) will need to be filed with the Office of Wastewater Management. Since there is no public water available and an existing private well, SCDHS will require a certification that the water supply is adequate for the proposed use and a water analysis within one calendar year of the application. The required form is a Certification of Existing Subsurface Sewage Disposal and Water Supply Facilities for Other than Single Family Residence (Form WWM-084). If the water quality of the well is not suitable, then the well will either need to be relocated or deepened to provide potable water in conformance with the analytical parameters required by SCDHS. The Applicant's engineer will have the well tested and will complete the necessary filing with SCDHS with water supply options to be determined based on the well test and SCDHS review. The FEIS will be used to update the status of submission of Form WWM-084, stage of SCDHS review and water quality testing of the existing well.

b. Groundwater Monitoring, Groundwater Contamination & Public Water Supply Extension

The locations of all wells, both public and private, that are within 800 feet of the subject site will be obtained from the County and NYSDEC and will be provided in the FEIS.

Having established in the DEIS that the site has not contributed to any groundwater contamination in the past, is not presently causing any adverse impact to groundwater quality, and having assurance (through its Part 360 permitting oversight) that the facility will not receive, accept, process or store any potentially hazardous materials, the Applicant does not propose to conduct a regular program of on-site groundwater quality monitoring going forward. However, the Applicant acknowledges that there is a known plume of contamination in the vicinity of the subject site, and will make the on-site well available to the Town and/or the RWD, to continue monitoring groundwater conditions.

The Engineer of the RWD confirms that the project site is not within the District boundaries. The Applicant proposes to obtain SCDHS approval for private water supply on the subject property, subject to the procedures outlined in item 15.a. above

c. Water for Fire Suppression

As part of the site plan review and approval process the Riverhead Fire Marshal will be responsible for determining the requirements for fire protection. Since there is no public water available to the project (the nearest fire hydrant is located at the intersection of Manor Road and Twomey Avenue) the Fire Marshal can use the exception in Section 507.2 of the 2020 Fire Code of New York State. This exception states "In rural and suburban areas in which adequate and reliable water supply systems do not exist, the fire code official is authorized to approve the use of National Fire Protection Agency (NFPA) 1142. NFPA 1142 is a standard for determining the

minimum water supply necessary for structural firefighting purposes in areas where it has been determined that there is no water or inadequate water firefighting. Upon review of the site plan by the Fire Marshal specific requirements may include fire protection supply wells or water holding tanks (either above or below ground). The Fire Marshal will review the site plan and the project engineer will coordinate with the Fire Marshal and assist with ensuring that adequate water is available for fire suppression based on that review.

14. Provide Copies of the Part 360 Series Waste Tracking Document

See Response, *NYSDEC Violations* above.

15. Traffic Impact Assessment

N/A; the December 1st letter states: “*Comments reserved/No additional comments at this time.*” Prior traffic-related comments had been provided by the Town consultant (which were noted as outstanding during the December 2, 2021 public hearing), and note that the traffic counts on which the TIS were based were not conducted during the peak summer season, so that the trips associated with the various recreational facilities in the area were not considered in the TIS.

Attachment 4 contains the Supplemental Traffic Study prepared to address this comment. The following summarizes the results of this investigation.

1. Initially weekday turning movement counts were collected at the study intersections on Thursday January 30, 2020 during the weekday AM (6:00-9:00 AM) and weekday PM (4:00-7:00 PM) peak periods. The weekend turning movement counts were collected on February 1, 2020 during the Saturday midday peak period (11:00 AM – 2:00 PM). Additional Weekday turning movement counts were collected on Thursday November 19, 2020 during the weekday AM (6:00-9:00 AM) and weekday PM (4:00-7:00 PM) peak periods and weekend turning movement counts were collected on November 21, 2020 during the Saturday midday peak period (11:00 AM – 2:00 PM) to include three (3) additional intersections to the three (3) intersections previously studied. The following is the list of the intersections studied:
 - Middle Road at Deep Hole Road
 - Manor Road at Middle Road
 - Manor Road at Twomey Avenue
 - Middle Country Road (NYS Route 25) at Manor Road
 - Edwards Avenue and Middle Country Road
 - Edwards Avenue and Riley Avenue
2. The 2020 winter traffic volumes were conservatively adjusted for COVID-19 and seasonal (summer and fall traffic associated with Lavender Farms and Tanger Outlets) traffic

fluctuation by increasing the volumes by 11%, 4% and 4% during the weekday AM, PM and Saturday midday peak hours respectively and then adding the estimated Splish Splash Water Park summer traffic to the study intersections. These volumes are referred to as the adjusted 2020 existing traffic volumes.

3. The proposed project is projected to generate 15 trips (9 entering and 6 exiting) during the weekday AM peak hour, 15 trips (6 entering and 9 exiting) during the weekday PM peak hour and 18 trips (9 entering and 9 exiting) during the Saturday midday peak hour.
4. As depicted on the site plan, access to the proposed project site will be provided via one full movement truck driveway on Manor Road and one full movement driveway for employees on Middle Road. The proposed Truck Driveway on Manor Road will be 40 feet wide with 35 feet radii. The Truck driveway is designed for the easy access of trucks.
5. Capacity analyses were conducted at all the study intersections for the 2022 summer No Build and 2022 summer Build conditions during the weekday AM, weekday PM and Saturday midday peak hours. The results of the analyses are described below:
 - During the summer No Build Condition, the intersection of Middle Country Road and Manor Road/Splish Splash Water Park Access will operate at overall LOS F during the weekday AM and weekday PM peak hours and at LOS C during the Saturday midday peak hours. The failing level of service is due the operation of Splish Splash Water Park which is an existing condition. After the completion of the project, the intersection will continue to operate at No Build LOS during the analyzed peak periods. As previously stated, the proposed project will increase the traffic volumes by less than 1%. Therefore, no significant impacts are created at this intersection by the proposed project, and no mitigation measures are proposed at this intersection.
 - During the summer No Build Condition, this intersection of Middle Country Road and Edwards Avenue will operate at overall LOS D, E and D during the weekday AM, weekday PM and Saturday midday peak hours respectively. After the completion of the project, the intersection will continue to operate at No Build LOS during the analyzed peak periods. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.
 - During the summer No Build condition, the traffic movements at the intersection of Manor Road and Deep Hole Road will operate at LOS A during the weekday AM, weekday PM and Saturday midday peak hours. After the completion of the project, all the approach movements at the intersection will continue to operate at No Build levels of service. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

- During the summer No Build condition, the traffic movements at the intersection of Manor Road and Middle Road will operate at LOS A during the weekday AM, weekday PM and Saturday midday peak hours. After the completion of the project, all the approach movements at the intersection will continue to operate at No Build levels of service. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.
- During the summer No Build condition, the traffic movements at the intersection of Manor Road at Twomey Road will operate at LOS B or better during the weekday AM, weekday PM and Saturday midday peak hours. After the completion of the project, all the approach movements at the intersection will continue to operate at No Build levels of service. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.
- During the No Build condition, the traffic movements at the intersection of Edwards Avenue and Riley Avenue will operate at LOS B or better during the weekday AM, weekday PM and Saturday midday peak hours. After the completion of the project, all the approach movements at the intersection will continue to operate at No Build levels of service. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.
- After the completion of the project, the westbound approach at the intersection of Manor Road and the truck driveway will operate at LOS A and the northbound approach will operate at LOS B during the weekday AM, PM and Saturday midday peak hours. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.
- After the completion of the project, the eastbound approach at the intersection of Middle Road and the Site driveway will operate at LOS A during the weekday AM, PM and Saturday midday peak hours. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

Based on the results of the Traffic Assessment as detailed in the body of [the Supplemental TIS] report, it is the professional opinion of Nelson + Pope that the construction of the proposed project will not result in an adverse traffic impact at the study intersections during the summer and fall season when traffic is the highest on Middle Country Road.

The Supplemental Traffic Study (**Attachment 4**) contains the information that addresses this comment. contains prepared to address this comment.

16. Special Permit & Use of Processed C&D Materials

See Response, *Hours of Operation* above.

17. *There is no Comment #17 in the Town Consultant letter.*

18. Sound Level Assessment Based on NYSDEC Part 360.19 for Rural Areas

Assuming the NYSDEC Part 360.19 standard applicable to a “Rural” area, the *Sound Level Measurements & Impact Analysis* is in the process of being supplemented to address such sound levels. Supplemental ambient noise levels have been collected and a supplemental report is being compiled. This will be submitted when available and/or included in the FEIS.

The site is within a mapped Potential Environmental Justice Area (PEJA) as established by the NYSDEC (see **Attachment 5**). According to the NYSDEC, *“Environmental Justice is the fair and meaningful treatment of all people, regardless of race, income, national origin or color, with respect to the development, implementation, and enforcement of environmental laws, regulations and policies. Environmental Justice allows for disproportionately impacted residents to access the tools to address environmental concerns across all of DEC’s operations.”*

As indicated on the NYSDEC website (<https://www.dec.ny.gov/public911.html>):

Potential EJ Areas [PEJAs] are U.S. Census block groups of 250 to 500 households each that, in the Census, had populations that met or exceeded at least one of the following statistical thresholds:

1. At least 52.42% of the population in an urban area reported themselves to be members of minority groups; or
2. At least 26.28% of the population in a rural area reported themselves to be members of minority groups; or
3. At least 22.82% of the population in an urban or rural area had household incomes below the federal poverty level.

The federal poverty level and urban/rural designations for census block groups are established by the U.S. Census Bureau. The thresholds are determined by a statistical analysis of the 2014-2018 American Community Survey (ACS) data, which is the most recent data available as of the time of the analysis in 2020.

It is the policy of the NYSDEC to consider the environmental justice concerns in its review process for permits that are under NYSDEC jurisdiction, as well as during the implementation of the SEQRA review process when performed by entities other than the NYSDEC. As stated in the NYSDEC document, *“CP-29, Environmental Justice and Permitting”*:

It is the general policy of DEC to promote environmental justice and incorporate measures for achieving environmental justice into its programs, policies, regulations, legislative proposals and activities. This policy is specifically intended to ensure that DEC's environmental permit process promotes environmental justice. This policy supports the DEC's continued funding and implementation of environmental programs that promote environmental justice, such as urban forestry, environmental education, the "I Fish NY" program and watershed enhancement projects. This policy also encourages DEC efforts to implement other programs, policies, regulations, legislative proposals and activities related to environmental justice.

Because the Part 360 permit that the proposed project requires is under the jurisdiction of the NYSDEC, it is expected that the NYSDEC will participate in the SEQRA review process, which is being conducted by the Riverhead Town Planning Board as lead agency. According to CP-29, V. (Procedures), A. (Applicability), the proposed project is subject to the terms of this Policy. The following description of the permit review process has been taken from CP-29:

B. Methodology for Conducting Preliminary Screen. Upon receipt of an application for a permit covered by this policy, the DEC Division of Environmental Permits shall conduct a preliminary screen to identify whether the proposed action is in or near a potential environmental justice area(s) and determine whether potential adverse environmental impacts related to the proposed action are likely to affect a potential environmental justice area(s).

1. Identify Potential Adverse Environmental Impacts and Area to be Affected. DEC staff in the Division of Environmental Permits and the affected environmental quality divisions shall identify potential adverse environmental impacts associated with the proposed action. Environmental quality program staff shall also identify the area to be affected by the potential adverse environmental impacts.

2. Determine Whether Potential Adverse Environmental Impacts are Likely to Affect a Potential Environmental Justice Area. An integrated geographic information system and demographic application (GIS Application) shall be used to determine whether potential adverse environmental impacts from the proposed action are likely to affect a potential environmental justice area. Using the information from section V.B.1 above, Environmental Permits staff will determine if any census block groups, meeting the GIS application thresholds for a potential environmental justice area, are within the affected area. The census block groups meeting the GIS application thresholds for a potential environmental justice area should fall substantially within the affected area. If no census block group(s) meeting the GIS application thresholds for a potential environmental justice area is identified, the proposed action is not likely to affect a potential environmental justice area and the permit review process may continue independent of the elements of this policy. If a census block group(s) meeting the GIS application thresholds for a potential environmental justice area is

identified, the proposed action is likely to affect a potential environmental justice area and the remainder of these policy requirements shall be incorporated into the review process.

C. Guidance to Permit Applicants. Where a potential environmental justice area is identified by the preliminary screen, the DEC Division of Environmental Permits shall provide the applicant with relevant information on environmental justice. This may include a copy of this policy, the methodology for identifying a potential environmental justice area, guidance developed to implement the policy (e.g., guidance for developing and implementing a public participation plan), information on the alternative dispute resolution process and other documents as applicable.

D. Enhanced Public Participation Plan. Public participation in the DEC environmental permit review process means a program of activities that provides opportunities for citizens to be informed about and involved in the review of a proposed action. To ensure meaningful and effective public participation, this policy requires applicants for permits covered by this policy to actively seek public participation throughout the permit review process. Applicants are encouraged to consider implementing the public participation plan components prior to application submission.

1. Where a potential environmental justice area is identified by the preliminary screen, the applicant shall submit a written public participation plan as part of its complete application. At a minimum, the plan must demonstrate that the applicant will:

- i. Identify stakeholders to the proposed action, including residents adjacent to the proposed action site, local elected officials, community-based organizations and community residents located in a potential environmental justice area;
- ii. Distribute and post written information on the proposed action and permit review process Information shall be presented in an easy-to-read, understandable format, using plain language and, when appropriate, public notice materials shall be translated into languages other than English for comprehension by non-English speaking stakeholders;
- iii. Hold public information meetings to keep the public informed about the proposed action and permit review status. Meetings should be held throughout the permit review process at locations and times convenient to the stakeholders to the project;
- iv. Establish easily accessible document repositories in or near the potential environmental justice area to make available pertinent project information, including but not limited to: application material, studies, reports, meeting presentation materials and media releases. The applicant may also establish a repository on the internet.

2. As part of the public participation plan submission, the applicant shall include a report which summarizes: all progress to-date in implementing the plan; all substantive concerns

raised to-date; all resolved and outstanding issues; the components of the plan yet to be implemented and an expected time line for completion of the plan.

3. Upon completion of the public participation plan, the applicant shall submit written certification that it has complied with the plan. As part of the certification, the applicant shall submit a revised report detailing activity which occurred subsequent to the initial submission of the report. The certification shall be signed by the applicant, or the applicant's agent, and submitted to DEC prior to a final decision on the application.

This response provides additional information for the Planning Board's consideration associated with its review of the DEIS and the DEC's review of the Part 360 permit application.

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The Applicant trusts that the above information satisfies those Town Consultant comments on the DEIS that can be addressed at this time, leaving those comments that require more time to address to be addressed in the FEIS. All of the comments in the Town Consultant's letters will be included in and addressed in the FEIS, along with all of the above responses. The FEIS will be prepared after the DEIS hearing is closed and the written comment period ends.

Very Truly Yours,

NELSON POPE VOORHIS



Charles J. Voorhis, CEP, AICP
Principal

cc: Town Planning Board Members
Town Jefferson Murphree, Administrator, Town Planning Dept.
Bob Kozakiewicz, Esq., Town Attorney
Jeff Seeman, Consultant to the Town Planning Dept.
Greg Bergman, Planning Aide, Town Planning Dept.
Carissa Collins, Associate Administrator, Town Planning Dept.
Applicant, Sam Stasi
Steven Losquadro, Esq., Attorney for Applicant

Attachments:

- 1 - Town Consultant Comment Letter, Jeffrey L. Seeman, Dec. 1, 2021
- 2 - Cleanup/Closure Letter, NPV, January 17, 2022
- 3 - Application for Part 364 Waste Transporter Registration, *signed January 11, 2022*
- 4 - Supplemental Traffic Assessment, N+P, January 2022
- 5 - Revised DEIS Figure 1-6/Potential Environmental Justice Area, NYSDEC

ATTACHMENTS

ATTACHMENT 1

Town Consultant Comment Letter

Jeffrey L. Seeman, *December 1, 2021*

**Breezy Hill Group VI, LLC
C&D Processing Facility
Site Plan & SEQRA/DEIS Review
1792 Middle Road
Calverton, NY
SCTM# 600-100-2-4.2**

**Review of
Nelson Pope Voorhis Correspondence: November 24, 2021**

**Prepared for:
Town of Riverhead Planning Board
SEQRA Lead Agency
201 Howell Avenue
Riverhead, NY 11901**

**Prepared by:
Jeffrey L. Seeman
Certified Environmental Professional
PO Box 130
East Quogue, NY 11942
631.872.9116
jlscoast@optonline.net**

Date: December 1, 2021

The Breezy Hill Group VI, LLC Site Plan & SEQRA/DEIS is undergoing the Planning Board's SEQRA and Site Plan review process. On November 4, 2021, a SEQRA Hearing was conducted by the Planning Board acting as the Lead Agency for the purpose of receiving comments to the DEIS. Additional comments on this matter were offered on November 18, 2021.

Once a DEIS is accepted and circulated by the Lead Agency for comment, the Lead Agency must respond to substantive comments in the form of a Final Environmental Impact Statement (FEIS). Although the Applicant through their consultant, Nelson Pope Voorhis (NPV) have provided a letter response to the DEIS and SEQRA Hearing comments, the responses are not a substitute for the FEIS. A FEIS must be prepared as a standalone document.

This review is to offer technical input, with comments, on how the Applicant responded to the SEQRA/DEIS comments recorded to date, and to offer recommendations to the Board on how to proceed. Be advised that the undersigned is responding to the Applicant's letter as a courtesy, as the SEQRA process requires that the Applicant's accurate response to substantive comments be formally incorporated into the FEIS for its review and distribution by the Lead Agency.

This review is organized by numbering the Applicant's "Response." Each number corresponds to the numbered Response given in the NPV letter. Applicant/NPV statements and quotations are placed in *italics*. Beneath each numbered Response review comments are stated in standard typesetting.

Beginning with page 1 of the Nelson Pope Voorhis (NPV) letter dated November 24, 2021, the second paragraph it states,

“It is important to note the DEIS has been accepted as complete by the Town Board as SEQRA lead agency, indicating that it provides the information requested in the Final Scoping document. And provides information to enable review by the public and involved agencies.”

The Riverhead Town Board is not the SEQRA Lead Agency. The SEQRA Lead Agency is the Riverhead Town Planning Board.

NPV Response to November 4, 2021, SEQRA Hearing and Written Comments:

Response 1: Stormwater Controls-

Comments reserved/No additional comments at this time. A Stormwater Pollution Prevention Plan (SWPPP) will need to be prepared by the Applicant.

Response 2: Hours of Operation

The letter states,

“Regarding the inter-relationship between equipment processing rates, raw material generation and availability, and operating hours, it must be understood that the nature of the facility’s operation is such that the generation of the C&D materials on which the Applicant relies is not under the Applicant’s control. So, the Applicant can only operate the facility when and as permitted C&D materials become available.”

Response 2 claims the Applicant has no or limited controls over the incoming C&D solid waste and is dependent upon the C&D material supplier’s availability of material and delivery schedule. These C&D material suppliers include the Applicant, who will provide 25% of the raw C&D materials and other contractors who will deliver 75% of the raw C&D materials to the site (This was stated on page 1-2 of the DEIS, rev. August 2021).

As owner/operator of the facility the Applicant has complete control over the hours of site operations. For mitigating measures the Applicant can limit delivery times, processing equipment run times, and control loading and offloading schedules.

The accepted DEIS (August 2021) stated the Applicant will be the primary user of processed materials and sell the balance of processed material (crushed concrete, asphalt millings, soil, rock, brick) to other contractors.

The November 4, 2021, SEQRA Hearing raised a question regarding the resale of processed materials to contractors and whether this sale was considered a wholesale operation located within the Industrial A Zoning Use District, a use that requires a Special Permit. The Special Permit application was not identified under the “Approvals Section” of the FEAFF or within the DEIS. A Special Permit application was not filed with the Town of Riverhead.

The November 24, 2021, letter does not adequately address this question. The NPV letter only offered a simplified statement that says,

“Applicant will only process materials for his own use.”

Comments on the DEIS requested quantifiable information regarding the Applicant’s own use of the processed materials. This comment becomes more significant as the Applicant now proposes to use 100% of the processed materials *“for his own use.”*

New questions arise as to what type of use(s) the Applicant envisions. Will the subject site or an offsite location offer processed material for retail sales, wholesale, or only for new/renovation construction markets? The statement that the Applicant will only process what the Applicant can use is new information and differs from how the accepted DEIS described the operations and processed material use.

However, no quantifiable information from the Applicant has been provided (no historical records of volume/tonnage used by the Applicant, no past records of project size(s) performed by the Applicant, no anticipated projects/markets projected by the Applicant).

The response is inadequate. How, when, and why will the Applicant need 13,000 CY of processed materials? The answers must be clear.

The Applicant’s statement also brings into question, what happens to the unprocessed materials, because the Applicant will ONLY PROCESS for his own use?

The 13,000 CY of unprocessed material may (as per Part 360 regulations) be legally stored onsite for 365 days. If only a small portion of the 13,000 CY is needed by the Applicant and then this quantity replenished and stored for another 365 days, how and when will a balance between incoming and stored unprocessed material be achieved with processed and outgoing material?

Prior DEIS comments suggested the proposed processing equipment could process all 13,000 CY of material in 3-4 days. The proposed hours of operation appear excessive if the facility only operates intermittently due to a dependence on unknowns consisting of incoming waste volumes, waste availability, outside contractor delivery schedules, and processing C&D solely for the Applicant’s uses.

Research into NYSDEC permitted and registered C&D processing facilities operating in Region One, and one specifically mentioned in the vibration and sound studies of the DEIS, listed a facility located on Grand Boulevard, Westbury, NY. This facility was identified by the NYSDEC records as operated under the Stassi name (the same last name listed in the Applicant’s NYSDEC Part 360 Permit for the Breezy Hill Group VI, LLC/Roadwork Ahead Calverton site). The Grand Boulevard, Westbury facility is like the one proposed in Calverton.

A second facility located on Maple Avenue in Westbury was listed by NYSDEC as operated by Stassi Brothers Asphalt Corp.

An Annual Report must be filed with NYSDEC for all registered and permitted C&D processing facilities. (A blank NYSDEC Annual Reporting Form was included in the Applicant’s revised Part 360 Permit Application appendix section, listed as an attachment to the NPV November 24, 2021, letter).

Because the Applicant has again, not provided quantifiable information on processed materials intended for its own use or described the amounts anticipated during periods of operations, or described details on the processed material acceptable uses for their own use; it is recommended the Lead Agency FOIL the NYSDEC for the Annual Reports filed by the following entities:

Rock Crush Recycling LLC 478 Grand Blvd. Westbury, NY: NYSDEC # 30W48R

Stassi Brothers Asphalt Corp 422 Maple Ave. Westbury, NY: NYSDEC # 30W43R

The information may provide insight on expected process material quantities, types of material used and types of uses when 100% will be utilized by this Applicant.

Due to the Applicant's revised operating procedures (where only material the Applicant needs will be processed) the Lead Agency may consider limiting the size (magnitude) and operating periods of the facility as a form of mitigation to control noise, dust, traffic, preserve local community character and protect water resources.

It is expected that nuisance impacts (including noise, dust, traffic) will be generated by the proposed action, however under the proposed hours of operations, using "intermittent" availability of raw material and periodic equipment operation provides no measurable form of mitigation.

Response 2 also stated,

"... the above discussion of the anticipated facility operations suggests that the potential impacts on the community would be limited in time and duration."

It is recommended the Lead Agency strongly consider these potentially significant nuisance impacts upon the residential dwellings in the vicinity of the site when weighed against the Applicant's proposed hours of operations.

An in-depth discussion is required on the potential impacts generated by the operation that is accepting wastes and operating its equipment Monday-Friday 6:30 AM to 6:00 PM; Saturday 6:30 AM to 5:00 PM and Sunday 7:00 AM to 2:00 PM (dumping only/no crushing) on nearby residential properties. Mitigation of these impacts must be clearly addressed.

An accurate EIS level assessment of potential impacts is to be performed on the full-scale daily operations during the periods of operation that the Applicant has proposed.

If the proposed action describes mitigating measures such as limiting operations (days, hours, processing, delivery) these must be clearly identified using specific statements in the FEIS.

If the Lead Agency does accept the Applicant's statement, that due to intermittent deliveries and intermittent equipment operations, potential for community impacts would be generated, unavoidable and "limited in time and duration," then a significant

reduction in the facility's operations would serve to provide greater mitigation by reducing or avoiding potential community impacts altogether.

Response 3: Part 360 Permit Engineering Report

Comments reserved/No additional comments at this time.

Response 4: NYSDEC Violations

The letter states,

“Communication with the Division of Materials Management, NYSDEC since its November 5, 2018, e-mail confirms that that office is awaiting completion of the SEQRA process on the Breezy Hill Group VI, LLC site plan application (completion to be documented by issuance of the Findings Statement) to render its decision on compliance to the Order on Consent.”

The NYSDEC, November 5, 2018, email regarding the cleanup of the site, Order of Consent, and its attendant remediation schedule for compliance for removal of all the materials on the site, made no statement regarding the need for the Lead Agency's issuance of the SEQRA Findings Statement before site cleanup. The statements provided in Response 4 are not accurate.

An email received from NYSDEC, Division of Materials Management dated November 30, 2021, states, **“DEC does not need the Town's findings statement to allow the clean up to happen.”**

Furthermore, the NYSDEC October 26, 2021 Notice of Violation (NOV) sent via certified mail, return receipt requested, identified under Item 3, Violation of Attachment A- Compliance Schedule of Consent Order- *“The consent order requires the facility to cease operations without authorization and remove all wastes from the subject site within 120 days from the effective date (March 21, 2018) of the current Order, which was July 20, 2018. Waste continues to be dumped at the facility and previous waste remains at the site, in violation of the consent order.”*

Again, according to the October 26, 2021, NOV, there is no requirement for a SEQRA Findings Statement and “previous waste remains at the site, in violation of the consent order.”

Responses 5: Transporter Registration

The applicant must file a completed application for the registration. Providing a blank registration form does not respond to the comment.

Response 6: Part 360 Series Waste Tracking Document for C&D Debris

In contrast to statements made by the Applicants, the presence of unauthorized waste materials onsite and the subject of two NYSDEC Notice of Violations, clearly demonstrates the waste has not been removed from the site, or if wastes had been removed, the Part 360 Series Waste Tracking Document would provide validation. The Lead Agency requests the completed form be provided, not the blank form as provided in the NPV November 24, 2021, letter as an attachment.

Response 7: Future Disposal of Unprocessed C&D and Part 360 Series Waste Tracking Document for C&D Debris

Comments reserved/No additional comments at this time. The Applicant demonstrate compliance with these requirements.

Response 8: Chapter 229 Permit/NYSDEC and Town Clearing Violations

The response states,

“The Applicant did not have a Chapter 229 Permit to import the materials to the site that were dumped in the cleared area and became subject of the NYSDEC Notice of Violation. The Applicant performed the necessary removal. The Division of Materials Management, NYSDEC is awaiting completion of the SEQRA process on the Breezy Hill Group VI, LLC site plan application to render its decision on compliance to the Order on Consent.”

The statement claims, *“the Applicant performed the necessary removal”* of solid waste materials dumped at the site.

The statement is inconsistent with the requirements set forth in the NYSDEC November 5, 2018, that required, “All solid waste materials both processed and unprocessed (everything on the site), must be removed from the site within 120 days (March 5, 2019) of this approval on the Remediation Plan”

The statement is inconsistent with the NYSDEC Notice of Violation, dated October 26, 2021, including non-compliance with the first violation Order on Consent and its attendant schedule (timeframe) for site remediation.

The NYSDEC provided no requirement in its Order on Consent or in its remediation schedule that the Lead Agency file a SEQRA Findings Statement prior to enforcement of the order.

The NYSDEC is an involved agency under SEQRA for its responsibilities of a Part 360 Permit. The Applicant has no Part 360 Permit for a Solid Waste Management Facility or local approvals for this use at the subject site and cannot use the location for any solid waste facility operation.

The Planning Board as Lead Agency has the responsibility for the SEQRA Findings Statement and Site Plan review, which cannot be used by the NYSDEC or the Applicant to delay enforcement of NYS-Environmental Conservation Law.

The Applicant’s response to comments regarding the status of outstanding NYSDEC violations, the status of site cleanup activities and documentation of the site’s full remediation is unacceptable. The Lead Agency has requested the information be provided multiple times.

It is recommended that the SEQRA Hearing remain open until the Lead Agency has received confirmation from the NYSDEC that all Order on Consent, cleanup schedules, and ongoing violations have been satisfied. The Lead Agency has the authority to require the Applicant provide the necessary information the Lead Agency needs to develop and to defend its SEQRA Findings Statement.

Response 9: Special Requirements for Pre-Determination of BUD Fill Materials and Testing Protocols

See comments under Response 13. Comments reserved/No additional comments at this time.

Response 10: DEIS Site Plan Revision & Sound Level Assessment

See comments under Response 18. Comments reserved/No additional comments at this time.

Response 11: Update to C&D Facilities

Comments reserved/No additional comments at this time.

Response 12: Wetlands and Surface Waters

Comments reserved/No additional comments at this time.

Response 13: Water Resources

The Applicant has installed one (1) upgradient groundwater monitoring well and three (3) down gradient groundwater monitoring wells. Each well is installed with a screen depth located at seven (7) feet below groundwater. Groundwater elevation was recorded at nineteen (19) feet AMSL; with the bottom of the screen elevation located at twelve (12) feet AMSL.

The Applicant stated that continued groundwater monitoring at this location will not continue. The Applicant justifies discontinuing long term groundwater monitoring because:

- (a) the site is not presently causing adverse impact to groundwater quality; and
- (b) the facility will not receive, accept, process, or store any potentially hazardous materials.

In response to item (a) the site has been used as a residential property and in most cases a residential use except for sanitary wastewater disposal seldom generates significant adverse impacts to groundwater. However, under the proposed use as a solid waste facility the proposed use would increase potential for groundwater quality adverse impact generated by leachate.

Although as per item (b), the site will not intentionally accept or process any potentially hazardous materials, 75% of the C&D waste will be delivered by carters other than the Applicant.

The residential community located downgradient of the site remains within the pathway of groundwater flow that could potentially become compromised either from the onsite C&D leachate or from an offsite location upgradient of the proposed waste facility. Because this area of Riverhead is currently experiencing compromised groundwater quality, additional monitoring may be requested. The Riverhead Water District will be contacted for additional comments on this matter.

Pursuant to Riverhead Town Code, Article LVI Site Plan Review, section 301-306 requires that existing {301-306 B. (3) (c)} and proposed utilities {301-306 B (4) (g)} (including waterlines) be depicted on the Site Plan. The Part 360 Permit application

requires the Applicant depict all private and public water supply wells within an 800-foot radius of the subject site's property boundaries. This information is required by the Lead Agency and Town of Riverhead Planning Department for both Site Plan and SEQRA review.

The long-term groundwater monitoring wells could provide a method for continued monitoring of groundwater quality. In lieu of the unknowns associated with the presumed onsite private drinking water and the Nassau/Suffolk County sources of incoming C&D waste streams, monitoring groundwater quality trends would aid in the protection of groundwater resources where both local community private wells, and the Applicant's own drinking water well may be better served by a long-term program.

The Applicant proposes using the onsite private drinking water well as it's water supply. However, the Applicant reported they were unable to locate the well, provide details on well size, depth, pumping capacity or water quality.

Town of Riverhead tax rolls (2021 Final Assessment Roll, Town of Riverhead, NY) depicts Breezy Hill Group VI, LLC as property owner of SCTM 600-100-2-4.2 (the subject site) and therefore not having complete site/onsite structure access and ability to describe location and conditions of the onsite well is not an acceptable response. The Lead Agency has requested onsite well information and it must be provided prior to the Final EIS preparation.

Additional information on potable and fire protection water supply is required. Furthermore, the Applicant states the Riverhead Fire Department's 4,000-gallon tanker truck, *"supplemented by water from the existing onsite well, as well as by other private wells that serve developed properties in the area"* will be used for firefighting.

The Applicants must identify who provided permission to use other property owner's private wells, what capacity of water supply is available from these other wells, and what capacity is available from the onsite well.

Response 14: Provide Copies of the Part 360 Series Waste Tracking Document

The response is not acceptable. The Applicant has not removed materials from the site or provided the requested completed waste tracking documentation. The response is unacceptable.

Response 15: Traffic Impact Assessment

Comments reserved/No additional comments at this time.

Response 16: Special Permit & Use of Processed C&D Materials

See comments to Response 2. Comments reserved/No additional comments at this time.

Response 18: Sound Level Assessment Based on NYSDEC Part 360.19 for Rural Areas

The NYSDEC sound level limits for Rural and Suburban areas are for the purpose of assessing and complying with NYS requirements under Part 360.19. As presented by the Applicant's letter response, the area within a 1-mile radius of the subject site described population density calculated at 469 persons per square mile. The NYSDEC

defines Suburban as having a population density of between 350 and 5,000 persons per square mile.

The concerns of the Lead Agency include the potential impacts of sound level on the residential dwellings located in the immediate area. Certainly, this local community can be best described as rural. The population density of 469 persons as calculated by the Applicant is much closer to 350 persons which is used as a Statewide threshold used to separate Rural from Suburban, and well below the upper limit of 5,000 persons used to define Suburban.

The Lead Agency is not issuing a Part 360 Permit but is interested in potential for nuisance (including noise) impacts using methodologies and data that reflects the specific type of local community characteristics where the proposed action is located. This is of particular concern because the site is potentially within an Environmental Justice Area.

The Applicant is also advised that meeting a prerequisite standard (i.e. Town of Riverhead Noise Ordinance Code and/or NYSDEC Part 360.19 noise limit) is not an acceptable form of mitigation pursuant to SEQRA. Compliance with building, zoning and other municipal codes is simply a minimum requirement to avoid a non-compliant situation or the need for a variance or exception to the code.

The Applicant is requested to assess noise impacts in accordance with the SEQRA comments on the DEIS, and respond with the requested Rural sound level analyses, as described in 6NYCRR Part 360.19. The Lead Agency's use of the NYSDEC methodology was for its SEQRA level evaluation of potential noise level impacts utilizing the most appropriate and acceptable science-based standards designed for solid waste management facility operations.

NPV Response to November 18, 2021 Written Comments

Response 1: NYSDEC Second Notice of Violations, October 26, 2021

See above comments to Responses 4, 6 & 8: November 4, 2021, SEQRA Hearing & Written Comments.

Response 2: Additional Traffic Impact Assessment

Comments reserved/No additional comments at this time.

Please advise the undersigned of any questions or comments regarding this matter.

Prepared by:

Jeffrey L. Seeman

Jeffrey L. Seeman, CGCS/CEP

Certified Environmental Professional

ATTACHMENT 2

Cleanup/Closure Letter

NPV, *January 17, 2022*



January 17, 2022

Nick Romero
New York Department of Environmental Conservation
Division of Materials Management
50 Circle Road
Stony Brook, NY 11790

**RE: Breezy Hill Soil Cleanup Report
1792 Middle Road, Calverton
NPV# 17060**

Dear Mr. Romero:

This letter has been provided to summarize the cleanup efforts conducted at the above referenced property. The cleanup involved the removal of all imported soil, wood debris, recycled concrete aggregate (RCA) and sandy fill materials which the NYSDEC required following the violation of the Order on Consent issued March 14, 2018. The violation was issued due to the importation and storage of unpermitted materials to the site without an appropriate Part 360 permit.

From December 7, 2021 to January 15, 2022 the above noted material were removed from the subject property and transported to appropriate facilities for disposal. A summary of the volumes of material removed and the facilities they were transported to is provided below:

- Soil and Sandy Fill Materials – 1,362 cubic yards transported to County Ready Mix.
- C&D Materials – 33.22 tons transported to Omni Recycling of Westbury, Inc.
- Wood Debris – 4.23 tons transported to Vigliotti Landscape Service Center.

A copy of the disposal documentation for the materials noted above is provided in **Attachment A**. Photographs of the subject property documenting the site post cleanup is provided in **Attachment B**.

Should you have any questions or require any additional information please contact me at your earliest convenience.

Very Truly Yours,

Nelson, Pope & Voorhis, LLC

Eric Arnesen, PG
Project Manager/Hydrogeologist

ATTACHMENT A
MATERIAL DISPOSAL DOCUMENTATION

No. 84483



478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK

NAME Breezy Hill
ADDRESS Calverton
JOB _____

DATE	TRUCK NO.	DRIVER
11/5/12		
	LOAD SAND	CU. YD.
	LOAD GRAVEL	CU. YD.
	LOAD TOP SOIL	CU. YD.
	LOAD FILL	CU. YD.
	LOAD STONE	CU. YD.
	LOAD BANKRUN	CU. YD.
	TRUCK TRANSPORTATION	
	TRAILER TRANSPORTATION	

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Others Made Elsewhere Solely at Purchaser's Risk

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No. 84484



478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK

NAME Breezy Hill
ADDRESS Calverton
JOB _____

DATE	TRUCK NO.	DRIVER
11/5/12		
	LOAD SAND	CU. YD.
	LOAD GRAVEL	CU. YD.
	LOAD TOP SOIL	CU. YD.
	LOAD FILL	CU. YD.
	LOAD STONE	CU. YD.
	LOAD BANKRUN	CU. YD.
	TRUCK TRANSPORTATION	
	TRAILER TRANSPORTATION	

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No. 85190

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breathitt
ADDRESS _____
JOB Suburban

DATE	TRUCK NO.	DRIVER
	LOAD SAND	CU. YD.
	LOAD GRAVEL	CU. YD.
	LOAD TOP SOIL	CU. YD.
	LOAD FILL	CU. YD.
	LOAD STONE	CU. YD.
	LOAD BANKRUN	CU. YD.
	TRUCK TRANSPORTATION	
	TRAILER TRANSPORTATION	

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No. 85198

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-6000



NAME Breyer Hill
ADDRESS _____
JOB Calverton

DATE: <u>1/17/77</u>	TRUCK NO.	DRIVER
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL		CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

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No. 85193

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Bell
ADDRESS Calverton
JOB

DATE:	TRUCK NO.	DRIVER
	LOAD SAND	CU. YD.
	LOAD GRAVEL	CU. YD.
	LOAD TOP SOIL	CU. YD.
	LOAD FILL	CU. YD.
	LOAD STONE	CU. YD.
	LOAD BANKRUN	CU. YD.
	TRUCK TRANSPORTATION	
	TRAILER TRANSPORTATION	

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No. 85197

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Brenzy Hill
ADDRESS Calverly
JOB _____

DATE: <u>12/12</u>	TRUCK NO.	DRIVER
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL		CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

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No. 85078

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill Corp
ADDRESS _____
JOB Calverton

DATE: <u>4/7/14</u>	TRUCK NO.	DRIVER
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL	<u>MTS</u>	CU. YD. <u>60</u>
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

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No. 85083

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Brony Hill
ADDRESS _____
JOB Calverton

DATE	TRUCK NO.	DRIVER
	LOAD SAND	CU. YD.
	LOAD GRAVEL	CU. YD.
	LOAD TOP SOIL	CU. YD.
	LOAD FILL <u>mu</u>	CU. YD. <u>16</u>
	LOAD STONE	CU. YD.
	LOAD BANKRUN	CU. YD.
	TRUCK TRANSPORTATION	
	TRAILER TRANSPORTATION	

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No. 85199

478 GRAND BLVD
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Bronxville
ADDRESS Calverton
JOB _____

DATE:	TRUCK NO.	DRIVER
12/7/21		
LOAD SAND	CU. YD.	
LOAD GRAVEL	CU. YD.	
LOAD TOP SOIL	CU. YD.	
LOAD FILL	CU. YD.	
LOAD STONE	CU. YD.	
LOAD BANKRUN	CU. YD.	
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

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No. 87110

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breyer
ADDRESS _____
JOB alter

DATE: <u>8/12</u>	TRUCK NO.	DRIVER
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL <u>alter</u>		CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

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No. 85247

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Brazy Hill
ADDRESS _____
JOB Calverton

DATE:	TRUCK NO.	DRIVER
	LOAD SAND	CU. YD.
	LOAD GRAVEL	CU. YD.
	LOAD TOP SOIL	CU. YD.
	LOAD FILL	CU. YD.
	LOAD STONE	CU. YD.
	LOAD BANKRUN	CU. YD.
	TRUCK TRANSPORTATION	
	TRAILER TRANSPORTATION	

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No. 85114

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS _____
JOB Calverton

DATE	TRUCK NO.	DRIVER
	LOAD SAND	CU. YD.
	LOAD GRAVEL	CU. YD.
	LOAD TOP SOIL	CU. YD.
	LOAD FILL	CU. YD. <u>16</u>
	LOAD STONE	CU. YD.
	LOAD BANKRUN	CU. YD.
	TRUCK TRANSPORTATION	
	TRAILER TRANSPORTATION	

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Others Made Elsewhere Solely at Purchaser's Risk

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No. 85210

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME *Graybill*
ADDRESS _____
JOB *Calverton*

DATE: <u><i>2/2/14</i></u>	TRUCK NO.	DRIVER
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL <u><i>1000</i></u>		CU. YD.
LOAD STONE <u><i>16</i></u>		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

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Others Made Elsewhere Solely at Purchaser's Risk

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FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85219

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Bruce M
ADDRESS Cedron
JOB _____

DATE:	TRUCK NO.	DRIVER
	LOAD SAND	CU. YD.
	LOAD GRAVEL	CU. YD.
	LOAD TOP SOIL	CU. YD.
	LOAD FILL	CU. YD.
	LOAD STONE	CU. YD.
	LOAD BANKRUN	CU. YD.
	TRUCK TRANSPORTATION	
	TRAILER TRANSPORTATION	

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85246

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Stony Hill
ADDRESS _____
JOB Calvary

DATE	TRUCK NO.	DRIVER
<u>12/14</u>		
LOAD SAND	CU. YD.	
LOAD GRAVEL	CU. YD.	
LOAD TOP SOIL	CU. YD.	
LOAD FILL	CU. YD.	
LOAD STONE	CU. YD.	
LOAD BANKRUN	CU. YD.	
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85102

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Crystal
ADDRESS _____
JOB Calculation

DATE	TRUCK NO.	DRIVER
<u>12/11/14</u>		
LOAD SAND	CU. YD.	
LOAD GRAVEL	CU. YD.	
LOAD TOP SOIL	CU. YD.	
LOAD FILL	CU. YD.	<u>16</u>
LOAD STONE	CU. YD.	
LOAD BANKRUN	CU. YD.	
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85103

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breary Hill
ADDRESS _____
JOB Calverts

DATE	TRUCK NO.	DRIVER
<u>12/7/91</u>		
LOAD SAND	CU. YD.	
LOAD GRAVEL	CU. YD.	
LOAD TOP SOIL	CU. YD.	
LOAD FILL	CU. YD.	
LOAD STONE	CU. YD.	
LOAD BANKRUN	CU. YD.	
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85188

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Gregory Hill
ADDRESS _____
JOB Construction

DATE	TRUCK NO.	DRIVER
<u>12/17/19</u>		
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL		CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85238



478 GRAND BLVD
WESTBURY, N.Y. 11590
(516) 334-ROCK

NAME Breck Hill
ADDRESS _____
JOB Convent

DATE:	TRUCK NO.	DRIVER
<u>12/7/21</u>		
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL <u>MS</u>		CU. YD. <u>16</u>
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85187



478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS Calverton
JOB _____

DATE: <u>1/17/16</u>	TRUCK NO.	DRIVER
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL		CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 87234

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS _____
JOB Driveway

DATE	TRUCK NO.	DRIVER
<u>2/18/24</u>		
LOAD SAND	CU. YD.	
LOAD GRAVEL	CU. YD.	
LOAD TOP SOIL	CU. YD.	<u>SD</u>
LOAD FILL	CU. YD.	
LOAD STONE	CU. YD.	
LOAD BANKRUN	CU. YD.	
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85242

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill

ADDRESS _____

JOB Calverton

DATE: <u>12-8-21</u>	TRUCK NO.	DRIVER
LOAD SAND		CU. YD.
LOAD GRAVEL	<u>1 mix</u>	CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL		CU. YD.
LOAD STONE	<u>16 mix</u>	CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY _____

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

LOAD SAND		CU. YD.
LOAD GRAVEL	<u>1 mix</u>	CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL		CU. YD.
LOAD STONE	<u>16 mix</u>	CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY _____

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85249

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS _____
JOB Calverton

DATE:	TRUCK NO.	DRIVER
12-8-24		
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL	1 mix 10	CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85250

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME RWA
ADDRESS _____
JOB Calverton

DATE: <u>12-8-21</u>	TRUCK NO.	DRIVER
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
<u>1 mix</u> LOAD TOP SOIL	<u>16 mix</u>	CU. YD.
LOAD FILL		CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85266

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS Colton
JOB _____

DATE	TRUCK NO.	DRIVER
12/18/24		
LOAD SAND	CU. YD.	
LOAD GRAVEL	CU. YD.	
LOAD TOP SOIL	CU. YD.	
LOAD FILL	CU. YD.	
LOAD STONE	CU. YD.	
LOAD BANKRUN	CU. YD.	
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85243

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS _____
JOB Calverton

DATE:	TRUCK NO.	DRIVER
<u>12-8-21</u>		
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL	<u>Mix</u>	CU. YD.
LOAD FILL		CU. YD.
LOAD STONE	<u>CG</u>	CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85254

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS _____
JOB Calverton

DATE	TRUCK NO.	DRIVER
<u>12/8/21</u>		
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL	<u>M 4</u>	CU. YD. <u>16</u>
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY _____

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85252

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS _____
JOB Calverton

DATE: <u>12-8-21</u>	TRUCK NO.	DRIVER
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL <u>1mx 16</u>		CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85264

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Brewery Hill
ADDRESS _____
JOB Calverton

DATE:	TRUCK NO.	DRIVER
<u>12/18/71</u>		
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL		CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85265

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill

ADDRESS Calverton

JOB _____

DATE	TRUCK NO.	DRIVER
<u>2/8/21</u>		
LOAD SAND	CU. YD.	
LOAD GRAVEL	CU. YD.	
LOAD TOP SOIL	CU. YD.	
LOAD FILL	CU. YD.	
LOAD STONE	CU. YD.	
LOAD BANKRUN	CU. YD.	
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85253

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS _____
JOB Calverton

DATE: <u>12-8-21</u>	TRUCK NO.	DRIVER
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL	<u>MX16</u>	CU. YD.
LOAD FILL		CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85261

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS _____
JOB Contractor

DATE	TRUCK NO.	DRIVER
12/18/19		
	LOAD SAND	CU. YD.
	LOAD GRAVEL	CU. YD.
	LOAD TOP SOIL	CU. YD.
	LOAD FILL	CU. YD.
	LOAD STONE	CU. YD.
	LOAD BANKRUN	CU. YD.
	TRUCK TRANSPORTATION	
	TRAILER TRANSPORTATION	

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85260



478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS Calverton
JOB _____

DATE:	TRUCK NO.	DRIVER
12/8/21		
1	LOAD SAND	CU. YD.
	LOAD GRAVEL	CU. YD.
	LOAD TOP SOIL	CU. YD.
	LOAD FILL	CU. YD.
	LOAD STONE	CU. YD.
	LOAD BANKRUN	CU. YD.
	TRUCK TRANSPORTATION	
	TRAILER TRANSPORTATION	

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85262

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Bready Hill
ADDRESS _____
JOB Calverton

DATE	TRUCK NO.	DRIVER
<u>7/18/94</u>		
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL		CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85259



478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS Calverton
JOB _____

DATE:	TRUCK NO.	DRIVER
12/18/24		
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL		CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85258

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill

ADDRESS _____

JOB Calverton

DATE:	TRUCK NO.	DRIVER
<u>12/8/21</u>		
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL <u>Mix</u>		CU. YD. <u>16</u>
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY _____

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85257

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill

ADDRESS _____

JOB _____

DATE	TRUCK NO.	DRIVER
12/18/11		
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL		CU. YD. 16
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY _____

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85256

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS Calverton
JOB _____

DATE: <u>12/8/4</u>	TRUCK NO.	DRIVER
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL		CU. YD. <u>16</u>
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85263

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Bronx NY
ADDRESS Calverton
JOB _____

DATE	TRUCK NO.	DRIVER
<u>10/18/21</u>		
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL		CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85244

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Brecty Hill
ADDRESS _____
JOB Calverton

DATE: <u>12-8-21</u>	TRUCK NO.	DRIVER
LOAD SAND		CU. YD.
LOAD GRAVEL <u>1 mix</u>		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL		CU. YD.
LOAD STONE <u>16</u>		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85255

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Brecy Hill
ADDRESS _____
JOB Calverton

DATE: <u>12/8/24</u>	TRUCK NO.	DRIVER
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL		CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85245

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS _____
JOB Calverton

DATE:	TRUCK NO.	DRIVER
<u>12-8-21</u>		
LOAD SAND		CU. YD.
LOAD GRAVEL <u>1MX</u>		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL <u>16</u>		CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

**FULL PAYMENT MUST BE REMITTED FOR THE ABOVE
YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED**

No. 85251

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS _____
JOB Caperton

DATE:	TRUCK NO.	DRIVER
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL	<u>MAX 16</u>	CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

**FULL PAYMENT MUST BE REMITTED FOR THE ABOVE
YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED**

No. 87272



478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Braggell
ADDRESS Calverton
JOB _____

DATE	TRUCK NO.	DRIVER
<u>12/9/94</u>		
LOAD SAND	CU. YD.	
LOAD GRAVEL	CU. YD.	
LOAD TOP SOIL	CU. YD.	
LOAD FILL	CU. YD.	
LOAD STONE	CU. YD.	
LOAD BANKRUN	CU. YD.	
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 87273

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breary, H

ADDRESS Catuck

JOB _____

DATE: <u>12/9/74</u>	TRUCK NO.	DRIVER
LOAD SAND	CU. YD.	<u>16</u>
LOAD GRAVEL	CU. YD.	
LOAD TOP SOIL	CU. YD.	
LOAD FILL	CU. YD.	
LOAD STONE	CU. YD.	
LOAD BANKRUN	CU. YD.	
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 87271



478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Bronx Hill
ADDRESS Calverton
JOB _____

DATE:	TRUCK NO.	DRIVER
<u>1/29/71</u>		
LOAD SAND	CU. YD.	
LOAD GRAVEL	CU. YD.	
LOAD TOP SOIL	CU. YD.	<u>16</u>
LOAD FILL	CU. YD.	
LOAD STONE	CU. YD.	
LOAD BANKRUN	CU. YD.	
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 87270

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS _____
JOB Calverton

DATE	TRUCK NO.	DRIVER
<u>12/1/74</u>		
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL	<u>AMX</u>	CU. YD.
LOAD FILL		CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

16

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 87269

478 GRAND BLYD
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS Calverton
JOB _____

DATE:	TRUCK NO.	DRIVER
<u>1/29/77</u>		
LOAD SAND	CU. YD.	
LOAD GRAVEL	CU. YD.	
LOAD TOP SOIL	CU. YD.	<u>16</u>
LOAD FILL	CU. YD.	
LOAD STONE	CU. YD.	
LOAD BANKRUN	CU. YD.	
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 87268

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Crystal Hill
ADDRESS Calverton
JOB _____

DATE: <u>12/11/16</u>	TRUCK NO.	DRIVER
LOAD SAND	CU. YD.	
LOAD GRAVEL	CU. YD.	
LOAD TOP SOIL	CU. YD.	
LOAD FILL	CU. YD.	
LOAD STONE	CU. YD.	<u>16</u>
LOAD BANKRUN	CU. YD.	
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY _____

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 87267

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS Catonsville
JOB _____

DATE:	TRUCK NO.	DRIVER
<u>1/9/4</u>		
LOAD SAND	CU. YD.	
LOAD GRAVEL	CU. YD.	
LOAD TOP SOIL	CU. YD.	
LOAD FILL <u>mix</u>	CU. YD.	<u>16</u>
LOAD STONE	CU. YD.	
LOAD BANKRUN	CU. YD.	
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY _____

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 87266



478 GRAND BLVD
WESTBURY, N.Y. 11590
(516) 334-ROCK

NAME Breeze Hill

ADDRESS Calverton

JOB Retain

DATE:	TRUCK NO.	DRIVER
<u>12/1/9</u>		
LOAD SAND	CU. YD.	
LOAD GRAVEL	CU. YD.	
LOAD TOP SOIL	CU. YD.	
LOAD FILL <u>Mix</u>	CU. YD.	<u>16</u>
LOAD STONE	CU. YD.	
LOAD BANKRUN	CU. YD.	
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 87265

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breeny Hill
ADDRESS _____
JOB Calverton

DATE	TRUCK NO.	DRIVER
<u>12/1/14</u>		
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL	<u>MIX</u>	CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

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Others Made Elsewhere Solely at Purchaser's Risk

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No. 87275

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Brazey Hill
ADDRESS Calverton
JOB _____

DATE:	TRUCK NO.	DRIVER
1/29/74		
LOAD SAND	CU. YD.	16
LOAD GRAVEL	CU. YD.	
LOAD TOP SOIL	CU. YD.	
LOAD FILL	CU. YD.	
LOAD STONE	CU. YD.	
LOAD BANKRUN	CU. YD.	
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

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FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 87276

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Bronx Hill
ADDRESS Calverton
JOB _____

DATE	TRUCK NO.	DRIVER
<u>1/12/21</u>		
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL	<u>MA</u>	CU. YD. <u>16</u>
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY _____

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 87278

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS Calverly
JOB _____

DATE:	TRUCK NO.	DRIVER
<u>7/29/14</u>		
LOAD SAND	CU. YD.	
LOAD GRAVEL	CU. YD.	
LOAD TOP SOIL	CU. YD.	<u>H</u>
LOAD FILL	CU. YD.	
LOAD STONE	CU. YD.	
LOAD BANKRUN	CU. YD.	
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

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Others Made Elsewhere Solely at Purchaser's Risk

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No. 87277

478 GRAND BLVD
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Gracey Hill
ADDRESS Calverton
JOB _____

DATE	TRUCK NO.	DRIVER
1/21/92		
	LOAD SAND	CU. YD.
	LOAD GRAVEL	CU. YD.
	LOAD TOP SOIL	CU. YD.
	LOAD FILL	CU. YD.
	LOAD STONE	CU. YD.
	LOAD BANKRUN	CU. YD.
	TRUCK TRANSPORTATION	
	TRAILER TRANSPORTATION	

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 87279

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Braeythly
ADDRESS _____
JOB Calverton

DATE:	TRUCK NO.	DRIVER
<u>12/9/21</u>		
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL		CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

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Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 87280



478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Brennally
ADDRESS Calverton
JOB _____

DATE:	TRUCK NO.	DRIVER
12/9/77		
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL	Mix	CU. YD.
LOAD FILL		CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 87281

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breyerfill
ADDRESS Calver
JOB _____

DATE:	TRUCK NO.	DRIVER
12/17/14		
LOAD SAND	CU. YD.	
LOAD GRAVEL	CU. YD.	
LOAD TOP SOIL	CU. YD.	
LOAD FILL	CU. YD.	
LOAD STONE	CU. YD.	
LOAD BANKRUN	CU. YD.	
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

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No. 87282



478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK

NAME Bruce Hill

ADDRESS _____

JOB Calvary

DATE: 12/9/14 TRUCK NO. _____ DRIVER _____

LOAD	CU. YD.
LOAD SAND	CU. YD.
LOAD GRAVEL	CU. YD.
LOAD TOP SOIL	CU. YD.
LOAD FILL	CU. YD.
LOAD STONE	CU. YD.
LOAD BANKRUN	CU. YD.
TRUCK TRANSPORTATION	
TRAILER TRANSPORTATION	

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY _____

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 87283



478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Bruce Hill
ADDRESS _____
JOB Calverton

DATE:	TRUCK NO.	DRIVER
<u>12/9/21</u>		
LOAD SAND	CU. YD.	
LOAD GRAVEL	CU. YD.	
LOAD TOP SOIL	CU. YD.	
LOAD FILL	CU. YD.	<u>16</u>
LOAD STONE	CU. YD.	
LOAD BANKRUN	CU. YD.	
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85089

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill

ADDRESS _____

JOB Calverton

DATE:	TRUCK NO.	DRIVER
<u>12-10-21</u>		
LOAD SAND		CU. YD.
LOAD GRAVEL	<u>1/10/21</u>	CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL		CU. YD.
LOAD STONE	<u>1/6</u>	CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY _____

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85088

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS _____
JOB Calverton

DATE	TRUCK NO.	DRIVER
<u>12-10-21</u>		
LOAD SAND		CU. YD.
LOAD GRAVEL	<u>1 M. 4</u>	CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL		CU. YD.
LOAD STONE	<u>16</u>	CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85087

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS _____
JOB Callerton

DATE	TRUCK NO.	DRIVER
<u>2-10-21</u>		
LOAD SAND		CU. YD.
LOAD GRAVEL	<u>16</u>	CU. YD.
LOAD TOP SOIL	<u>16</u>	CU. YD.
LOAD FILL		CU. YD.
LOAD STONE	<u>16</u>	CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85086

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS _____
JOB Calverton

DATE	TRUCK NO.	DRIVER
<u>7-10-21</u>		
LOAD SAND		CU. YD.
LOAD GRAVEL	<u>1 mix</u>	CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL	<u>16</u>	CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

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Others Made Elsewhere Solely at Purchaser's Risk

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No. 85085

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breely Hill
ADDRESS _____
JOB Garverton

DATE: <u>12-10-21</u>	TRUCK NO.	DRIVER
LOAD SAND		CU. YD.
LOAD GRAVEL	16 M.Y.	CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL		CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

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Others Made Elsewhere Solely at Purchaser's Risk

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FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85096

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS _____
JOB Gilberton

DATE: <u>12-10-21</u>	TRUCK NO.	DRIVER
LOAD SAND		CU. YD.
LOAD GRAVEL	<u>104</u>	CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL	<u>16</u>	CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 87249

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS _____
JOB Calverton

DATE:	TRUCK NO.	DRIVER
<u>12-10-21</u>		
LOAD SAND		CU. YD.
LOAD GRAVEL	<u>1</u>	CU. YD.
LOAD TOP SOIL	<u>1</u>	CU. YD.
LOAD FILL	<u>1</u>	CU. YD.
LOAD STONE	<u>1</u>	CU. YD.
LOAD BANKRUN	<u>1</u>	CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 87246

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS _____
JOB Calverton

DATE: <u>12-10-21</u>	TRUCK NO.	DRIVER
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL	<u>MIX</u>	CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN	<u>16</u>	CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 87245

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breen Hill

ADDRESS Calveston

JOB refinery

DATE: <u>2/21/04</u>	TRUCK NO.	DRIVER
LOAD SAND	CU. YD.	
LOAD GRAVEL	CU. YD.	
LOAD TOP SOIL	CU. YD.	
LOAD FILL <u>Mix</u>	CU. YD.	<u>16</u>
LOAD STONE	CU. YD.	
LOAD BANKRUN	CU. YD.	
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85097

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Bredy Hill
ADDRESS _____
JOB Garage

DATE	TRUCK NO.	DRIVER
<u>7-10-21</u>		
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL	<u>MIX</u>	CU. YD.
LOAD FILL		CU. YD.
LOAD STONE	<u>16</u>	CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85094

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS _____
JOB Calverton

DATE	TRUCK NO.	DRIVER
<u>12-10-21</u>		
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL	<u>1 m²</u>	CU. YD.
LOAD FILL		CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN	<u>16</u>	CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85093

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS _____

JOB culvert

DATE: <u>12-10-21</u>	TRUCK NO.	DRIVER
LOAD SAND		CU. YD.
LOAD GRAVEL	<u>1</u>	CU. YD.
LOAD TOP SOIL	<u>1</u>	CU. YD.
LOAD FILL		CU. YD.
LOAD STONE	<u>16</u>	CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

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No. 85092

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Brecky Hill
ADDRESS _____
JOB Calverton

DATE	TRUCK NO.	DRIVER
<u>12-02-11</u>		
LOAD SAND	<u>1/16</u>	CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL		CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

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FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85091

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS _____
JOB Calverton

DATE	TRUCK NO.	DRIVER
<u>2-10-21</u>		
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL		CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85090

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS _____
JOB Calverton

DATE: <u>12-10-21</u>	TRUCK NO.	DRIVER
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL <u>1 mix</u>		CU. YD.
LOAD FILL		CU. YD.
LOAD STONE <u>16</u>		CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85098

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS _____
JOB Calverton

DATE	TRUCK NO.	DRIVER
<u>7-10-21</u>		
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL	<u>Mix</u>	CU. YD.
LOAD FILL		CU. YD.
LOAD STONE	<u>16</u>	CU. YD.
LOAD BANKRUN		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 87248

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS _____
JOB Culverton

DATE: <u>12-10-21</u>	TRUCK NO.	DRIVER
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL <u>1mx</u>		CU. YD.
LOAD FILL		CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN <u>16</u>		CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 87247



478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK

NAME Isreely Hill
ADDRESS _____
JOB Calverton

DATE	TRUCK NO.	DRIVER
<u>12-10-21</u>		
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL	<u>1 m. 4</u>	CU. YD.
LOAD FILL		CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN	<u>16</u>	CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY _____

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 85084

478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK



NAME Breezy Hill
ADDRESS _____
JOB Calverton

DATE: <u>12-10-21</u>	TRUCK NO.	DRIVER
LOAD SAND		CU. YD.
LOAD GRAVEL		CU. YD.
LOAD TOP SOIL		CU. YD.
LOAD FILL	<u>1 MY</u>	CU. YD.
LOAD STONE		CU. YD.
LOAD BANKRUN	<u>16</u>	CU. YD.
TRUCK TRANSPORTATION		
TRAILER TRANSPORTATION		

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

OMNI RECYCLING OF WEST
7 PORTLAND AVENUE
WESTBURY, NY 11590

Y
Omni Recycling of Westbury, Inc
7 Portland Ave.

Westbury, NY 11590

12/14/2021 09:06:05

CREDIT CARD
MC SALE

Card # XXXXXXXXXXXX3063
SEQ #: 8
Batch #: 526
INVOICE 8
Approval Code: 08161S
Entry Method: Manual
Mode: Online
Avs Code: NYZ

Pounds: Gross 40680 Tare 33100 Net 7580
Tons: Gross 20.3400 Tare 16.5500 Net 3.7900

Material Type	Rate	Qty	Amount
C&D (IN)	120.0000	3.7900	454.80

SALE AMOUNT \$454.80

Tax
TOTAL CHARGE 454.80

CUSTOMER COPY

Signature _____

OMNI RECYCLING OF WEST
7 PORTLAND AVENUE
WESTBURY, NY 11590

12/14/2021

08:15:51

CREDIT CARD

MC SALE

Card #
SEQ #:
Batch #:
INVOICE
Approval Code:
Entry Method:
Mode:
Avs Code:

XXXXXXXXXXXX3063
6
526
6
06540S
Manual
Online
NYZ

SALE AMOUNT \$534.00

CUSTOMER COPY

Y
Omni Recycling of Westbury, Inc
7 Portland Ave.

Westbury, NY 11590

Pounds: Gross 41320 Tare 32420 Net 8900
Tons: Gross 20.6600 Tare 16.2100 Net 4.4500

Material Type	Rate	Qty	Amount
C&D (IN)	120.0000	4.4500	534.00

Tax
TOTAL CHARGE 534.00

Signature _____

OMNI RECYCLING OF WEST
7 PORTLAND AVENUE
WESTBURY, NY 11590

12/14/2021

10:00:02

CREDIT CARD

MC SALE

Card # XXXXXXXXXXXX3063
SEQ #: 12
Batch #: 526
INVOICE 12
Approval Code: 00060S
Entry Method: Manual
Mode: Online
Avs Code: NYZ

SALE AMOUNT \$583.20

CUSTOMER COPY

Y
Omni Recycling of Westbury, Inc
7 Portland Ave.

Westbury, NY 11590

Pounds: Gross 42140 Tare 32420 Net 9720
Tons: Gross 21.0700 Tare 16.2100 Net 4.8600

Material Type	Rate	Qty	Amount
C&D (IN)	120.0000	4.8600	583.20

Tax
TOTAL CHARGE 583.20

Signature _____

OMNI RECYCLING OF WEST
7 PORTLAND AVENUE
WESTBURY, NY 11590

12/14/2021 10:34:58

CREDIT CARD

MC SALE

Card # XXXXXXXXXXXX3063
SEQ #: 14
Batch #: 526
INVOICE 14
Approval Code: 03754S
Entry Method: Manual
Mode: Online
Ays Code: NYZ

SALE AMOUNT \$436.80

CUSTOMER COPY

Y
Omni Recycling of Westbury, Inc
7 Portland Ave.

Westbury, NY 11590

Pounds: Gross 39700 Tare 32420 Net 7280
Tons: Gross 19.8500 Tare 16.2100 Net 3.6400

Material Type	Rate	Qty	Amount
C&D (IN)	120.0000	3.6400	436.80

Tax
TOTAL CHARGE 436.80

Signature _____

OMNI RECYCLING OF WEST
7 PORTLAND AVENUE
WESTBURY, NY 11590

12/14/2021

11:16:04

CREDIT CARD

MC SALE

Card # XXXXXXXXXXXX3063
SEQ #: 16
Batch #: 526
INVOICE 17
Approval Code: 08147S
Entry Method: Manual
Mode: Online
Avs Code: NYZ

SALE AMOUNT \$844.80

CUSTOMER COPY

Y
Omni Recycling of Westbury, Inc
7 Portland Ave.

Westbury, NY 11590

Pounds: Gross 46500 Tare 32420 Net 14080
Tons: Gross 23.2500 Tare 16.2100 Net 7.0400

Material Type	Rate	Qty	Amount
C&D (IN)	120.0000	7.0400	844.80

Tax
TOTAL CHARGE 844.80

Signature _____

OMNI RECYCLING OF WEST,
7 PORTLAND AVENUE
WESTBURY, NY 11590

12/14/2021

11:52:12

CREDIT CARD

MC SALE

Card #	XXXXXXXXXX3063
SEQ #:	19
Batch #:	526
INVOICE	20
Approval Code:	06375S
Entry Method:	Manual
Mode:	Online
Avs Code:	NYZ

SALE AMOUNT \$1132.80

CUSTOMER COPY

Y
Omni Recycling of Westbury, Inc
7 Portland Ave.

Westbury, NY 11590

Pounds:	Gross 51300	Tare 32420	Net 18880
Tons:	Gross 25.6500	Tare 16.2100	Net 9.4400

Material Type	Rate	Qty	Amount
C&D (IN)	120.0000	9.4400	1132.80

Tax	
TOTAL CHARGE	1,132.80

Signature _____

VIGLIOTTI LANDSCAPE SERVICE CENTER
100 Urban Avenue
Westbury, NY 11590-2222
(516) 334-6600

INVOICE

Trans Number: 2141769
Trans Date: 12/14/2021
Trans Time: 02:29:38PM
Customer: 0009021
Cashier: C GARCIA
Truck Number: M001

Sold To:

ROADWORK AHEAD
1923 STRATFORD DR
Westbury, NY 11590

Ship To:

ROADWORK AHEAD
1923 STRATFORD DR
Westbury, NY 11590

516-334-1329

Customer PO

Item Number	Description	Unit	Quantity	Price	Disc %	Amount
8	TREES/ LOGS/STUMPS	NETW	8,460.00	0.03000		253.80
			Subtotal			253.80
			Sales Tax NASSAU			0.00
			Amount Due			253.80

Gross 41,020.00 lbs.
Tare 32,560.00 lbs.
Net 8,460.00 lbs. 4.23 tons

MASTERCARD
Change Due

253.80
0.00
253.80

* * * * * **MASTERCARD** * * * * *

**Vigliotti Landscape
Service Center**
100 URBAN AVE
WESTBURY, NY 11590
5163346600

Transaction 1416228

Total \$253.80
CREDIT CARD SALE \$253.80
MASTERCARD 3063

Retain this copy for statement
validation

14-Dec-2021 2:31:13P
\$253.80 | Method: KEYED
MASTERCARD
XXXXXXXXXXXX3063
MANUALLY ENTERED
Reference ID: 134800834016
Auth ID: 03403S
MID: *****7886
AthNtwkNm: MASTERCARD
SIGNATURE VERIFIED

Online: <https://clover.com/p/6JDJHVNNQTRQG>

Payment 6JDJHVNNQTRQG

Clover Privacy Policy
<https://clover.com/privacy>

No. 84483



478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK

NAME Breezy Hill
ADDRESS Calverton
JOB _____

DATE	TRUCK NO.	DRIVER
11/5/12		
	LOAD SAND	CU. YD.
	LOAD GRAVEL	CU. YD.
	LOAD TOP SOIL	CU. YD.
	LOAD FILL	CU. YD.
	LOAD STONE	CU. YD.
	LOAD BANKRUN	CU. YD.
	TRUCK TRANSPORTATION	
	TRAILER TRANSPORTATION	

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE
YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

No. 84484



478 GRAND BLVD.
WESTBURY, N.Y. 11590
(516) 334-ROCK

NAME Breezy Hill
ADDRESS Calverton
JOB _____

DATE	TRUCK NO.	DRIVER
11/5/12		
	LOAD SAND	CU. YD.
	LOAD GRAVEL	CU. YD.
	LOAD TOP SOIL	CU. YD.
	LOAD FILL	CU. YD.
	LOAD STONE	CU. YD.
	LOAD BANKRUN	CU. YD.
	TRUCK TRANSPORTATION	
	TRAILER TRANSPORTATION	

Curb Deliveries Only
Others Made Elsewhere Solely at Purchaser's Risk

RECEIVED BY

FULL PAYMENT MUST BE REMITTED FOR THE ABOVE
YARDAGE OR TIME WITHOUT QUESTION IF THIS IS SIGNED

**ATTACHMENT B
SITE PHOTOGRAPHS**









ATTACHMENT 3
Application for Part 364 Waste Transporter
Registration
signed *January 11, 2022*

6 NYCRR Part 364
Waste Transporter Registration Application
 New York State Department of Environmental Conservation
 Division of Materials Management
 625 Broadway, 9th Floor
 Albany, NY 12233-7251

Applicants for a registration, or for modification or renewal of an existing registration, must use this application form. Forms are available on the Department's website or upon request by calling (518) 402-8792. **All applications for new registrations must bear original signatures and must be mailed to the above address.** Applications for modification or renewal of an existing registration may be faxed to (518) 402-9034 or e-mailed to transport@dec.ny.gov. Once authorized, registrations will be mailed to applicants; registrations will not be available for pick-up. Registrations are valid for one year from the date of authorization.

REGISTRATIONS ARE NOT VALID UNTIL AUTHORIZED BY THE DEPARTMENT.

All sections of this application must be completed. Incomplete applications will not be processed and will be deemed "Incomplete." Please verify application is complete before submitting.

SECTION A – TYPE OF APPLICATION

Do you currently have a valid Part 364 **PERMIT**? No Yes, Permit Number: _____

NEW
 Once authorized, a Registration number will be assigned. Holders of a currently valid Part 364 Permit will not be assigned a separate Registration number, but will use the Permit number.

MODIFICATION
 Registration Number: _____

RENEWAL
 Registration Number: _____

SECTION B – REGISTRANT'S INFORMATION **REGISTRATION NO.** _____

Business Name Breezy hill group VI LLC
 Business Physical Address 1792 middle Road calverton Ny 11933
 City Calverton State/Province Ny Zip Code 11933
 County Suffolk
 Phone (516) 997-0505 E-Mail fstasi@RWANY.com
 Business Mailing Address (if different) 2186 Kirby Lane
 City Muttontown State/Province Ny Zip Code 11791

SECTION C – WASTES TO BE TRANSPORTED

REGISTRATION NO. _____

(check all that apply)

	Add	Delete
Construction and Demolition Debris [364-3.1(d)] (includes all categories of fill material)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Commercial Solid Waste [364-3.1(c)]	<input type="checkbox"/>	<input type="checkbox"/>
Household Hazardous Waste [364-3.1(b)]	<input type="checkbox"/>	<input type="checkbox"/>
Regulated Medical Waste [364-3.1(a)]	<input type="checkbox"/>	<input type="checkbox"/>
Sharps [364-3.1(e)]	<input type="checkbox"/>	<input type="checkbox"/>

PLEASE TAKE NOTICE, that transport of regulated waste not identified on your registration (**Section C**) is a violation of the provisions of Environmental Conservation Law (ECL) §27-0305 and regulations promulgated pursuant thereto. ECL §71-2703 provides that any person who violates any of the provisions of, or who fails to perform any duty imposed by Title 3 of Article 27 of this chapter or any rule or regulation promulgated pursuant thereto, or any term or condition of any certificate or permit issued pursuant thereto, or any final determination or order of the commissioner made pursuant to this title shall be liable for civil and/or criminal penalties. RMW may be transported (liability insurance coverage required) from generator owned or operated satellite locations in single loads of less than 50 pounds per month for the purposes of consolidation at a generator owned and operated central location, or to a hospital affiliated with and has a written contract with the generator.

SECTION D – CERTIFICATION

I hereby certify that the information contained in this application submitted in support of obtaining, modifying or renewing a New York State Waste Transporter Registration contains no information that I know to be false, incomplete, or to have changed prior to the date of submission without notification to the Department. I am aware that if I have knowingly omitted or falsified any information required to be disclosed, processing of the application may be delayed and the registration sought may be denied or subsequently revoked. I am aware that false statements or omissions herein are punishable as a Class A misdemeanor pursuant to Section 210.45 of the NYS Penal Law. Further, I affirm that all transfer, storage, treatment and disposal facilities to which wastes will be/are transported are authorized to accept the category of waste. Finally, I agree to indemnify and hold The People of the State of New York, Department, their officials, employees and contractors harmless from any claim or liability arising directly or indirectly out of this registration application, and the information contained herein, and any registration issued pursuant thereto.

Print Name LYSIA STASITitle ownerSignature [Handwritten Signature]Date 1/18/22

ATTACHMENT 4
Supplemental Traffic Assessment
N+P, January 2022

SUPPLEMENTAL TRAFFIC ASSESSMENT

BREEZY HILL

1792 MIDDLE ROAD AT CALVERTON

TOWN OF RIVERHEAD

January 2022

N+P Job No.17060



NELSON + POPE

engineers • architects • surveyors

70 Maxess Road, Melville, NY 11747

631.427.5665 nelsonpope.com

Study Purpose and Methodology

Nelson + Pope (N+P) conducted this supplemental Traffic Assessment in response to a comment from the Town of Riverhead on the Traffic Impact Study prepared for the proposed project to be located at 1792 Middle Road, Calverton, New York. The site is a 6.68-acre industrially zoned parcel which currently contains a residence and residential accessory structure and is proposed to be converted to an asphalt and a concrete crushing and screening business including the conversion of an existing 1-to-2 story frame/stucco residence and one and a half-story frame barn/garage to office and storage space. The comment was provided by the environmental consultant to the Town Planning Board in a review document dated December 1, 2021 which stated the following:

“Town comment: Traffic counts were not conducted during the peak summer operation of Splish- Splash. Traffic impact assessment must be adjusted to address Splish-Splash operations and in particular the signalized intersection of Manor Road and Route 25. Furthermore, weekday and weekend turning movement counts conducted on January 30, 2020, and February 1, 2020, may not provide representative conditions experienced during the higher traffic generation during fall and summer seasons, especially because the Lavender Farm, Splish-Splash and Tanger Outlets are key tourist attractions that generate seasonal traffic during weekdays and weekends.”

The following details the supplemental analyses conducted to identify the traffic impacts associated with the proposed project during the summer and fall seasons.

Existing Traffic Volumes Data

Weekday turning movement counts were initially collected at the study intersections on Thursday January 30, 2020 during the weekday AM (6:00-9:00 AM) and weekday PM (4:00-7:00 PM) peak periods. The weekend turning movement counts were collected on February 1, 2020 during the Saturday midday peak period (11:00 AM – 2:00 PM). Additional weekday turning movement counts were collected on Thursday November 19, 2020 during the weekday AM (6:00-9:00 AM) and weekday PM (4:00-7:00 PM) peak periods and weekend turning movement counts were collected on November 21, 2020 during the Saturday midday peak period (11:00 AM – 2:00 PM) to include three (3) additional intersections to the three (3) intersections previously studied. The following is the list of the intersections studied:

- Middle Road at Deep Hole Road
- Manor Road at Middle Road
- Manor Road at Twomey Avenue
- Middle Country Road (NYS Route 25) at Manor Road
- Edwards Avenue and Middle Country Road
- Edwards Avenue and Riley Avenue

The volume data was tabulated to identify the peak hours at each of the study intersections. In order to perform the conservative analysis, the peak hour volumes at each intersection were utilized in this study. The existing intersection peak hour volumes are contained in Appendix A.

Adjustment of Traffic Volumes for COVID 19 and summer/fall seasonal fluctuation

As noted by the Town consultant, the traffic counts were not conducted during the peak summer operation of Splish Splash Water Park and Tanger Outlets and during the fall to account for Lavender Farms; these uses are tourist attractions that generate seasonal traffic during weekdays and weekends.

To account for this seasonal traffic fluctuations and the impact of the COVID-19 Pandemic the following supplemental data evaluation was conducted:

- Hourly traffic volumes published by the New York State Department of Transportation (NYSDOT), which was collected on Middle Country Road approximately 0.2 miles east of Edwards Avenue from June 23rd, 2019 to June 28th 2019 were compared to the data collected in January and November 2020 to evaluate the existing traffic conditions and identify the impacts of the COVID-19 restrictions and the summer seasonal traffic fluctuation. Based on a comparison of the summer 2019 NYSDOT ATR data and winter 2020 traffic volumes, the 2020 winter traffic volumes along Middle Country Road were approximately 11% and 4% lower than the published 2019 NYSDOT summer traffic volumes during the weekday morning and evening peak hours respectively. Therefore, the February and November 2020 turning movement counts were increased accordingly during the weekday morning and evening peak hours to represent the higher typical summer traffic volumes along the study intersection network.

It should be noted that the 2019 summer NYSDOT data on Middle Country Road did not include Saturday data and cannot be used to calibrate the 2020 winter traffic data. However, a comparison of the turning movement counts collected at the intersection of Middle Country Road and Burman Boulevard on Saturday June 13, 2015 (adjusted to 2020 by applying a 1.3% annual growth for 5 years) and turning movement counts collected at the intersection of Middle Country Road and Burman Boulevard on Saturday December 12, 2020 was prepared. Based on the comparison, the winter 2020 data is slightly higher than the adjusted 2015 summer data. However, to perform a conservative analysis, the 2020 winter Saturday data was increased by 4% similar to the weekday PM data to adjust for the COVID -19 restrictions and summer/fall seasonal traffic fluctuation (traffic associated with Lavender Farms and Tanger Outlets).

- Additional traffic adjustments were also conducted to account for traffic from Splish Splash Water Park during the summer. Due to the unavailability of summer traffic counts at the intersection of Middle Country Road and Manor Road/Splish Splash Water Park access, Splish

Splash Water Park traffic was estimated from the number of parking spaces provided to support Splish Splash Water Park patrons. Splish Splash Water Park has a total of 1,956 paved parking spaces, 314 overflow parking spaces where access lanes are apparent and a grass area that can accommodate an additional 250 cars. Hence a total of 2,530 vehicles can be parked on the Splish Splash Water Park property on a typical summer day. Splish Splash Water Park is normally open from May 28 to Labor Day and the hours of operation are 10am to 5pm, 10am to 6pm and 10am to 7pm depending on the day and month. Assuming maximum occupancy, a total of 2,530 vehicles will arrive at Splish Splash Water Park when it opens in the morning and 2,530 vehicles will depart from Splish Splash Water Park when it closes in the evening. The following table is a summary of the assumed distribution of trips to and from Splish Splash Water Park on an hourly basis.

Table 1: Splish Splash Water Park summer trip generation

Time	Entering %	Exiting %	Entering trips	Exiting trips
7:30am-8:30am	10%	0%	253	0
8:30am-9:30am	25%	0%	633	0
9:30am-10:30am	30%	2%	759	51
10:30am-11:30am	20%	2%	506	51
11:30am-12:30pm	5%	2%	127	51
12:30pm-1:30pm	4%	2%	101	51
1:30pm-2:30pm	2%	2%	51	51
2:30pm-3:30pm	1%	2%	25	51
3:30pm-4:30pm	1%	8%	25	202
4:30pm-5:30pm	1%	30%	25	759
5:30pm-6:30pm	1%	50%	25	1265

As can be seen from Table 1 above, it is conservatively estimated that Splish Splash Water Park will generate 810 trips (759 entering and 51 exiting) during the weekday AM peak hour, 1,290 trips (25 entering and 1265 exiting) during the weekday PM peak hour and 557 trips (506 entering and 51 exiting) during the Saturday midday peak hour.

- In summary, the 2020 winter traffic volumes were conservatively adjusted for COVID-19 and seasonal (summer and fall traffic associated with Lavender Farms and Tanger Outlets) traffic fluctuations by increasing the volumes by 11%, 4% and 4% during the weekday AM, PM and Saturday midday peak hours respectively and then adding the estimated Splish Splash Water Park summer traffic to the study intersections. These volumes are referred to as the adjusted 2020 existing traffic volumes.

No Build Conditions

The No Build Condition represents traffic conditions expected at study intersections in the future year 2022 without the construction of the proposed project. The No Build Condition traffic volumes are estimated based on two factors as follows:

- Increases in traffic due to general population growth and developments outside of the immediate project area. This traffic increase is referred to as ambient growth.
- Other planned projects located near the project site that may affect traffic levels and patterns at the study intersections in this report.

Growth Rate

Based on the Average Annual Growth Rate for Vehicle-Miles Travel (VMT) developed by New York Metropolitan Transportation Council (NYMTC), the average annual growth rate for Suffolk County ranges from 0.37% to 0.71% depending on the functional classification of the roadway. Based on the functional classifications of roadways within the study area, the growth rate will either be 0.47% or 0.71%.

Other Planned Projects

“Other Planned Projects” is a term that refers to developments located near the project site that are currently under construction or in the planning stages. Traffic generated by these projects may influence the operations of the study intersections and would not be represented in the field data collected. The data-based growth factors already applied to the existing traffic volumes to account for seasonal fluctuation should account for any other planned projects in the study area. To further account for traffic from other planned projects, a conservative annual growth factor of 1.3% instead of 0.71% per year was utilized. The adjusted existing traffic volumes were increased by a factor 1.3% a year for a period of two (2) years to project volumes to the year 2022. The No Build traffic volumes for the weekday AM, weekday PM and Saturday midday peak hours are included in the Appendix A.

Build Condition

Proposed project

The proposed project is to convert a 6.68-acre industrially zoned parcel which currently contains a residence and residential accessory structure to an asphalt and a concrete crushing and screening business including the conversion of an existing 1-to-2 story frame/stucco residence and one and a half-story frame barn/garage to office and storage space.

Site Access

Access to the site will be provided via one full movement truck driveway on Manor Road and one full movement driveway for employees on Middle Road. The proposed Truck Driveway on Manor Road will be 40 feet wide with 35 feet radii. The Truck driveway is designed for the easy access of trucks.

Trip Generation

In order to identify the impacts the proposed project will have on the adjacent street system, it is necessary to estimate the magnitude of traffic volume generated during the peak hours and to estimate the directional distribution of the site traffic when entering and exiting the subject property. The trip generation estimates for the proposed project were prepared utilizing anticipated site vehicle usage data provided by the applicant.

Hours of Operation

Site/Facility Schedule of Operations

The Applicant has provided the following schedule of times that the site will open and close, and times that the site will be in operation:

Monday through Friday – Facility open/employees arrive and leave: 6:30 AM to 6:00 PM; Crushing, Deliveries and Loading Operations could occur simultaneously: 7:00 AM to 4:30 PM. Between 10-15 trucks are expected to access the site per day. Between 3-4 employees per day.

Saturday – Facility open/employees arrive & leave: 6:30 AM to 5:00 PM; Crushing and/or Loading NOT ALLOWED; Deliveries could occur: 7:30 AM to 3:30 PM. Between 4-8 trucks are expected to access the site per day. Between 3-4 employees per day.

Sunday – Facility open/employees arrive & leave: 7:00 AM to 2:00 PM; Crushing and/or Loading NOT ALLOWED, Deliveries only: 8:00 AM to 2:00 PM

Based on this information, it is conservatively assumed that 5 trucks will enter and exit the site during each peak hour (weekday AM, Weekday PM, and Saturday midday peak hours for

deliveries). It is assumed that all the employees enter the site during the weekday AM peak hour and exit during weekday PM peak hour.

The following table summarizes the trip generation estimates for the proposed project.

Table 2: Trip Generation (Proposed Project)

Time Period	Distribution	Trucks	Employees (Cars)	Total
Weekday AM Peak Hour	Enter	5	4	9
	Exit	5	1	6
	Total	10	5	15
Weekday PM Peak Hour	Enter	5	1	6
	Exit	5	4	9
	Total	10	5	15
Saturday Midday Peak Hour	Enter	5	4	9
	Exit	5	4	9
	Total	10	8	18

As can be seen from Table 2 above, the proposed project is projected to generate 15 trips (9 entering and 6 exiting) during the weekday AM peak hour, 15 trips (6 entering and 9 exiting) during the weekday PM peak hour and 18 trips (9 entering and 9 exiting) during the Saturday midday peak hour. From the review of the project trip generation, the proposed use is a very low traffic generator which will add a maximum of 18 vehicles to the intersection of Middle Country Road and Manor Road/Splish Splash Water Park Access; this intersection is carrying approximately 1,993 trips during the midday Saturday peak hour in the summer. The increase in traffic from the project at this intersection is less than 1%.

Trip Distribution and Assignment

The volume of site traffic expected to be generated by the proposed project during peak hours was distributed and assigned to each intersection movement based on existing roadway volumes and travel patterns. The nature of the proposed land use and its associated travel patterns were considered as well. The site generated traffic volumes were then added to the weekday AM, PM and Saturday midday No Build Condition volumes resulting in the Build Condition volumes. The Site Generated and Build volumes are in Appendix A of the report.

Traffic Analyses

Levels of service descriptions

While traffic volumes provide an important measure of activity on the adjacent roadway network, evaluating how well that network accommodates those volumes is also important. Therefore, a comparison of peak hour traffic volumes with available roadway capacity is prepared. Capacity,

by definition, represents the maximum number of vehicles that can be accommodated given the constraints of roadway geometry, traffic characteristics and controls. Intersections primarily control capacity in roadway networks, since conflicts exist at these points between through, crossing and turning traffic. Because of these conflicts, congestion is most likely to occur at intersections. Therefore, intersections are studied most often when determining the quality of traffic flow.

In order to identify the operational characteristics of the study intersections, LOS and capacity analyses and arterial network analyses for the study intersections were performed using *SYNCHRO Version 11* Software. *SYNCHRO*, in conjunction with *SimTraffic*, is a software package that allows for an interactive analysis of a single intersection or a network of intersections and can also be used for modeling and optimizing traffic signal timings. The *SimTraffic* component provides simulations of operations with animation features. *SYNCHRO* implements the Intersection Capacity Utilization (ICU) 2003 method for determining intersection capacity. This method compares the current volume to the intersections ultimate capacity. *SYNCHRO* also implements the methods of the 2010 Highway Capacity Manual (HCM) for Urban Streets, Signalized intersections, and unsignalized intersections for determining intersection capacity analyses. The *HCM* contains procedures and methodologies for estimating capacity and determining LOS for many transportation facilities and modes including signalized and unsignalized intersections.

An intersection's LOS (LOS) describes its quality of traffic flow. It ranges in grade from LOS "A" (relatively congestion-free) to LOS "F" (very congested). The LOS definition, as well as the threshold values for each level, varies according to whether the intersection is controlled by a signal or a stop sign. A brief description is given here, and a more detailed definition is found in Appendix B.

The capacity of a signalized intersection is evaluated in terms of the ratio of demand flow rate to capacity (V/C ratio). The capacity for each approach represents the maximum rate of flow (for the subject approach) which may pass through the intersection under prevailing traffic, roadway and signal conditions. The LOS of a signalized intersection is evaluated on the basis of average control-delay measured in seconds per vehicle (sec/veh). The control-delay is calculated using an equation that combines the stopped-delay with the vehicle acceleration/deceleration delay that is caused by the signalized intersection. At the signalized intersections, factors that affect the various approach capacities include width of approach, number of lanes, signal "green time", turning percentages, truck volumes, etc. However, delay cannot be related to capacity in a simple one-to-one fashion. For example, it is possible to have delays in the LOS "F" range without exceeding roadway capacity. Substantial delays can exist without exceeding capacity if one or more of the following conditions exist: long signal cycle length; a particular traffic movement experience a long red time; or progressive movements for a particular lane is poor.

The flow at a two-way stop-controlled (TWSC) intersection is gauged in terms of LOS and capacity. The capacity of a stop-controlled leg is based on the distribution of gaps in the major street traffic, driver judgment in selecting a gap, and the follow-up time required by each driver in a queue. The LOS for a TWSC intersection is determined by the control-delay and is defined for each movement rather than for the overall intersection. As with signalized intersections, HCS

quantifies only the average control-delay, which is a function of the approach and the degree of saturation for any particular minor movement.

Intersection capacity and level-of-service (LOS) analyses were conducted at the study intersections for the Existing, No Build and Build conditions during the weekday AM, Weekday PM and Saturday midday peak hours using *SYNCHRO Version 10* Software. *SYNCHRO*, as described above. The detailed LOS worksheets are contained in Appendix C.

The following tables summarizes the LOS results.

**Table 3: Level of Service at Signalized Intersections
Summer AM Peak Hour**

Signalized Intersection	Approach	Movement	2022 No Build Condition		2022 Build Condition	
			LOS	Delay (sec.)	LOS	Delay (sec.)
Middle Country Road (NYS 25) Manor Road	EB	L	A	8.1	A	8.2
		TR	F	105.5	F	107.4
	WB	L	F	136.1	F	139.1
		TR	B	11.0	B	11.2
	NB	LT	D	48.0	D	47.8
		R	B	11.6	B	11.5
	SB	LTR	E	70.5	E	71.8
	Overall		F	88.2	F	89.6
Edwards Avenue at Middle Country Road	EB	LTR	D	45.9	D	46.1
	WB	LTR	B	12.0	B	12.1
	NB	LTR	D	46.5	D	46.5
	SB	LTR	E	55.8	D	55.8
		Overall		D	40.5	D

**Table 4: Level of Service Summary at Unsignalized Intersections
Summer AM Peak Hour**

Unsignalized Intersection	Approach	Movement	2022 No Build Condition		2022 Build Condition	
			LOS	Delay (sec.)	LOS	Delay (sec.)
Middle Road at Deep Hole Road	EB	LR	A	10.0	A	10.0
	NB	LT	A	0.7	A	0.7
	SB	TR	A	0.0	A	0.0
Manor Road at Middle Road	EB	LR	A	9.5	A	9.5
	NB	LT	A	7.7	A	7.7
	SB	TR	A	0.0	A	0.0
Manor Road at Twomey Avenue	EB	LTR	A	2.9	A	2.7
	WB	LTR	A	0.4	A	0.4
	NB	LTR	B	10.5	B	10.6
	SB	LTR	A	9.4	A	9.4
Edwards Avenue at Riley Avenue	WB	LR	B	13.2	B	13.2
	NB	TR	A	0.0	A	0.0
	SB	LT	A	0.1	A	0.1
Manor Road at Truck Driveway	EB	TR	-	-	A	0.0
	WB	LT	-	-	A	0.0
	NB	LR	-	-	B	10.6
Middle Road at Site Driveway	EB	LR	-	-	A	8.7
	NB	LT	-	-	A	0.0
	SB	TR	-	-	A	0.0

Notes: LOS = Level of Service, Delay = seconds/vehicle

**Table 5: Level of Service at Signalized Intersections
Summer PM Peak Hour**

Signalized Intersection	Approach	Movement	2022 No Build Condition		2022 Build Condition	
			LOS	Delay (sec.)	LOS	Delay (sec.)
Middle Country Road (NYS 25) Manor Road	EB	L	D	36.6	D	37.6
		TR	C	26.5	C	26.4
	WB	L	B	14.6	B	14.6
		TR	E	55.3	E	56.0
	NB	LT	D	44.8	D	45.3
		R	F	246.9	F	248.8
	SB	LTR	C	25.2	C	26.8
	Overall		F	106.6	F	107.3
Edwards Avenue at Middle Country Road	EB	LTR	B	15.5	B	15.6
	WB	LTR	F	118.6	F	119.0
	NB	LTR	E	65.4	E	65.4
	SB	LTR	D	36.3	D	36.3
	Overall		E	75.6	E	75.8

**Table 6: Level of Service Summary at Unsignalized Intersections
Summer PM Peak Hour**

Unsignalized Intersection	Approach	Movement	2022 No Build Condition		2022 Build Condition	
			LOS	Delay (sec.)	LOS	Delay (sec.)
Middle Road at Deep Hole Road	EB	LR	B	10.6	B	10.6
	NB	LT	A	0.5	A	0.5
	SB	TR	A	0.0	A	0.0
Manor Road at Middle Road	EB	LR	A	9.8	A	9.8
	NB	LT	A	4.6	A	5.2
	SB	TR	A	0.0	A	0.0
Manor Road at Twomey Avenue	EB	LTR	A	3.4	A	3.3
	WB	LTR	A	0.1	A	0.1
	NB	LTR	B	11.6	B	11.8
	SB	LTR	A	10.1	B	10.2
Edwards Avenue at Riley Avenue	WB	LR	B	12.1	B	12.1
	NB	TR	A	0.0	A	0.0
	SB	LT	A	0.0	A	0.0
Manor Road at Truck Driveway	EB	TR	-	-	A	0.0
	WB	LT	-	-	A	0.0
	NB	LR	-	-	A	9.8
Middle Road at Site Driveway	EB	LR	-	-	A	8.7
	NB	LT	-	-	A	0.0
	SB	TR	-	-	A	0.0

Notes: LOS = Level of Service, Delay = seconds/vehicle

**Table 7: Level of Service at Signalized Intersections
Summer Saturday Peak Hour**

Signalized Intersection	Approach	Movement	2022 No Build Condition		2022 Build Condition	
			LOS	Delay (sec.)	LOS	Delay (sec.)
Middle Country Road (NYS 25) Manor Road	EB	L	A	6.6	A	6.8
		TR	C	36.3	D	37.3
	WB	L	C	34.4	D	36.1
		TR	B	11.2	B	11.8
	NB	LT	D	51.6	D	50.8
		R	B	14.2	B	13.8
	SB	LTR	D	42.7	D	43.6
	Overall		C	27.5	C	28.4
Edwards Avenue at Middle Country Road	EB	LTR	D	52.8	D	53.1
	WB	LTR	C	26.3	C	26.4
	NB	LTR	E	71.8	E	71.8
	SB	LTR	D	46.1	D	46.1
	Overall		D	47.1	D	47.2

**Table 8: Level of Service Summary at Unsignalized Intersections
Summer Saturday Peak Hour**

Unsignalized Intersection	Approach	Movement	2022 No Build Condition		2022 Build Condition	
			LOS	Delay (sec.)	LOS	Delay (sec.)
Middle Road at Deep Hole Road	EB	LR	B	11.2	B	11.2
	NB	LT	A	0.3	A	0.3
	SB	TR	A	0.0	A	0.0
Manor Road at Middle Road	EB	LR	A	9.6	A	9.8
	NB	LT	A	5.6	A	6.1
	SB	TR	A	0.0	A	0.0
Manor Road at Twomey Avenue	EB	LTR	A	3.3	A	3.1
	WB	LTR	A	0.3	A	0.3
	NB	LTR	B	11.4	B	11.6
	SB	LTR	A	9.8	A	9.9
Edwards Avenue at Riley Avenue	WB	LR	B	13.9	B	13.9
	NB	TR	A	0.0	A	0.0
	SB	LT	A	0.2	A	0.1
Manor Road at Truck Driveway	EB	TR	-	-	A	0.0
	WB	LT	-	-	A	0.0
	NB	LR	-	-	B	11.0
Middle Road at Site Driveway	EB	LR	-	-	A	8.6
	NB	LT	-	-	A	0.0
	SB	TR	-	-	A	0.0

Notes: LOS = Level of Service, Delay = seconds/vehicle

Middle Country Road (NYS Route 25) at Manor Road

During the summer No Build Condition, this intersection will operate at overall LOS F during the weekday AM and weekday PM peak hours and at LOS C during the Saturday midday peak hours. The failing level of service is due to the Splish Splash Water Park traffic which is an existing condition. After the completion of the project, the intersection will continue to operate at No Build LOS during the analyzed peak periods. As previously stated, the proposed project will increase the traffic volumes by less than 1%. Therefore, no significant impacts are created at this intersection by the proposed project, and no mitigation measures are proposed at this intersection.

Edwards Avenue at Middle Country Road

During the summer No Build Condition, this intersection will operate at overall LOS D, E and D during the weekday AM, weekday PM and Saturday midday peak hours respectively. After the completion of the project, the intersection will continue to operate at No Build LOS during the analyzed peak periods. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

Manor Road at Deep Hole Road

During the summer No Build condition, the traffic movements at the intersection will operate at LOS A during the weekday AM, weekday PM and Saturday midday peak hours. After the completion of the project, all the approach movements at the intersection will continue to operate at No Build levels of service. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

Manor Road at Middle Road

During the summer No Build condition, the traffic movements at the intersection will operate at LOS A during the weekday AM, weekday PM and Saturday midday peak hours. After the completion of the project, all the approach movements at the intersection will continue to operate at No Build levels of service. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

Manor Road at Twomey Avenue

During the summer No Build condition, the traffic movements at the intersection will operate at LOS B or better during the weekday AM, weekday PM and Saturday midday peak hours. After the completion of the project, all the approach movements at the intersection will continue to operate at No Build levels of service. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

Edwards Avenue at Riley Avenue

During the No Build condition, the traffic movements at the intersection will operate at LOS B or better during the weekday AM, weekday PM and Saturday midday peak hours. After the completion of the project, all the approach movements at the intersection will continue to operate at No Build levels of service. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

Manor Road at Truck Site Driveway

After the completion of the project, the westbound approach at the intersection of Manor Road and the truck driveway will operate at LOS A and the northbound approach will operate at LOS B during the weekday AM, PM and Saturday midday peak hours. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

Middle Road at Site Driveway

After the completion of the project, the eastbound approach at the intersection of Middle Road and the Site driveway will operate at LOS A during the weekday AM, PM and Saturday midday peak hours. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

Conclusion

N+P conducted this supplemental Traffic Assessment in response to the following comment from the Town of Riverhead on the Traffic Impact Study prepared for the proposed project to be located at 1792 Middle Road, Calverton, New York. This supplement is intended to address the following Town consultant comment as provided in a review memo dated December 1, 2021.

“Town comment: Traffic counts were not conducted during the peak summer operation of Splish- Splash. Traffic impact assessment must be adjusted to address Splish-Splash operations and in particular the signalized intersection of Manor Road and Route 25. Furthermore, weekday and weekend turning movement counts conducted on January 30, 2020, and February 1, 2020, may not provide representative conditions experienced during the higher traffic generation during fall and summer seasons, especially because the Lavender Farm, Splish-Splash and Tanger Outlets are key tourist attractions that generate seasonal traffic during weekdays and weekends.”

The following is a summary of this investigation and the findings thereof:

1. Initially weekday turning movement counts were collected at the study intersections on Thursday January 30, 2020 during the weekday AM (6:00-9:00 AM) and weekday PM (4:00-7:00 PM) peak periods. The weekend turning movement counts were collected on February 1, 2020 during the Saturday midday peak period (11:00 AM – 2:00 PM). Additional Weekday turning movement counts were collected on Thursday November 19, 2020 during the weekday AM (6:00-9:00 AM) and weekday PM (4:00-7:00 PM) peak periods and weekend turning movement counts were collected on November 21, 2020 during the Saturday midday peak period (11:00 AM – 2:00 PM) to include three (3) additional intersections to the three (3) intersections previously studied. The following is the list of the intersections studied:
 - Middle Road at Deep Hole Road
 - Manor Road at Middle Road
 - Manor Road at Twomey Avenue
 - Middle Country Road (NYS Route 25) at Manor Road
 - Edwards Avenue and Middle Country Road
 - Edwards Avenue and Riley Avenue
2. The 2020 winter traffic volumes were conservatively adjusted for COVID-19 and seasonal (summer and fall traffic associated with Lavender Farms and Tanger Outlets) traffic fluctuation by increasing the volumes by 11%, 4% and 4% during the weekday AM, PM and Saturday midday peak hours respectively and then adding the estimated Splish Splash Water Park summer traffic to the study intersections. These volumes are referred to as the adjusted 2020 existing traffic volumes.

3. The proposed project is projected to generate 15 trips (9 entering and 6 exiting) during the weekday AM peak hour, 15 trips (6 entering and 9 exiting) during the weekday PM peak hour and 18 trips (9 entering and 9 exiting) during the Saturday midday peak hour.
4. As depicted on the site plan, access to the proposed project site will be provided via one full movement truck driveway on Manor Road and one full movement driveway for employees on Middle Road. The proposed Truck Driveway on Manor Road will be 40 feet wide with 35 feet radii. The Truck driveway is designed for the easy access of trucks.
5. Capacity analyses were conducted at all the study intersections for the 2022 summer No Build and 2022 summer Build conditions during the weekday AM, weekday PM and Saturday midday peak hours. The results of the analyses are described below:
 - During the summer No Build Condition, the intersection of Middle Country Road and Manor Road/Splish Splash Water Park Access will operate at overall LOS F during the weekday AM and weekday PM peak hours and at LOS C during the Saturday midday peak hours. The failing level of service is due the operation of Splish Splash Water Park which is an existing condition. After the completion of the project, the intersection will continue to operate at No Build LOS during the analyzed peak periods. As previously stated, the proposed project will increase the traffic volumes by less than 1%. Therefore, no significant impacts are created at this intersection by the proposed project, and no mitigation measures are proposed at this intersection
 - During the summer No Build Condition, this intersection of Middle Country Road and Edwards Avenue will operate at overall LOS D, E and D during the weekday AM, weekday PM and Saturday midday peak hours respectively. After the completion of the project, the intersection will continue to operate at No Build LOS during the analyzed peak periods. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.
 - During the summer No Build condition, the traffic movements at the intersection of Manor Road and Deep Hole Road will operate at LOS A during the weekday AM, weekday PM and Saturday midday peak hours. After the completion of the project, all the approach movements at the intersection will continue to operate at No Build levels of service. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.
 - During the summer No Build condition, the traffic movements at the intersection of Manor Road and Middle Road will operate at LOS A during the weekday AM, weekday PM and Saturday midday peak hours. After the completion of the project, all the approach movements at the intersection will continue to operate at No Build levels of service. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

- During the summer No Build condition, the traffic movements at the intersection of Manor Road at Twomey Road will operate at LOS B or better during the weekday AM, weekday PM and Saturday midday peak hours. After the completion of the project, all the approach movements at the intersection will continue to operate at No Build levels of service. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.
- During the No Build condition, the traffic movements at the intersection of Edwards Avenue and Riley Avenue will operate at LOS B or better during the weekday AM, weekday PM and Saturday midday peak hours. After the completion of the project, all the approach movements at the intersection will continue to operate at No Build levels of service. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.
- After the completion of the project, the westbound approach at the intersection of Manor Road and the truck driveway will operate at LOS A and the northbound approach will operate at LOS B during the weekday AM, PM and Saturday midday peak hours. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.
- After the completion of the project, the eastbound approach at the intersection of Middle Road and the Site driveway will operate at LOS A during the weekday AM, PM and Saturday midday peak hours. Therefore, no significant impacts are created, and no mitigation measures are proposed at this intersection.

Based on the results of the Traffic Assessment as detailed in the body of this report, it is the professional opinion of Nelson + Pope that, the construction of the proposed project will not result in an adverse traffic impact at the study intersections during the summer and fall season when traffic is the highest on Middle Country Road.

APPENDIX A – Traffic Data

NELSON & POPE.
 572 WALT WHITMAN ROAD
 MELVILLE, NY 11747

File Name : 1-MIDDLE_COUNTRY_RD_AT_MANOR_RD-SAT_745571_02-01-2020
 Site Code :
 Start Date : 2/1/2020
 Page No : 1

Groups Printed- Lights - Trucks

Start Time	MANOR RD Southbound					MIDDLE COUNTRY RD Westbound					MANOR RD Northbound					MIDDLE COUNTRY RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
11:00 AM	10	0	12	0	22	1	108	8	0	117	1	0	0	0	1	8	124	0	0	132	272
11:15 AM	7	1	8	0	16	0	118	10	0	128	0	1	1	0	2	5	149	0	0	154	300
11:30 AM	16	1	6	0	23	1	107	10	0	118	0	0	1	0	1	11	107	0	0	118	260
11:45 AM	18	0	9	0	27	1	118	12	0	131	0	0	0	0	0	9	151	0	0	160	318
Total	51	2	35	0	88	3	451	40	0	494	1	1	2	0	4	33	531	0	0	564	1150
12:00 PM	11	0	10	0	21	0	141	12	0	153	0	0	1	0	1	10	135	0	0	145	320
12:15 PM	19	0	15	0	34	1	126	17	0	144	0	0	1	0	1	4	141	0	0	145	324
12:30 PM	12	0	17	0	29	0	117	21	0	138	0	0	0	0	0	13	154	0	0	167	334
12:45 PM	23	0	15	0	38	0	146	15	0	161	0	0	0	0	0	12	143	0	0	155	354
Total	65	0	57	0	122	1	530	65	0	596	0	0	2	0	2	39	573	0	0	612	1332
01:00 PM	16	0	7	0	23	0	129	16	0	145	0	0	0	0	0	10	137	0	0	147	315
01:15 PM	23	0	17	0	40	0	126	15	0	141	0	0	0	0	0	9	137	0	0	146	327
01:30 PM	9	0	15	0	24	0	126	20	0	146	0	0	0	0	0	9	153	0	0	162	332
01:45 PM	18	0	12	0	30	0	135	18	0	153	0	0	1	0	1	8	137	0	0	145	329
Total	66	0	51	0	117	0	516	69	0	585	0	0	1	0	1	36	564	0	0	600	1303
Grand Total	182	2	143	0	327	4	1497	174	0	1675	1	1	5	0	7	108	1668	0	0	1776	3785
Apprch %	55.7	0.6	43.7	0		0.2	89.4	10.4	0		14.3	14.3	71.4	0		6.1	93.9	0	0		
Total %	4.8	0.1	3.8	0	8.6	0.1	39.6	4.6	0	44.3	0	0	0.1	0	0.2	2.9	44.1	0	0	46.9	
Lights	181	2	136	0	319	4	1478									1655					
% Lights	99.5	100	95.1	0	97.6	100	98.7	96.6	0	98.5	100	100	100	0	100	98.1	99.2	0	0	99.2	98.7
Trucks	1	0	7	0	8	0	19	6	0	25	0	0	0	0	0	2	13	0	0	15	48
% Trucks	0.5	0	4.9	0	2.4	0	1.3	3.4	0	1.5	0	0	0	0	0	1.9	0.8	0	0	0.8	1.3

NELSON & POPE.

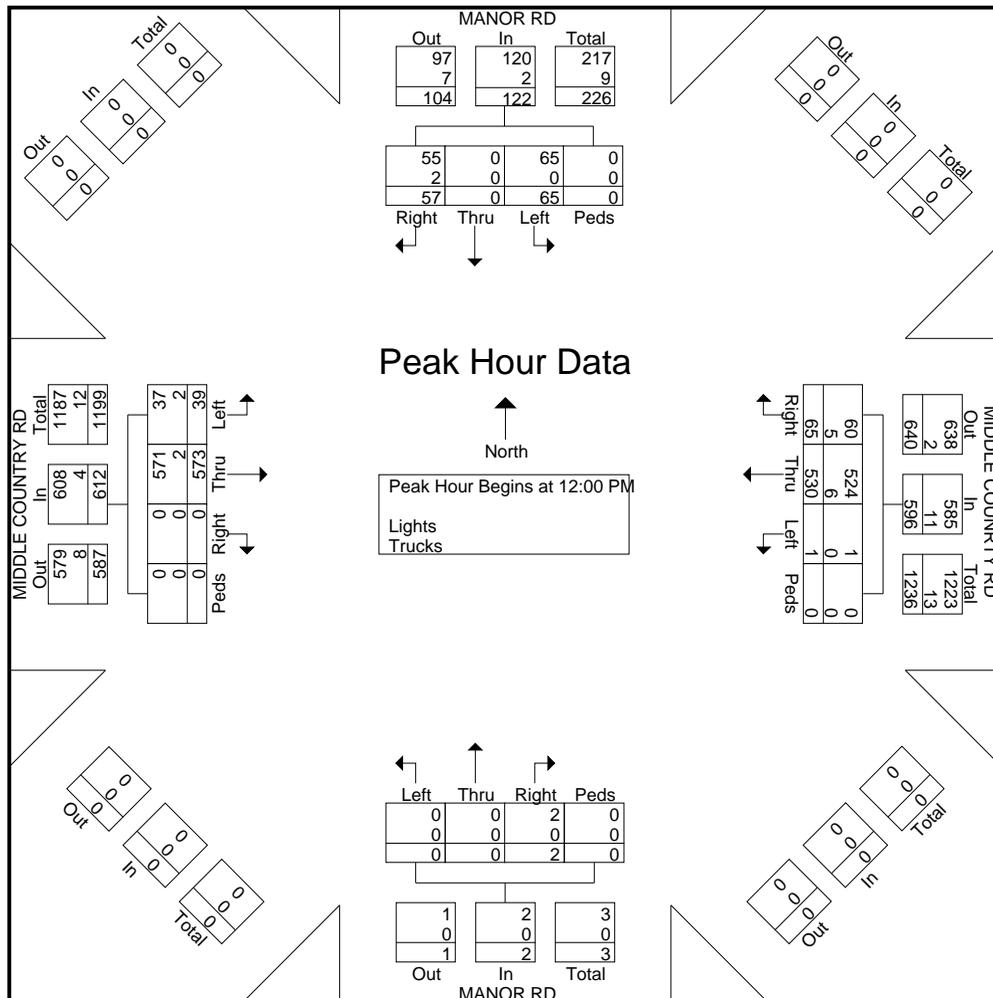
572 WALT WHITMAN ROAD
MELVILLE, NY 11747

File Name : 1-MIDDLE_COUNTRY_RD_AT_MANOR_RD-SAT_745571_02-01-2020
 Site Code :
 Start Date : 2/1/2020
 Page No : 2

Start Time	MANOR RD Southbound					MIDDLE COUNTRY RD Westbound					MANOR RD Northbound					MIDDLE COUNTRY RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	11	0	10	0	21	0	141	12	0	153	0	0	1	0	1	10	135	0	0	145	320
12:15 PM	19	0	15	0	34	1	126	17	0	144	0	0	1	0	1	4	141	0	0	145	324
12:30 PM	12	0	17	0	29	0	117	21	0	138	0	0	0	0	0	13	154	0	0	167	334
12:45 PM	23	0	15	0	38	0	146	15	0	161	0	0	0	0	0	12	143	0	0	155	354
Total Volume	65	0	57	0	122	1	530	65	0	596	0	0	2	0	2	39	573	0	0	612	1332
% App. Total	53.3	0	46.7	0		0.2	88.9	10.9	0		0	0	100	0		6.4	93.6	0	0		
PHF	.707	.000	.838	.000	.803	.250	.908	.774	.000	.925	.000	.000	.500	.000	.500	.750	.930	.000	.000	.916	.941
Lights	65	0	55	0	120	1	524	60	0	585	0	0	2	0	2	37	571	0	0	608	1315
% Lights	100	0	96.5	0	98.4	100	98.9	92.3	0	98.2	0	0	100	0	100	94.9	99.7	0	0	99.3	98.7
Trucks	0	0	2	0	2	0	6	5	0	11	0	0	0	0	0	2	2	0	0	4	17
% Trucks	0	0	3.5	0	1.6	0	1.1	7.7	0	1.8	0	0	0	0	0	5.1	0.3	0	0	0.7	1.3



NELSON & POPE.
 572 WALT WHITMAN ROAD
 MELVILLE, NY 11747

File Name : 1-MIDDLE_COUNTRY_RD_AT_MANOR_RD-THURS_745528_01-30-2020
 Site Code :
 Start Date : 1/30/2020
 Page No : 1

Groups Printed- Lights - Trucks

Start Time	MANOR RD Southbound					MIDDLE COUNTRY RD Westbound					MANOR RD Northbound					MIDDLE COUNTRY RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:00 AM	9	0	4	0	13	0	35	2	0	37	0	0	0	0	0	0	51	0	0	51	101
06:15 AM	10	0	6	0	16	1	34	7	0	42	0	0	0	0	0	6	59	0	0	65	123
06:30 AM	7	0	8	0	15	0	51	11	0	62	0	0	0	0	0	10	73	0	0	83	160
06:45 AM	12	0	8	0	20	0	55	10	0	65	0	0	0	0	0	6	138	0	0	144	229
Total	38	0	26	0	64	1	175	30	0	206	0	0	0	0	0	22	321	0	0	343	613
07:00 AM	10	0	3	0	13	0	59	10	0	69	0	0	0	0	0	0	102	0	0	102	184
07:15 AM	12	0	2	0	14	0	64	8	0	72	0	0	0	0	0	7	111	0	0	118	204
07:30 AM	10	0	11	0	21	0	85	7	0	92	0	0	0	0	0	8	120	0	0	128	241
07:45 AM	13	0	11	0	24	5	77	8	0	90	0	0	0	0	0	12	158	1	0	171	285
Total	45	0	27	0	72	5	285	33	0	323	0	0	0	0	0	27	491	1	0	519	914
08:00 AM	14	1	11	0	26	5	82	6	0	93	0	1	0	0	1	14	149	5	0	168	288
08:15 AM	22	0	2	0	24	1	71	6	0	78	0	0	0	0	0	7	142	1	0	150	252
08:30 AM	23	0	12	0	35	0	54	8	0	62	1	0	0	0	1	6	150	0	0	156	254
08:45 AM	22	1	5	0	28	0	60	10	0	70	0	0	0	0	0	10	166	1	0	177	275
Total	81	2	30	0	113	6	267	30	0	303	1	1	0	0	2	37	607	7	0	651	1069
04:00 PM	27	0	10	0	37	0	139	18	0	157	3	0	6	0	9	9	127	0	0	136	339
04:15 PM	23	0	23	0	46	0	150	18	0	168	0	0	5	0	5	14	108	0	0	122	341
04:30 PM	27	0	13	0	40	0	145	19	0	164	0	0	0	0	0	9	104	0	0	113	317
04:45 PM	18	0	13	0	31	0	151	11	0	162	0	0	0	0	0	10	98	0	0	108	301
Total	95	0	59	0	154	0	585	66	0	651	3	0	11	0	14	42	437	0	0	479	1298
05:00 PM	24	0	17	0	41	0	183	14	0	197	2	0	1	0	3	16	103	0	0	119	360
05:15 PM	22	0	9	0	31	0	154	16	0	170	1	0	2	0	3	7	93	0	0	100	304
05:30 PM	17	0	15	0	32	2	148	15	0	165	0	0	0	0	0	6	78	0	0	84	281
05:45 PM	15	0	8	0	23	1	134	20	0	155	1	0	4	0	5	7	98	1	0	106	289
Total	78	0	49	0	127	3	619	65	0	687	4	0	7	0	11	36	372	1	0	409	1234
06:00 PM	12	0	16	0	28	0	105	10	0	115	0	0	0	0	0	11	75	0	0	86	229
06:15 PM	14	0	13	0	27	0	109	16	0	125	0	0	0	0	0	3	73	0	0	76	228
06:30 PM	12	0	11	0	23	0	80	9	0	89	0	0	0	0	0	4	51	0	0	55	167
06:45 PM	6	0	3	0	9	0	118	8	0	126	0	0	0	0	0	6	63	0	0	69	204
Total	44	0	43	0	87	0	412	43	0	455	0	0	0	0	0	24	262	0	0	286	828
Grand Total	381	2	234	0	617	15	2343	267	0	2625	8	1	18	0	27	188	2490	9	0	2687	5956
Apprch %	61.8	0.3	37.9	0		0.6	89.3	10.2	0		29.6	3.7	66.7	0		7	92.7	0.3	0		
Total %	6.4	0	3.9	0	10.4	0.3	39.3	4.5	0	44.1	0.1	0	0.3	0	0.5	3.2	41.8	0.2	0	45.1	
Lights	358	2	224	0	584	15	2259									2429					
% Lights	94	100	95.7	0	94.7	100	96.4	93.3	0	96.1	100	100	100	0	100	93.1	97.6	100	0	97.2	96.5
Trucks	23	0	10	0	33	0	84	18	0	102	0	0	0	0	0	13	61	0	0	74	209
% Trucks	6	0	4.3	0	5.3	0	3.6	6.7	0	3.9	0	0	0	0	0	6.9	2.4	0	0	2.8	3.5

NELSON & POPE.

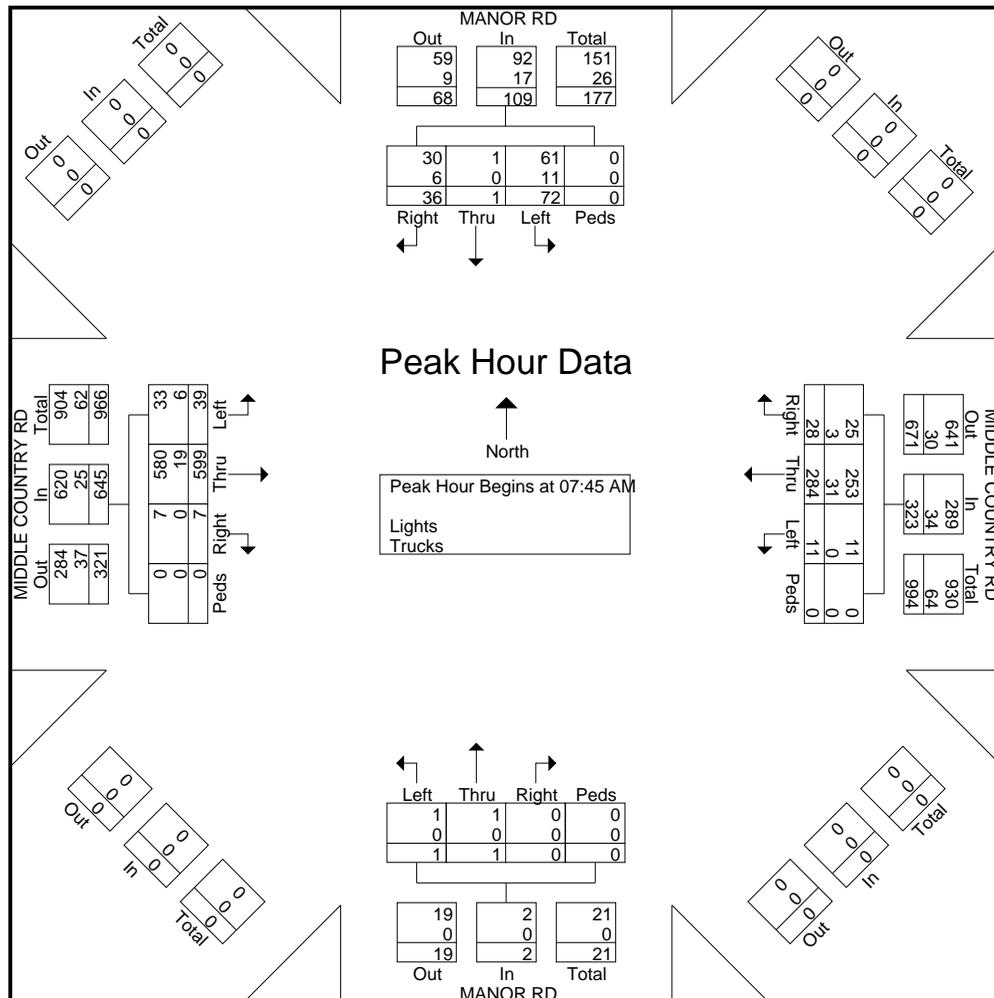
572 WALT WHITMAN ROAD
MELVILLE, NY 11747

File Name : 1-MIDDLE_COUNTRY_RD_AT_MANOR_RD-THURS_745528_01-30-2020
 Site Code :
 Start Date : 1/30/2020
 Page No : 2

Start Time	MANOR RD Southbound					MIDDLE COUNTRY RD Westbound					MANOR RD Northbound					MIDDLE COUNTRY RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

07:45 AM	13	0	11	0	24	5	77	8	0	90	0	0	0	0	0	12	158	1	0	171	285
08:00 AM	14	1	11	0	26	5	82	6	0	93	0	1	0	0	1	14	149	5	0	168	288
08:15 AM	22	0	2	0	24	1	71	6	0	78	0	0	0	0	0	7	142	1	0	150	252
08:30 AM	23	0	12	0	35	0	54	8	0	62	1	0	0	0	1	6	150	0	0	156	254
Total Volume	72	1	36	0	109	11	284	28	0	323	1	1	0	0	2	39	599	7	0	645	1079
% App. Total	66.1	0.9	33	0		3.4	87.9	8.7	0		50	50	0	0		6	92.9	1.1	0		
PHF	.783	.250	.750	.000	.779	.550	.866	.875	.000	.868	.250	.250	.000	.000	.500	.696	.948	.350	.000	.943	.937
Lights	61	1	30	0	92	11	253	25	0	289	1	1	0	0	2	33	580	7	0	620	1003
% Lights	84.7	100	83.3	0	84.4	100	89.1	89.3	0	89.5	100	100	0	0	100	84.6	96.8	100	0	96.1	93.0
Trucks	11	0	6	0	17	0	31	3	0	34	0	0	0	0	0	6	19	0	0	25	76
% Trucks	15.3	0	16.7	0	15.6	0	10.9	10.7	0	10.5	0	0	0	0	0	15.4	3.2	0	0	3.9	7.0

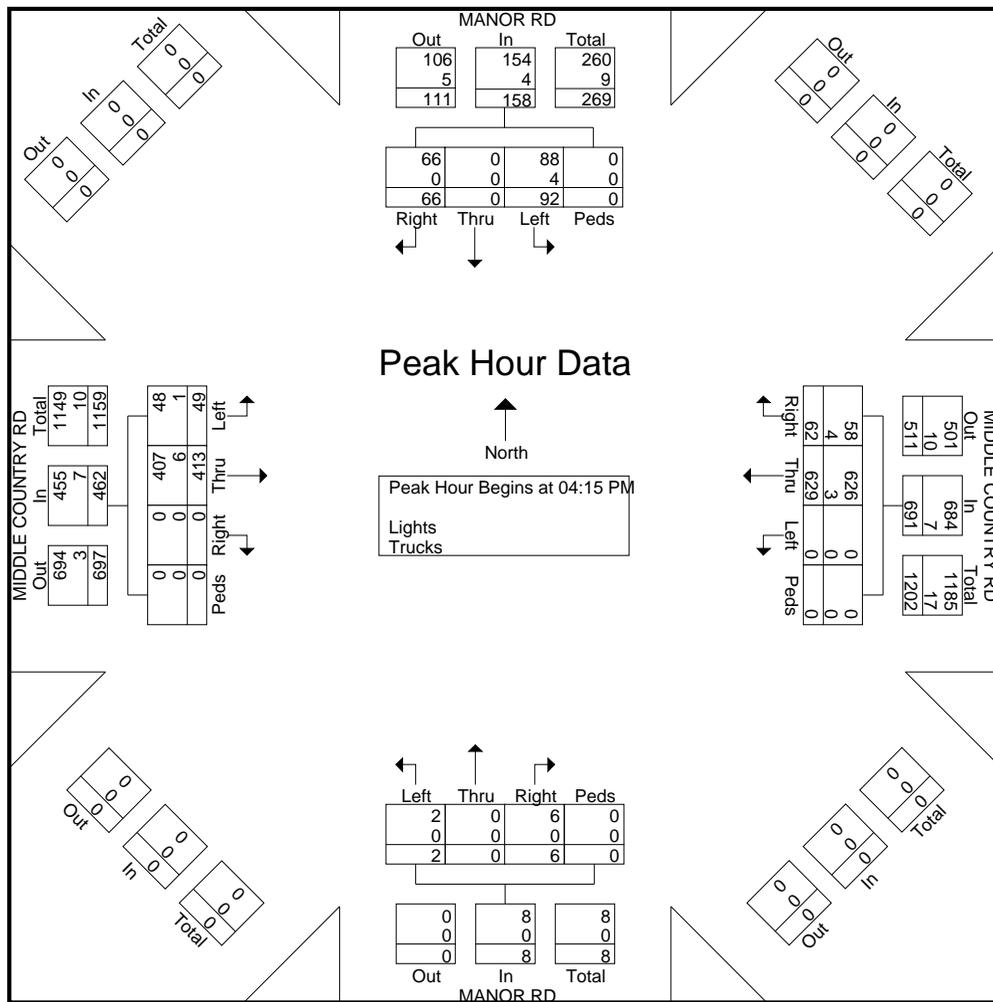


NELSON & POPE.

572 WALT WHITMAN ROAD
MELVILLE, NY 11747

File Name : 1-MIDDLE_COUNTRY_RD_AT_MANOR_RD-THURS_745528_01-30-2020
 Site Code :
 Start Date : 1/30/2020
 Page No : 3

Start Time	MANOR RD Southbound					MIDDLE COUNTRY RD Westbound					MANOR RD Northbound					MIDDLE COUNTRY RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	23	0	23	0	46	0	150	18	0	168	0	0	5	0	5	14	108	0	0	122	341
04:30 PM	27	0	13	0	40	0	145	19	0	164	0	0	0	0	0	9	104	0	0	113	317
04:45 PM	18	0	13	0	31	0	151	11	0	162	0	0	0	0	0	10	98	0	0	108	301
05:00 PM	24	0	17	0	41	0	183	14	0	197	2	0	1	0	3	16	103	0	0	119	360
Total Volume	92	0	66	0	158	0	629	62	0	691	2	0	6	0	8	49	413	0	0	462	1319
% App. Total	58.2	0	41.8	0		0	91	9	0		25	0	75	0		10.6	89.4	0	0		
PHF	.852	.000	.717	.000	.859	.000	.859	.816	.000	.877	.250	.000	.300	.000	.400	.766	.956	.000	.000	.947	.916
Lights	88	0	66	0	154	0	626	58	0	684	2	0	6	0	8	48	407	0	0	455	1301
% Lights	95.7	0	100	0	97.5	0	99.5	93.5	0	99.0	100	0	100	0	100	98.0	98.5	0	0	98.5	98.6
Trucks	4	0	0	0	4	0	3	4	0	7	0	0	0	0	0	1	6	0	0	7	18
% Trucks	4.3	0	0	0	2.5	0	0.5	6.5	0	1.0	0	0	0	0	0	2.0	1.5	0	0	1.5	1.4



NELSON & POPE.
 572 WALT WHITMAN ROAD
 MELVILLE, NY 11747

File Name : 2-MANOR_RD_AT_TWOMEY_AVE-SAT_745524_02-01-2020
 Site Code :
 Start Date : 2/1/2020
 Page No : 1

Groups Printed- Lights - Trucks

Start Time	TWOMEY AVE Southbound					MANOR RD Westbound					TWOMEY AVE Northbound					MANOR RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
11:00 AM	3	2	10	0	15	0	10	0	0	10	1	0	1	0	2	12	8	0	0	20	47
11:15 AM	0	1	7	0	8	1	10	1	0	12	0	1	0	0	1	5	10	0	0	15	36
11:30 AM	2	1	10	0	13	1	12	2	0	15	0	0	4	0	4	4	11	1	0	16	48
11:45 AM	2	0	15	0	17	1	11	1	0	13	0	0	1	0	1	8	12	3	0	23	54
Total	7	4	42	0	53	3	43	4	0	50	1	1	6	0	8	29	41	4	0	74	185
12:00 PM	1	1	7	0	9	1	11	0	0	12	2	1	6	0	9	10	13	2	0	25	55
12:15 PM	0	0	9	0	9	0	22	2	0	24	3	0	4	0	7	6	7	3	0	16	56
12:30 PM	3	0	4	0	7	1	23	1	0	25	1	0	2	0	3	12	10	1	0	23	58
12:45 PM	1	0	17	0	18	1	21	2	0	24	2	0	3	0	5	15	24	0	0	39	86
Total	5	1	37	0	43	3	77	5	0	85	8	1	15	0	24	43	54	6	0	103	255
01:00 PM	1	1	5	0	7	1	16	2	0	19	2	0	0	0	2	9	13	1	0	23	51
01:15 PM	1	0	12	0	13	0	23	4	0	27	6	0	1	0	7	9	14	1	0	24	71
01:30 PM	1	0	3	0	4	0	17	2	0	19	2	0	0	0	2	6	20	3	0	29	54
01:45 PM	1	0	7	0	8	0	22	0	0	22	0	0	0	0	0	11	14	1	0	26	56
Total	4	1	27	0	32	1	78	8	0	87	10	0	1	0	11	35	61	6	0	102	232
Grand Total	16	6	106	0	128	7	198	17	0	222	19	2	22	0	43	107	156	16	0	279	672
Apprch %	12.5	4.7	82.8	0		3.2	89.2	7.7	0		44.2	4.7	51.2	0		38.4	55.9	5.7	0		
Total %	2.4	0.9	15.8	0	19	1	29.5	2.5	0	33	2.8	0.3	3.3	0	6.4	15.9	23.2	2.4	0	41.5	
Lights	15	6	101	0	122	7	195	17	0	219	19	2	22	0	43	104	154	13	0	271	655
% Lights	93.8	100	95.3	0	95.3	100	98.5	100	0	98.6	100	100	100	0	100	97.2	98.7	81.2	0	97.1	97.5
Trucks	1	0	5	0	6	0	3	0	0	3	0	0	0	0	0	3	2	3	0	8	17
% Trucks	6.2	0	4.7	0	4.7	0	1.5	0	0	1.4	0	0	0	0	0	2.8	1.3	18.8	0	2.9	2.5

NELSON & POPE.

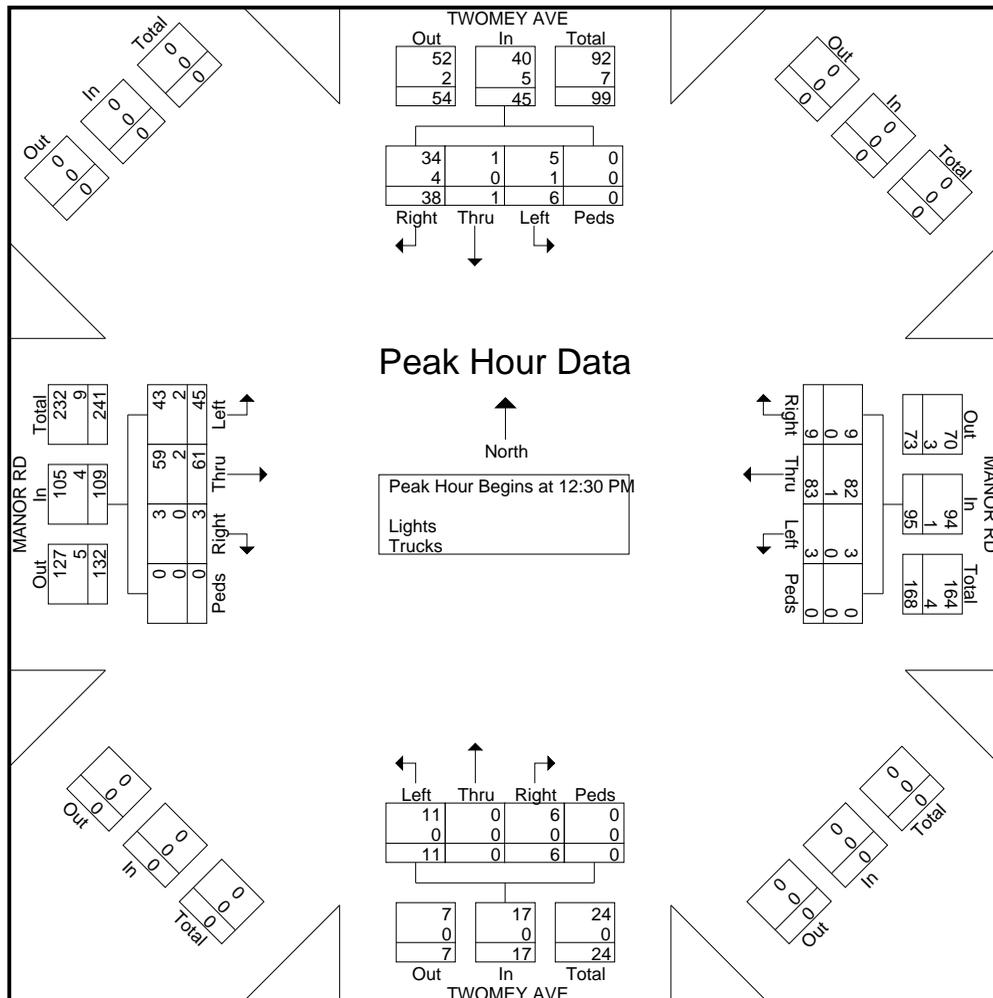
572 WALT WHITMAN ROAD
MELVILLE, NY 11747

File Name : 2-MANOR_RD_AT_TWOMEY_AVE-SAT_745524_02-01-2020
 Site Code :
 Start Date : 2/1/2020
 Page No : 2

Start Time	TWOMEY AVE Southbound					MANOR RD Westbound					TWOMEY AVE Northbound					MANOR RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 12:30 PM

12:30 PM	3	0	4	0	7	1	23	1	0	25	1	0	2	0	3	12	10	1	0	23	58
12:45 PM	1	0	17	0	18	1	21	2	0	24	2	0	3	0	5	15	24	0	0	39	86
01:00 PM	1	1	5	0	7	1	16	2	0	19	2	0	0	0	2	9	13	1	0	23	51
01:15 PM	1	0	12	0	13	0	23	4	0	27	6	0	1	0	7	9	14	1	0	24	71
Total Volume	6	1	38	0	45	3	83	9	0	95	11	0	6	0	17	45	61	3	0	109	266
% App. Total	13.3	2.2	84.4	0		3.2	87.4	9.5	0		64.7	0	35.3	0		41.3	56	2.8	0		
PHF	.500	.250	.559	.000	.625	.750	.902	.563	.000	.880	.458	.000	.500	.000	.607	.750	.635	.750	.000	.699	.773
Lights	5	1	34	0	40	3	82	9	0	94	11	0	6	0	17	43	59	3	0	105	256
% Lights	83.3	100	89.5	0	88.9	100	98.8	100	0	98.9	100	0	100	0	100	95.6	96.7	100	0	96.3	96.2
Trucks	1	0	4	0	5	0	1	0	0	1	0	0	0	0	0	2	2	0	0	4	10
% Trucks	16.7	0	10.5	0	11.1	0	1.2	0	0	1.1	0	0	0	0	0	4.4	3.3	0	0	3.7	3.8



NELSON & POPE.
 572 WALT WHITMAN ROAD
 MELVILLE, NY 11747

File Name : 2-MANOR_RD_AT_TWOMEY_AVE-THURS_745520_01-30-2020
 Site Code :
 Start Date : 1/30/2020
 Page No : 1

Groups Printed- Lights - Trucks

Start Time	TWOMEY AVE Southbound					MANOR RD Westbound					TWOMEY AVE Northbound					MANOR RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:00 AM	1	0	4	0	5	0	10	1	0	11	0	0	0	0	0	0	1	1	0	2	18
06:15 AM	0	0	6	0	6	1	11	0	0	12	0	0	1	0	1	2	8	2	0	12	31
06:30 AM	0	1	8	0	9	6	6	0	0	12	0	0	0	0	0	4	7	7	0	18	39
06:45 AM	3	1	11	0	15	5	8	0	0	13	1	0	1	0	2	2	7	8	0	17	47
Total	4	2	29	0	35	12	35	1	0	48	1	0	2	0	3	8	23	18	0	49	135
07:00 AM	1	0	6	0	7	0	10	1	0	11	0	0	0	0	0	3	4	5	0	12	30
07:15 AM	0	0	4	0	4	0	9	1	0	10	0	0	2	0	2	6	3	4	0	13	29
07:30 AM	3	2	6	0	11	1	15	0	0	16	1	0	0	0	1	2	11	3	0	16	44
07:45 AM	0	0	13	0	13	0	13	1	0	14	1	0	0	0	1	5	9	2	0	16	44
Total	4	2	29	0	35	1	47	3	0	51	2	0	2	0	4	16	27	14	0	57	147
08:00 AM	1	0	8	0	9	2	20	2	0	24	1	0	1	0	2	5	16	3	0	24	59
08:15 AM	1	0	12	0	13	0	19	2	0	21	0	0	3	0	3	5	4	1	0	10	47
08:30 AM	2	0	16	0	18	2	16	0	0	18	3	1	1	0	5	7	6	1	0	14	55
08:45 AM	0	0	12	0	12	0	14	1	0	15	0	1	1	0	2	6	11	1	0	18	47
Total	4	0	48	0	52	4	69	5	0	78	4	2	6	0	12	23	37	6	0	66	208
04:00 PM	1	1	12	0	14	1	24	2	0	27	1	1	1	0	3	7	18	2	0	27	71
04:15 PM	1	1	5	0	7	0	42	1	0	43	0	0	0	0	0	10	20	1	0	31	81
04:30 PM	1	0	8	0	9	0	26	2	0	28	5	1	2	0	8	11	16	0	0	27	72
04:45 PM	1	0	11	0	12	0	21	0	0	21	1	0	1	0	2	10	12	2	0	24	59
Total	4	2	36	0	42	1	113	5	0	119	7	2	4	0	13	38	66	5	0	109	283
05:00 PM	1	0	6	0	7	2	30	3	0	35	4	1	1	0	6	16	14	0	0	30	78
05:15 PM	0	0	10	0	10	0	21	1	0	22	2	0	1	0	3	11	11	1	0	23	58
05:30 PM	4	0	4	0	8	0	22	0	0	22	4	1	1	0	6	7	12	0	0	19	55
05:45 PM	2	0	6	0	8	0	13	0	0	13	6	0	4	0	10	13	13	1	0	27	58
Total	7	0	26	0	33	2	86	4	0	92	16	2	7	0	25	47	50	2	0	99	249
06:00 PM	0	1	4	0	5	0	22	1	0	23	2	0	3	0	5	9	13	1	0	23	56
06:15 PM	2	1	5	0	8	2	17	3	0	22	2	0	3	0	5	10	8	1	0	19	54
06:30 PM	0	1	4	0	5	2	14	2	0	18	5	0	1	0	6	3	10	0	0	13	42
06:45 PM	6	0	2	0	8	2	5	1	0	8	2	0	3	0	5	4	10	0	0	14	35
Total	8	3	15	0	26	6	58	7	0	71	11	0	10	0	21	26	41	2	0	69	187
Grand Total	31	9	183	0	223	26	408	25	0	459	41	6	31	0	78	158	244	47	0	449	1209
Apprch %	13.9	4	82.1	0		5.7	88.9	5.4	0		52.6	7.7	39.7	0		35.2	54.3	10.5	0		
Total %	2.6	0.7	15.1	0	18.4	2.2	33.7	2.1	0	38	3.4	0.5	2.6	0	6.5	13.1	20.2	3.9	0	37.1	
Lights	30	7	174	0	211	25	382	21	0	428	37	6	27	0	70	149	233	38	0	420	1129
% Lights	96.8	77.8	95.1	0	94.6	96.2	93.6	84	0	93.2	90.2	100	87.1	0	89.7	94.3	95.5	80.9	0	93.5	93.4
Trucks	1	2	9	0	12	1	26	4	0	31	4	0	4	0	8	9	11	9	0	29	80
% Trucks	3.2	22.2	4.9	0	5.4	3.8	6.4	16	0	6.8	9.8	0	12.9	0	10.3	5.7	4.5	19.1	0	6.5	6.6

NELSON & POPE.

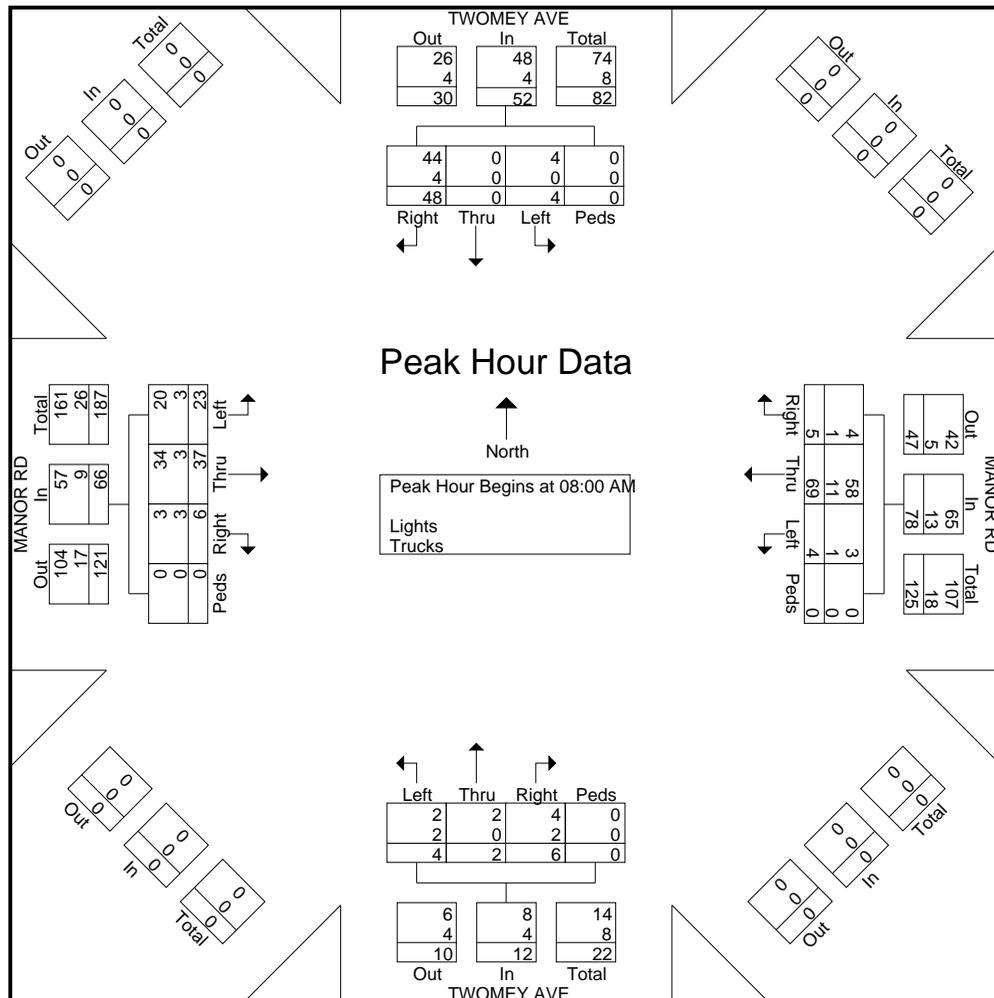
572 WALT WHITMAN ROAD
MELVILLE, NY 11747

File Name : 2-MANOR_RD_AT_TWOMEY_AVE-THURS_745520_01-30-2020
 Site Code :
 Start Date : 1/30/2020
 Page No : 2

Start Time	TWOMEY AVE Southbound					MANOR RD Westbound					TWOMEY AVE Northbound					MANOR RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

08:00 AM	1	0	8	0	9	2	20	2	0	24	1	0	1	0	2	5	16	3	0	24	59
08:15 AM	1	0	12	0	13	0	19	2	0	21	0	0	3	0	3	5	4	1	0	10	47
08:30 AM	2	0	16	0	18	2	16	0	0	18	3	1	1	0	5	7	6	1	0	14	55
08:45 AM	0	0	12	0	12	0	14	1	0	15	0	1	1	0	2	6	11	1	0	18	47
Total Volume	4	0	48	0	52	4	69	5	0	78	4	2	6	0	12	23	37	6	0	66	208
% App. Total	7.7	0	92.3	0		5.1	88.5	6.4	0		33.3	16.7	50	0		34.8	56.1	9.1	0		
PHF	.500	.000	.750	.000	.722	.500	.863	.625	.000	.813	.333	.500	.500	.000	.600	.821	.578	.500	.000	.688	.881
Lights	4	0	44	0	48	3	58	4	0	65	2	2	4	0	8	20	34	3	0	57	178
% Lights	100	0	91.7	0	92.3	75.0	84.1	80.0	0	83.3	50.0	100	66.7	0	66.7	87.0	91.9	50.0	0	86.4	85.6
Trucks	0	0	4	0	4	1	11	1	0	13	2	0	2	0	4	3	3	3	0	9	30
% Trucks	0	0	8.3	0	7.7	25.0	15.9	20.0	0	16.7	50.0	0	33.3	0	33.3	13.0	8.1	50.0	0	13.6	14.4

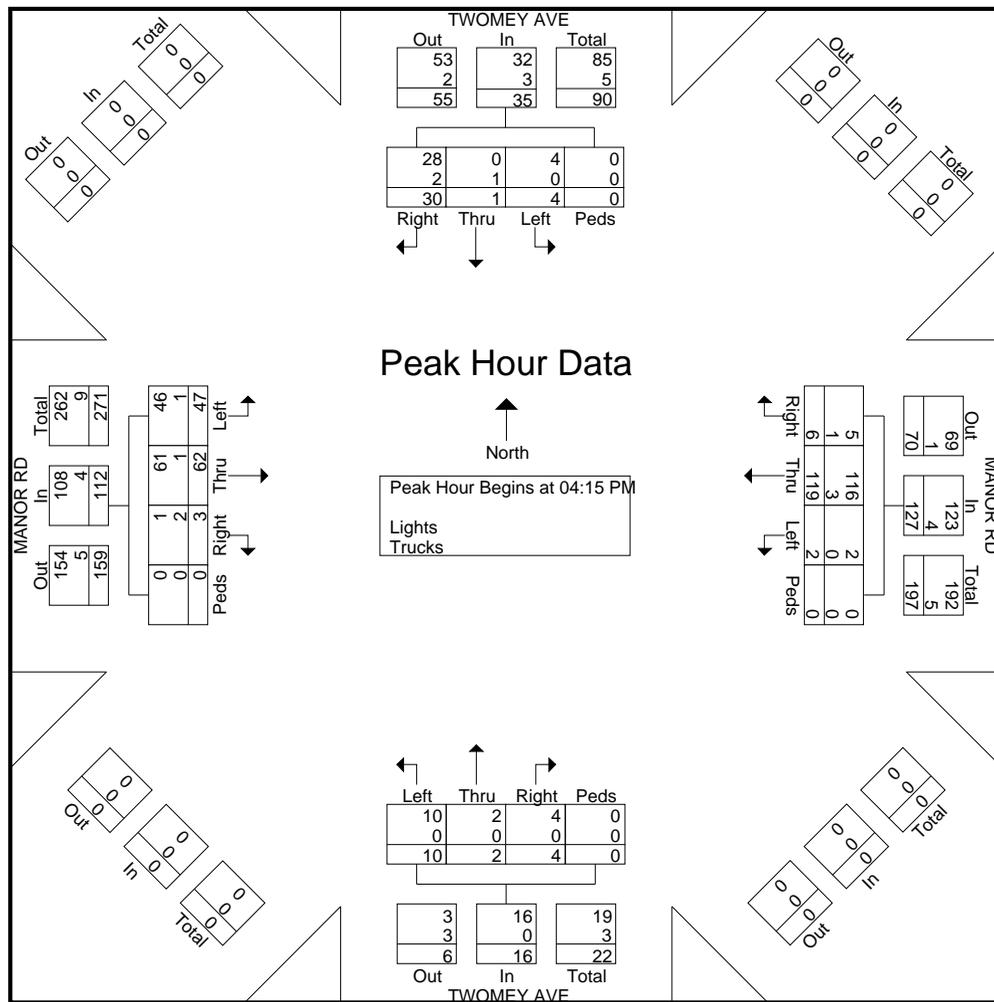


NELSON & POPE.

572 WALT WHITMAN ROAD
MELVILLE, NY 11747

File Name : 2-MANOR_RD_AT_TWOMEY_AVE-THURS_745520_01-30-2020
 Site Code :
 Start Date : 1/30/2020
 Page No : 3

Start Time	TWOMEY AVE Southbound					MANOR RD Westbound					TWOMEY AVE Northbound					MANOR RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	1	1	5	0	7	0	42	1	0	43	0	0	0	0	0	10	20	1	0	31	81
04:30 PM	1	0	8	0	9	0	26	2	0	28	5	1	2	0	8	11	16	0	0	27	72
04:45 PM	1	0	11	0	12	0	21	0	0	21	1	0	1	0	2	10	12	2	0	24	59
05:00 PM	1	0	6	0	7	2	30	3	0	35	4	1	1	0	6	16	14	0	0	30	78
Total Volume	4	1	30	0	35	2	119	6	0	127	10	2	4	0	16	47	62	3	0	112	290
% App. Total	11.4	2.9	85.7	0		1.6	93.7	4.7	0		62.5	12.5	25	0		42	55.4	2.7	0		
PHF	1.00	.250	.682	.000	.729	.250	.708	.500	.000	.738	.500	.500	.500	.000	.500	.734	.775	.375	.000	.903	.895
Lights	4	0	28	0	32	2	116	5	0	123	10	2	4	0	16	46	61	1	0	108	279
% Lights	100	0	93.3	0	91.4	100	97.5	83.3	0	96.9	100	100	100	0	100	97.9	98.4	33.3	0	96.4	96.2
Trucks	0	1	2	0	3	0	3	1	0	4	0	0	0	0	0	1	1	2	0	4	11
% Trucks	0	100	6.7	0	8.6	0	2.5	16.7	0	3.1	0	0	0	0	0	2.1	1.6	66.7	0	3.6	3.8



NELSON & POPE.
 572 WALT WHITMAN ROAD
 MELVILLE, NY 11747

File Name : 3-MANOR_RD_AT_MIDDLE_RD-SAT_745517_02-01-2020
 Site Code :
 Start Date : 2/1/2020
 Page No : 1

Groups Printed- Lights - Trucks

Start Time	MIDDLE RD Southbound					Westbound					MIDDLE RD Northbound					MANOR RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
11:00 AM	0	0	10	0	10	0	0	0	0	0	1	4	0	0	5	10	0	1	0	11	26
11:15 AM	0	0	10	0	10	0	0	0	0	0	2	2	0	0	4	10	0	1	0	11	25
11:30 AM	0	5	12	0	17	0	0	0	0	0	2	3	0	0	5	15	0	1	0	16	38
11:45 AM	0	0	11	0	11	0	0	0	0	0	1	2	0	0	3	14	0	0	0	14	28
Total	0	5	43	0	48	0	0	0	0	0	6	11	0	0	17	49	0	3	0	52	117
12:00 PM	0	1	9	0	10	0	0	0	0	0	2	1	0	0	3	19	0	1	0	20	33
12:15 PM	0	1	23	0	24	0	0	0	0	0	2	3	0	0	5	9	0	0	0	9	38
12:30 PM	0	1	22	0	23	0	0	0	0	0	2	1	0	0	3	16	0	0	0	16	42
12:45 PM	0	1	19	0	20	0	0	0	0	0	3	0	0	0	3	25	0	2	0	27	50
Total	0	4	73	0	77	0	0	0	0	0	9	5	0	0	14	69	0	3	0	72	163
01:00 PM	0	1	16	0	17	0	0	0	0	0	3	1	0	0	4	15	0	0	0	15	36
01:15 PM	0	0	28	0	28	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	41
01:30 PM	0	0	18	0	18	0	0	0	0	0	0	0	0	0	0	22	0	1	0	23	41
01:45 PM	0	2	20	0	22	0	0	0	0	0	3	0	0	0	3	13	0	2	0	15	40
Total	0	3	82	0	85	0	0	0	0	0	6	1	0	0	7	63	0	3	0	66	158
Grand Total	0	12	198	0	210	0	0	0	0	0	21	17	0	0	38	181	0	9	0	190	438
Apprch %	0	5.7	94.3	0		0	0	0	0		55.3	44.7	0	0		95.3	0	4.7	0		
Total %	0	2.7	45.2	0	47.9	0	0	0	0	0	4.8	3.9	0	0	8.7	41.3	0	2.1	0	43.4	
Lights	0	12	196	0	208	0	0	0	0	0	19	16	0	0	35	180	0	8	0	188	431
% Lights	0	100	99	0	99	0	0	0	0	0	90.5	94.1	0	0	92.1	99.4	0	88.9	0	98.9	98.4
Trucks	0	0	2	0	2	0	0	0	0	0	2	1	0	0	3	1	0	1	0	2	7
% Trucks	0	0	1	0	1	0	0	0	0	0	9.5	5.9	0	0	7.9	0.6	0	11.1	0	1.1	1.6

NELSON & POPE.

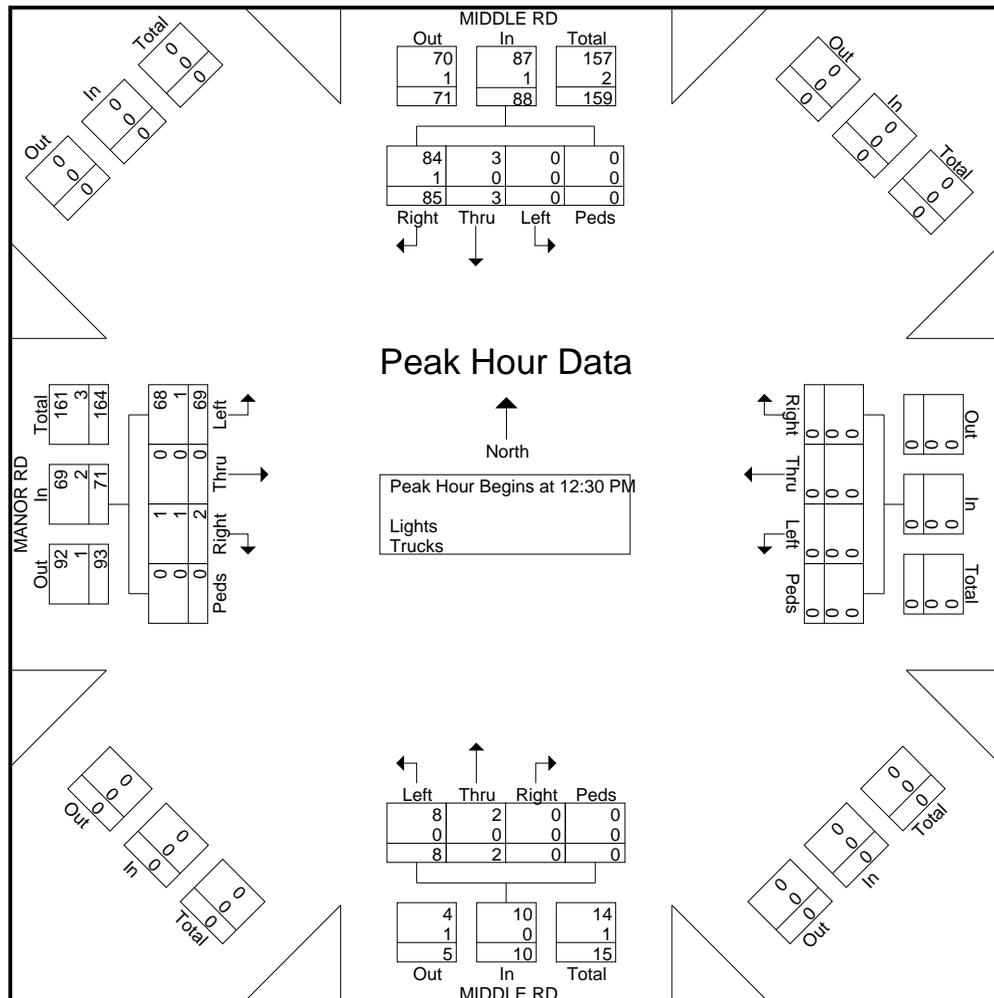
572 WALT WHITMAN ROAD
MELVILLE, NY 11747

File Name : 3-MANOR_RD_AT_MIDDLE_RD-SAT_745517_02-01-2020
 Site Code :
 Start Date : 2/1/2020
 Page No : 2

Start Time	MIDDLE RD Southbound					Westbound					MIDDLE RD Northbound					MANOR RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 12:30 PM

12:30 PM	0	1	22	0	23	0	0	0	0	0	2	1	0	0	3	16	0	0	0	16	42
12:45 PM	0	1	19	0	20	0	0	0	0	0	3	0	0	0	3	25	0	2	0	27	50
01:00 PM	0	1	16	0	17	0	0	0	0	0	3	1	0	0	4	15	0	0	0	15	36
01:15 PM	0	0	28	0	28	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	41
Total Volume	0	3	85	0	88	0	0	0	0	0	8	2	0	0	10	69	0	2	0	71	169
% App. Total	0	3.4	96.6	0		0	0	0	0		80	20	0	0		97.2	0	2.8	0		
PHF	.000	.750	.759	.000	.786	.000	.000	.000	.000	.000	.667	.500	.000	.000	.625	.690	.000	.250	.000	.657	.845
Lights	0	3	84	0	87	0	0	0	0	0	8	2	0	0	10	68	0	1	0	69	166
% Lights	0	100	98.8	0	98.9	0	0	0	0	0	100	100	0	0	100	98.6	0	50.0	0	97.2	98.2
Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	3
% Trucks	0	0	1.2	0	1.1	0	0	0	0	0	0	0	0	0	0	1.4	0	50.0	0	2.8	1.8



NELSON & POPE.
 572 WALT WHITMAN ROAD
 MELVILLE, NY 11747

File Name : 3-MANOR_RD_AT_MIDDLE_RD-THURS_745515_01-30-2020
 Site Code :
 Start Date : 1/30/2020
 Page No : 1

Groups Printed- Lights - Trucks

Start Time	MIDDLE RD Southbound					Westbound					MIDDLE RD Northbound					MANOR RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:00 AM	0	2	10	0	12	0	0	0	0	0	1	0	0	0	1	1	0	1	0	2	15
06:15 AM	0	4	11	0	15	0	0	0	0	0	1	2	0	0	3	1	0	8	0	9	27
06:30 AM	0	1	13	0	14	0	0	0	0	0	0	0	0	0	0	2	0	4	0	6	20
06:45 AM	0	1	10	0	11	0	0	0	0	0	2	0	0	0	2	9	0	3	0	12	25
Total	0	8	44	0	52	0	0	0	0	0	4	2	0	0	6	13	0	16	0	29	87
07:00 AM	0	0	10	0	10	0	0	0	0	0	1	0	0	0	1	2	0	3	0	5	16
07:15 AM	0	3	9	0	12	0	0	0	0	0	1	0	0	0	1	3	0	1	0	4	17
07:30 AM	0	0	14	0	14	0	0	0	0	0	3	0	0	0	3	12	0	2	0	14	31
07:45 AM	0	2	13	0	15	0	0	0	0	0	4	0	0	0	4	4	0	5	0	9	28
Total	0	5	46	0	51	0	0	0	0	0	9	0	0	0	9	21	0	11	0	32	92
08:00 AM	0	0	16	0	16	0	0	0	0	0	5	0	0	0	5	15	0	1	0	16	37
08:15 AM	0	1	16	0	17	0	0	0	0	0	3	1	0	0	4	7	0	1	0	8	29
08:30 AM	0	0	16	0	16	0	0	0	0	0	2	1	0	0	3	8	0	3	0	11	30
08:45 AM	0	0	12	0	12	0	0	0	0	0	4	0	0	0	4	10	0	1	0	11	27
Total	0	1	60	0	61	0	0	0	0	0	14	2	0	0	16	40	0	6	0	46	123
04:00 PM	0	4	22	0	26	0	0	0	0	0	3	2	0	0	5	17	0	3	0	20	51
04:15 PM	0	3	40	0	43	0	0	0	0	0	3	3	0	0	6	15	0	4	0	19	68
04:30 PM	0	1	24	0	25	0	0	0	0	0	3	3	0	0	6	17	0	1	0	18	49
04:45 PM	0	1	17	0	18	0	0	0	0	0	4	1	0	0	5	14	0	0	0	14	37
Total	0	9	103	0	112	0	0	0	0	0	13	9	0	0	22	63	0	8	0	71	205
05:00 PM	0	0	35	0	35	0	0	0	0	0	1	0	0	0	1	16	0	1	0	17	53
05:15 PM	0	1	20	0	21	0	0	0	0	0	0	0	0	0	0	13	0	1	0	14	35
05:30 PM	0	1	22	0	23	0	0	0	0	0	1	2	0	0	3	15	0	0	0	15	41
05:45 PM	0	0	14	0	14	0	0	0	0	0	0	0	0	0	0	22	0	1	0	23	37
Total	0	2	91	0	93	0	0	0	0	0	2	2	0	0	4	66	0	3	0	69	166
06:00 PM	0	0	23	0	23	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	36
06:15 PM	0	0	24	0	24	0	0	0	0	0	0	1	0	0	1	14	0	1	0	15	40
06:30 PM	0	0	17	0	17	0	0	0	0	0	1	1	0	0	2	12	0	0	0	12	31
06:45 PM	0	1	8	0	9	0	0	0	0	0	1	0	0	0	1	10	0	3	0	13	23
Total	0	1	72	0	73	0	0	0	0	0	2	2	0	0	4	49	0	4	0	53	130
Grand Total	0	26	416	0	442	0	0	0	0	0	44	17	0	0	61	252	0	48	0	300	803
Apprch %	0	5.9	94.1	0		0	0	0	0		72.1	27.9	0	0		84	0	16	0		
Total %	0	3.2	51.8	0	55	0	0	0	0	0	5.5	2.1	0	0	7.6	31.4	0	6	0	37.4	
Lights	0	26	408	0	434	0	0	0	0	0	24	16	0	0	40	247	0	38	0	285	759
% Lights	0	100	98.1	0	98.2	0	0	0	0	0	54.5	94.1	0	0	65.6	98	0	79.2	0	95	94.5
Trucks	0	0	8	0	8	0	0	0	0	0	20	1	0	0	21	5	0	10	0	15	44
% Trucks	0	0	1.9	0	1.8	0	0	0	0	0	45.5	5.9	0	0	34.4	2	0	20.8	0	5	5.5

NELSON & POPE.

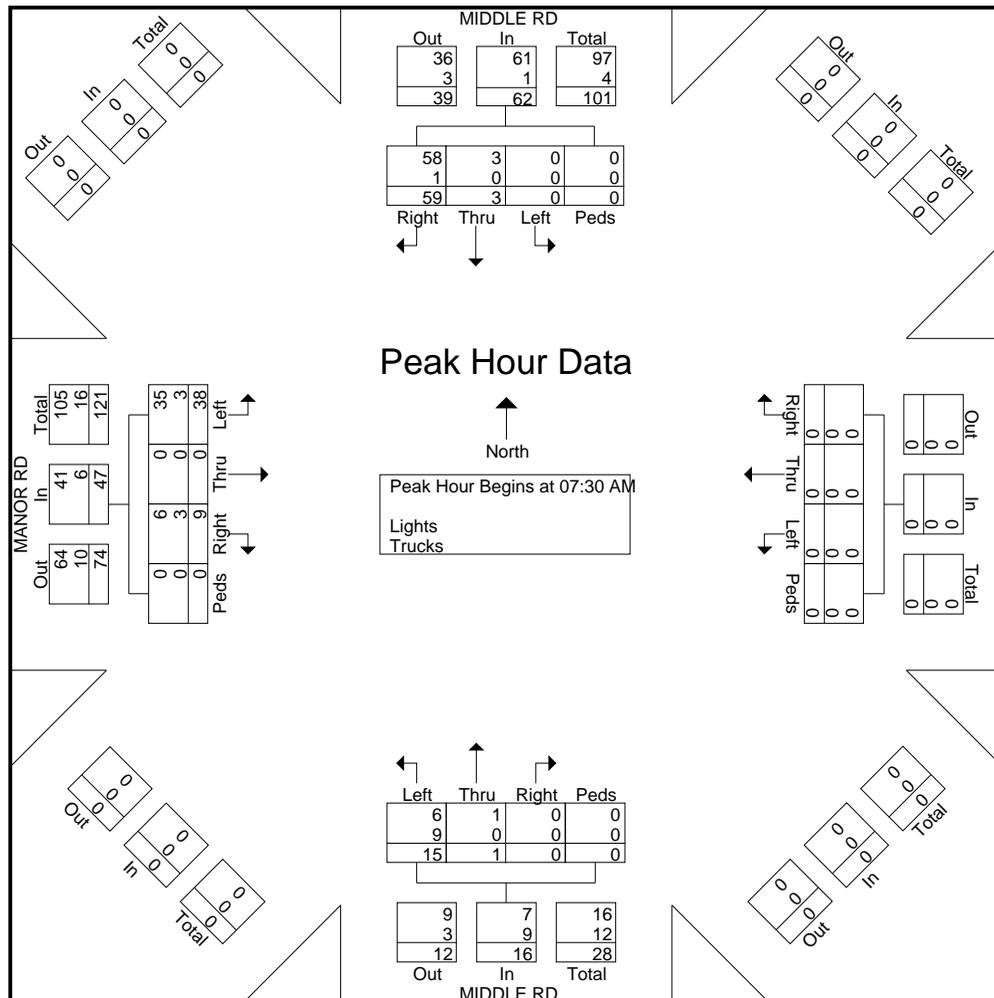
572 WALT WHITMAN ROAD
MELVILLE, NY 11747

File Name : 3-MANOR_RD_AT_MIDDLE_RD-THURS_745515_01-30-2020
 Site Code :
 Start Date : 1/30/2020
 Page No : 2

Start Time	MIDDLE RD Southbound					Westbound					MIDDLE RD Northbound					MANOR RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:30 AM

07:30 AM	0	0	14	0	14	0	0	0	0	0	3	0	0	0	3	12	0	2	0	14	31
07:45 AM	0	2	13	0	15	0	0	0	0	0	4	0	0	0	4	4	0	5	0	9	28
08:00 AM	0	0	16	0	16	0	0	0	0	0	5	0	0	0	5	15	0	1	0	16	37
08:15 AM	0	1	16	0	17	0	0	0	0	0	3	1	0	0	4	7	0	1	0	8	29
Total Volume	0	3	59	0	62	0	0	0	0	0	15	1	0	0	16	38	0	9	0	47	125
% App. Total	0	4.8	95.2	0		0	0	0	0		93.8	6.2	0	0		80.9	0	19.1	0		
PHF	.000	.375	.922	.000	.912	.000	.000	.000	.000	.000	.750	.250	.000	.000	.800	.633	.000	.450	.000	.734	.845
Lights	0	3	58	0	61	0	0	0	0	0	6	1	0	0	7	35	0	6	0	41	109
% Lights	0	100	98.3	0	98.4	0	0	0	0	0	40.0	100	0	0	43.8	92.1	0	66.7	0	87.2	87.2
Trucks	0	0	1	0	1	0	0	0	0	0	9	0	0	0	9	3	0	3	0	6	16
% Trucks	0	0	1.7	0	1.6	0	0	0	0	0	60.0	0	0	0	56.3	7.9	0	33.3	0	12.8	12.8

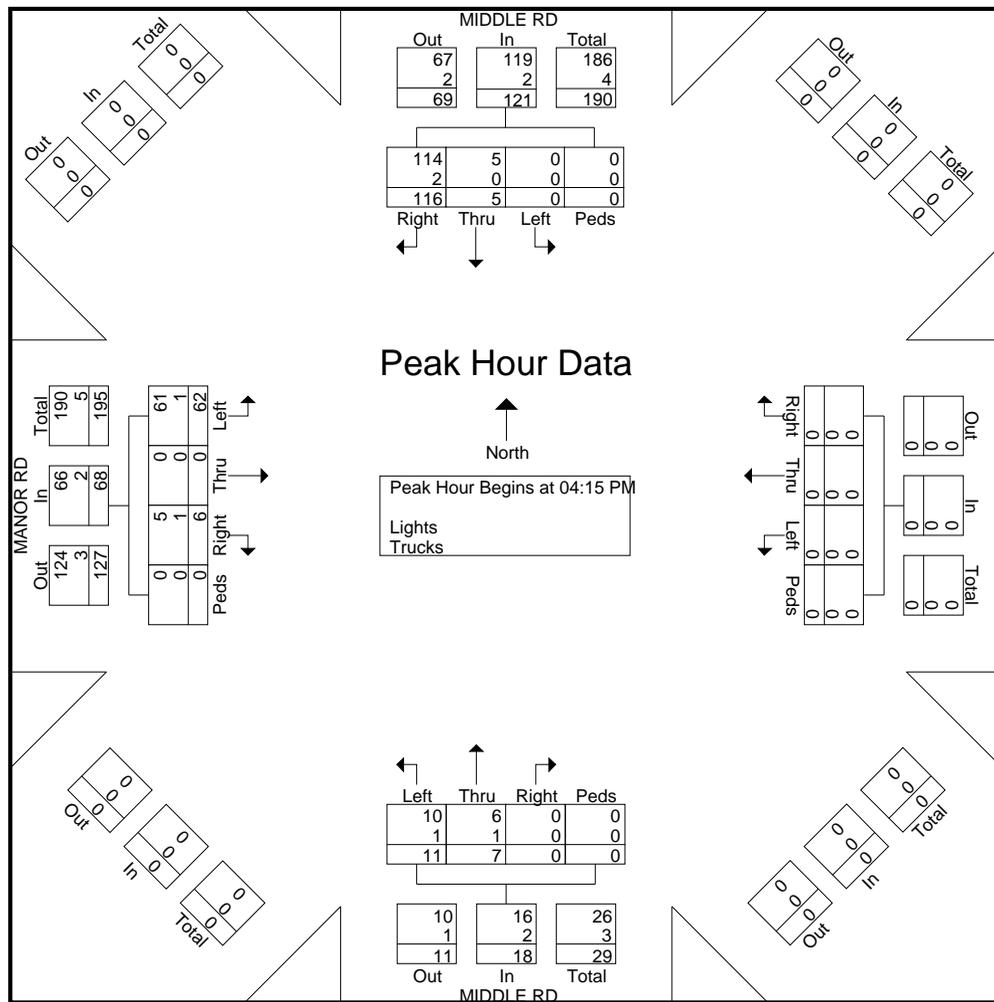


NELSON & POPE.

572 WALT WHITMAN ROAD
MELVILLE, NY 11747

File Name : 3-MANOR_RD_AT_MIDDLE_RD-THURS_745515_01-30-2020
 Site Code :
 Start Date : 1/30/2020
 Page No : 3

Start Time	MIDDLE RD Southbound					Westbound					MIDDLE RD Northbound					MANOR RD Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	3	40	0	43	0	0	0	0	0	3	3	0	0	6	15	0	4	0	19	68
04:30 PM	0	1	24	0	25	0	0	0	0	0	3	3	0	0	6	17	0	1	0	18	49
04:45 PM	0	1	17	0	18	0	0	0	0	0	4	1	0	0	5	14	0	0	0	14	37
05:00 PM	0	0	35	0	35	0	0	0	0	0	1	0	0	0	1	16	0	1	0	17	53
Total Volume	0	5	116	0	121	0	0	0	0	0	11	7	0	0	18	62	0	6	0	68	207
% App. Total	0	4.1	95.9	0		0	0	0	0		61.1	38.9	0	0		91.2	0	8.8	0		
PHF	.000	.417	.725	.000	.703	.000	.000	.000	.000	.000	.688	.583	.000	.000	.750	.912	.000	.375	.000	.895	.761
Lights	0	5	114	0	119	0	0	0	0	0	10	6	0	0	16	61	0	5	0	66	201
% Lights	0	100	98.3	0	98.3	0	0	0	0	0	90.9	85.7	0	0	88.9	98.4	0	83.3	0	97.1	97.1
Trucks	0	0	2	0	2	0	0	0	0	0	1	1	0	0	2	1	0	1	0	2	6
% Trucks	0	0	1.7	0	1.7	0	0	0	0	0	9.1	14.3	0	0	11.1	1.6	0	16.7	0	2.9	2.9



Nelson + Pope

70 Maxess Road
Melville, NY 11747

File Name : 1-DEEP_HOLE_RD_AT_MIDDLE_RD_800731_11-19-2020

Site Code :

Start Date : 11/19/2020

Page No : 1

Groups Printed- Lights - Buses - Trucks

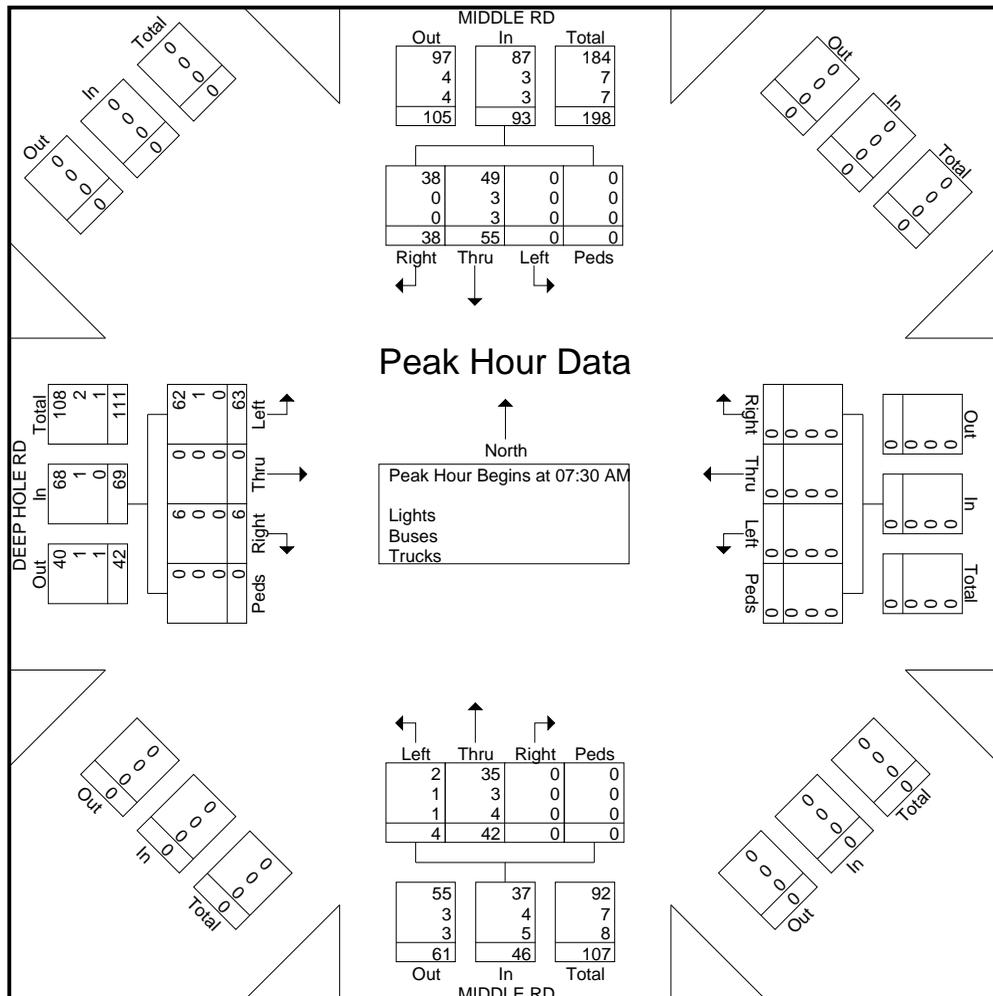
Start Time	MIDDLE RD Southbound					Westbound					MIDDLE RD Northbound					DEEP HOLE RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	2	8	0	0	10	0	0	0	0	0	0	2	0	0	2	1	0	3	0	4	16
06:15 AM	1	12	0	0	13	0	0	0	0	0	0	4	0	0	4	1	0	5	0	6	23
06:30 AM	2	16	0	0	18	0	0	0	0	0	0	9	0	0	9	1	0	14	0	15	42
06:45 AM	5	8	0	0	13	0	0	0	0	0	0	7	0	0	7	2	0	15	0	17	37
Total	10	44	0	0	54	0	0	0	0	0	0	22	0	0	22	5	0	37	0	42	118
07:00 AM	15	13	0	0	28	0	0	0	0	0	0	8	0	0	8	1	0	13	0	14	50
07:15 AM	4	9	0	0	13	0	0	0	0	0	0	6	0	0	6	2	0	12	0	14	33
07:30 AM	7	12	0	0	19	0	0	0	0	0	0	12	2	0	14	2	0	16	0	18	51
07:45 AM	7	15	0	0	22	0	0	0	0	0	0	11	0	0	11	1	0	19	0	20	53
Total	33	49	0	0	82	0	0	0	0	0	0	37	2	0	39	6	0	60	0	66	187
08:00 AM	17	15	0	0	32	0	0	0	0	0	0	10	1	0	11	3	0	11	0	14	57
08:15 AM	7	13	0	0	20	0	0	0	0	0	0	9	1	0	10	0	0	17	0	17	47
08:30 AM	7	12	0	0	19	0	0	0	0	0	0	10	1	0	11	1	0	10	0	11	41
08:45 AM	14	8	0	0	22	0	0	0	0	0	0	13	0	0	13	0	0	15	0	15	50
Total	45	48	0	0	93	0	0	0	0	0	0	42	3	0	45	4	0	53	0	57	195
04:00 PM	24	32	0	0	56	0	0	0	0	0	0	19	2	0	21	1	0	8	0	9	86
04:15 PM	17	20	0	0	37	0	0	0	0	0	0	14	2	0	16	1	0	7	0	8	61
04:30 PM	15	24	0	0	39	0	0	0	0	0	0	25	1	0	26	1	0	12	0	13	78
04:45 PM	14	19	0	0	33	0	0	0	0	0	0	10	0	0	10	0	0	8	0	8	51
Total	70	95	0	0	165	0	0	0	0	0	0	68	5	0	73	3	0	35	0	38	276
05:00 PM	14	29	0	0	43	0	0	0	0	0	0	21	2	0	23	1	0	13	0	14	80
05:15 PM	18	29	0	0	47	0	0	0	0	0	0	4	1	0	5	1	0	4	0	5	57
05:30 PM	14	11	0	0	25	0	0	0	0	0	0	16	2	0	18	1	0	10	0	11	54
05:45 PM	15	18	0	0	33	0	0	0	0	0	0	10	1	0	11	1	0	3	0	4	48
Total	61	87	0	0	148	0	0	0	0	0	0	51	6	0	57	4	0	30	0	34	239
06:00 PM	12	19	0	0	31	0	0	0	0	0	0	7	1	0	8	1	0	9	0	10	49
06:15 PM	10	5	0	0	15	0	0	0	0	0	0	10	1	0	11	0	0	7	0	7	33
06:30 PM	9	10	0	0	19	0	0	0	0	0	0	9	0	0	9	1	0	6	0	7	35
06:45 PM	13	6	0	0	19	0	0	0	0	0	0	4	0	0	4	0	0	3	0	3	26
Total	44	40	0	0	84	0	0	0	0	0	0	30	2	0	32	2	0	25	0	27	143
Grand Total	263	363	0	0	626	0	0	0	0	0	0	250	18	0	268	24	0	240	0	264	1158
Apprch %	42	58	0	0		0	0	0	0		0	93.3	6.7	0		9.1	0	90.9	0		
Total %	22.7	31.3	0	0	54.1	0	0	0	0	0	0	21.6	1.6	0	23.1	2.1	0	20.7	0	22.8	
Lights	256	351	0	0	607	0	0	0	0	0	0	235	16	0	251	23	0	237	0	260	1118
% Lights	97.3	96.7	0	0	97	0	0	0	0	0	0	94	88.9	0	93.7	95.8	0	98.8	0	98.5	96.5
Buses	4	4	0	0	8	0	0	0	0	0	0	8	1	0	9	0	0	1	0	1	18
% Buses	1.5	1.1	0	0	1.3	0	0	0	0	0	0	3.2	5.6	0	3.4	0	0	0.4	0	0.4	1.6
Trucks	3	8	0	0	11	0	0	0	0	0	0	7	1	0	8	1	0	2	0	3	22
% Trucks	1.1	2.2	0	0	1.8	0	0	0	0	0	0	2.8	5.6	0	3	4.2	0	0.8	0	1.1	1.9

Nelson + Pope

70 Maxess Road
Melville, NY 11747

File Name : 1-DEEP_HOLE_RD_AT_MIDDLE_RD_800731_11-19-2020
 Site Code :
 Start Date : 11/19/2020
 Page No : 2

Start Time	MIDDLE RD Southbound					Westbound					MIDDLE RD Northbound					DEEP HOLE RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	7	12	0	0	19	0	0	0	0	0	0	12	2	0	14	2	0	16	0	18	51
07:45 AM	7	15	0	0	22	0	0	0	0	0	0	11	0	0	11	1	0	19	0	20	53
08:00 AM	17	15	0	0	32	0	0	0	0	0	0	10	1	0	11	3	0	11	0	14	57
08:15 AM	7	13	0	0	20	0	0	0	0	0	0	9	1	0	10	0	0	17	0	17	47
Total Volume	38	55	0	0	93	0	0	0	0	0	0	42	4	0	46	6	0	63	0	69	208
% App. Total	40.9	59.1	0	0		0	0	0	0	0	0	91.3	8.7	0		8.7	0	91.3	0		
PHF	.559	.917	.000	.000	.727	.000	.000	.000	.000	.000	.000	.875	.500	.000	.821	.500	.000	.829	.000	.863	.912
Lights	38	49	0	0	87	0	0	0	0	0	0	35	2	0	37	6	0	62	0	68	192
% Lights	100	89.1	0	0	93.5	0	0	0	0	0	0	83.3	50.0	0	80.4	100	0	98.4	0	98.6	92.3
Buses	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	8
% Buses	0	5.5	0	0	3.2	0	0	0	0	0	0	7.1	25.0	0	8.7	0	0	1.6	0	1.4	3.8
Trucks	0	3	0	0	3	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	8
% Trucks	0	5.5	0	0	3.2	0	0	0	0	0	0	9.5	25.0	0	10.9	0	0	0	0	0	3.8

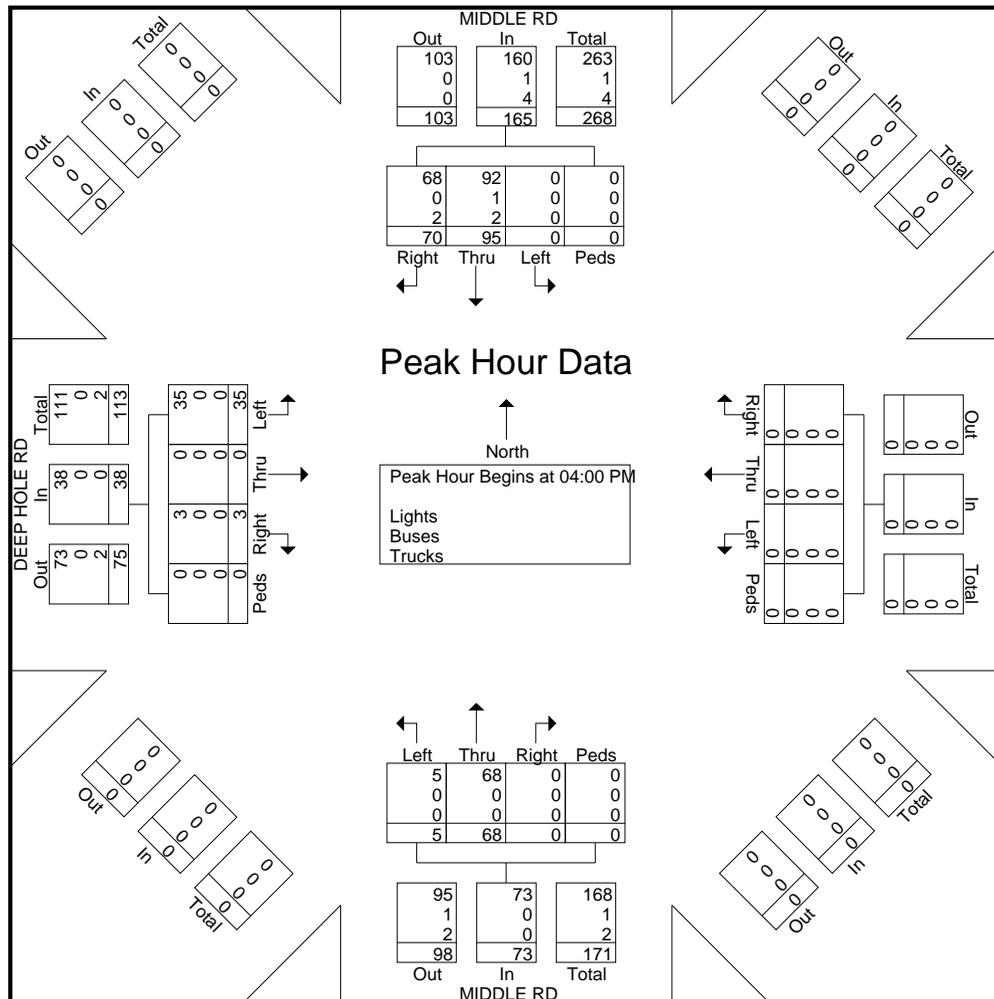


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70 Maxess Road
Melville, NY 11747

File Name : 1-DEEP_HOLE_RD_AT_MIDDLE_RD_800731_11-19-2020
Site Code :
Start Date : 11/19/2020
Page No : 3

Start Time	MIDDLE RD Southbound					Westbound					MIDDLE RD Northbound					DEEP HOLE RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	24	32	0	0	56	0	0	0	0	0	0	19	2	0	21	1	0	8	0	9	86
04:15 PM	17	20	0	0	37	0	0	0	0	0	0	14	2	0	16	1	0	7	0	8	61
04:30 PM	15	24	0	0	39	0	0	0	0	0	0	25	1	0	26	1	0	12	0	13	78
04:45 PM	14	19	0	0	33	0	0	0	0	0	0	10	0	0	10	0	0	8	0	8	51
Total Volume	70	95	0	0	165	0	0	0	0	0	0	68	5	0	73	3	0	35	0	38	276
% App. Total	42.4	57.6	0	0		0	0	0	0	0	0	93.2	6.8	0		7.9	0	92.1	0		
PHF	.729	.742	.000	.000	.737	.000	.000	.000	.000	.000	.000	.680	.625	.000	.702	.750	.000	.729	.000	.731	.802
Lights	68	92	0	0	160	0	0	0	0	0	0	68	5	0	73	3	0	35	0	38	271
% Lights	97.1	96.8	0	0	97.0	0	0	0	0	0	0	100	100	0	100	100	0	100	0	100	98.2
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	1.1	0	0	0.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4
Trucks	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
% Trucks	2.9	2.1	0	0	2.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.4



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70 Maxess Road
Melville, NY 11747

File Name : 1-DEEP_HOLE_RD_AT_MIDDLE_RD-SAT_800732_11-21-2020

Site Code :

Start Date : 11/21/2020

Page No : 1

Groups Printed- Lights - Buses - Trucks

Start Time	MIDDLE RD Southbound					Westbound					MIDDLE RD Northbound					DEEP HOLE RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	11	18	0	0	29	0	0	0	0	0	0	17	0	0	17	2	0	12	0	14	60
11:15 AM	24	28	0	0	52	0	0	0	0	0	0	17	0	0	17	1	0	17	0	18	87
11:30 AM	15	11	0	0	26	0	0	0	0	0	0	19	2	0	21	2	0	12	0	14	61
11:45 AM	16	27	0	0	43	0	0	0	0	0	0	23	2	0	25	4	0	14	0	18	86
Total	66	84	0	0	150	0	0	0	0	0	0	76	4	0	80	9	0	55	0	64	294
12:00 PM	20	23	0	0	43	0	0	0	0	0	0	26	2	0	28	2	0	10	0	12	83
12:15 PM	28	18	0	0	46	0	0	0	0	0	0	19	1	0	20	1	0	12	0	13	79
12:30 PM	14	18	0	0	32	0	0	0	0	0	0	29	3	0	32	1	0	11	0	12	76
12:45 PM	11	28	0	0	39	0	0	0	0	0	0	24	2	0	26	0	0	19	0	19	84
Total	73	87	0	0	160	0	0	0	0	0	0	98	8	0	106	4	0	52	0	56	322
01:00 PM	15	16	0	0	31	0	0	0	0	0	0	21	0	0	21	2	0	16	0	18	70
01:15 PM	18	17	0	0	35	0	0	0	0	0	0	25	1	0	26	1	0	16	0	17	78
01:30 PM	25	36	0	0	61	0	0	0	0	0	0	34	0	0	34	3	0	15	0	18	113
01:45 PM	22	25	0	0	47	0	0	0	0	0	0	30	2	0	32	3	0	16	0	19	98
Total	80	94	0	0	174	0	0	0	0	0	0	110	3	0	113	9	0	63	0	72	359
Grand Total	219	265	0	0	484	0	0	0	0	0	0	284	15	0	299	22	0	170	0	192	975
Apprch %	45.2	54.8	0	0		0	0	0	0	0	0	95	5	0		11.5	0	88.5	0		
Total %	22.5	27.2	0	0	49.6	0	0	0	0	0	0	29.1	1.5	0	30.7	2.3	0	17.4	0	19.7	
Lights	216	259	0	0	475	0	0	0	0	0	0	281	13	0	294	20	0	166	0	186	955
% Lights	98.6	97.7	0	0	98.1	0	0	0	0	0	0	98.9	86.7	0	98.3	90.9	0	97.6	0	96.9	97.9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	3	6	0	0	9	0	0	0	0	0	0	3	2	0	5	2	0	4	0	6	20
% Trucks	1.4	2.3	0	0	1.9	0	0	0	0	0	0	1.1	13.3	0	1.7	9.1	0	2.4	0	3.1	2.1

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70 Maxess Road
Melville, NY 11747

File Name : 2&3-MANOR_RD_AT_W_MAIN_ST_RIVER_RD_800733_11-19-2020

Site Code :

Start Date : 11/19/2020

Page No : 1

Groups Printed- Lights - Buses - Trucks

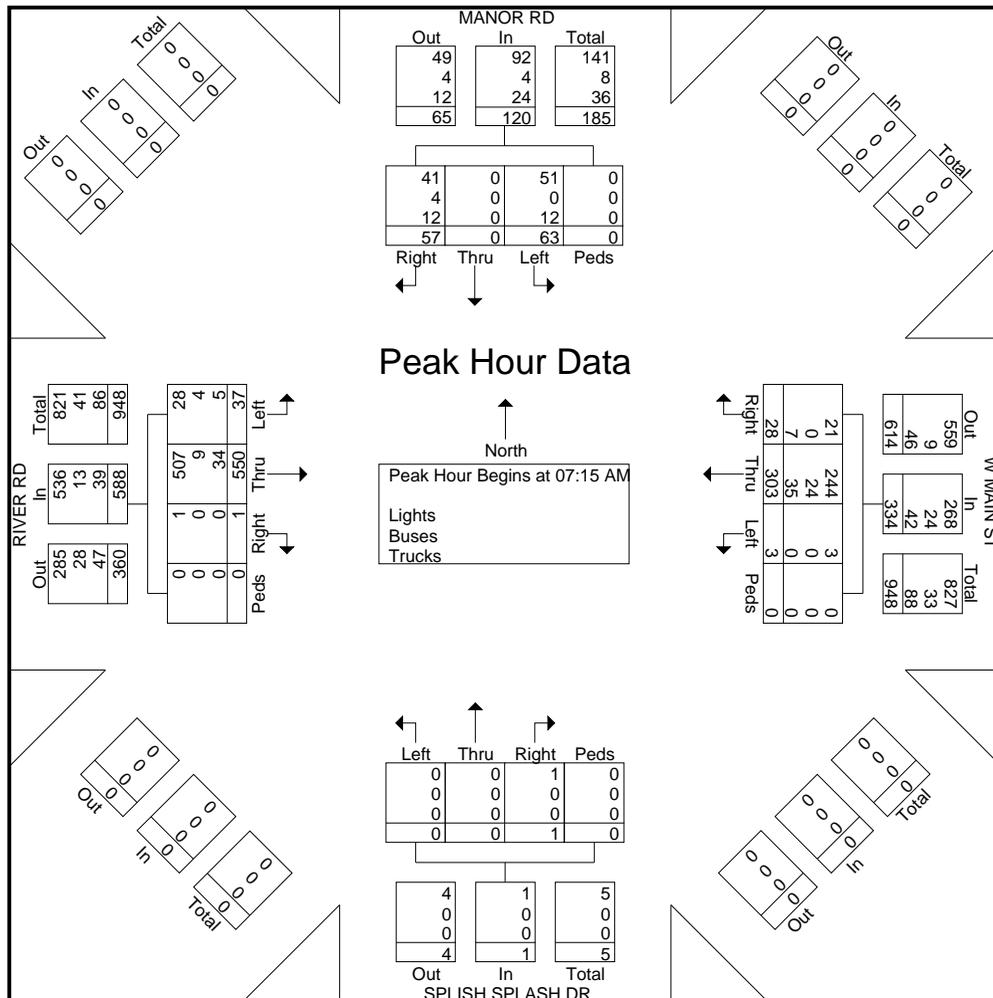
Start Time	MANOR RD Southbound					W MAIN ST Westbound					SPLISH SPLASH DR Northbound					RIVER RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	8	0	4	0	12	4	21	0	0	25	0	0	0	0	0	0	46	3	0	49	86
06:15 AM	5	0	12	0	17	10	26	0	0	36	0	0	0	0	0	0	65	8	0	73	126
06:30 AM	4	0	11	0	15	9	37	0	0	46	0	0	0	0	0	0	72	11	0	83	144
06:45 AM	6	0	7	0	13	12	47	0	0	59	0	0	0	0	0	0	118	15	0	133	205
Total	23	0	34	0	57	35	131	0	0	166	0	0	0	0	0	0	301	37	0	338	561
07:00 AM	12	0	8	0	20	7	68	0	0	75	0	0	0	0	0	0	66	7	0	73	168
07:15 AM	10	0	17	0	27	7	71	0	0	78	1	0	0	0	1	0	111	8	0	119	225
07:30 AM	15	0	13	0	28	10	81	0	0	91	0	0	0	0	0	0	157	12	0	169	288
07:45 AM	20	0	15	0	35	8	79	1	0	88	0	0	0	0	0	0	149	11	0	160	283
Total	57	0	53	0	110	32	299	1	0	332	1	0	0	0	1	0	483	38	0	521	964
08:00 AM	12	0	18	0	30	3	72	2	0	77	0	0	0	0	0	1	133	6	0	140	247
08:15 AM	11	0	15	0	26	8	64	2	0	74	1	0	0	0	1	0	107	10	0	117	218
08:30 AM	10	0	11	0	21	8	64	0	0	72	0	0	1	0	1	1	119	7	0	127	221
08:45 AM	8	0	8	0	16	7	67	0	0	74	0	0	0	0	0	1	170	13	0	184	274
Total	41	0	52	0	93	26	267	4	0	297	1	0	1	0	2	3	529	36	0	568	960
04:00 PM	20	0	24	0	44	20	176	0	0	196	3	0	0	0	3	1	125	16	0	142	385
04:15 PM	14	0	18	0	32	22	143	0	0	165	0	0	1	0	1	0	121	12	0	133	331
04:30 PM	19	1	20	0	40	18	174	1	0	193	5	0	0	0	5	0	108	19	0	127	365
04:45 PM	14	0	14	0	28	14	167	0	0	181	0	0	1	0	1	0	143	12	0	155	365
Total	67	1	76	0	144	74	660	1	0	735	8	0	2	0	10	1	497	59	0	557	1446
05:00 PM	16	0	15	0	31	14	180	0	0	194	0	0	0	0	0	0	111	11	0	122	347
05:15 PM	13	0	29	0	42	18	160	0	0	178	0	0	0	0	0	0	99	11	0	110	330
05:30 PM	14	0	14	0	28	8	128	0	0	136	0	0	0	0	0	0	98	9	0	107	271
05:45 PM	9	1	14	0	24	9	131	0	0	140	0	0	0	0	0	0	85	3	0	88	252
Total	52	1	72	0	125	49	599	0	0	648	0	0	0	0	0	0	393	34	0	427	1200
06:00 PM	10	0	13	0	23	8	115	0	0	123	0	0	0	0	0	0	86	4	0	90	236
06:15 PM	3	0	7	0	10	11	105	0	0	116	0	0	0	0	0	0	72	2	0	74	200
06:30 PM	4	0	8	0	12	7	96	1	0	104	0	0	0	0	0	0	64	2	0	66	182
06:45 PM	2	0	5	0	7	6	88	0	0	94	1	0	1	0	2	0	55	2	0	57	160
Total	19	0	33	0	52	32	404	1	0	437	1	0	1	0	2	0	277	10	0	287	778
Grand Total	259	2	320	0	581	248	2360	7	0	2615	11	0	4	0	15	4	2480	214	0	2698	5909
Apprch %	44.6	0.3	55.1	0	9.8	9.5	90.2	0.3	0	44.3	73.3	0	26.7	0	0.3	0.1	91.9	7.9	0	45.7	
Total %	4.4	0	5.4	0	9.8	4.2	39.9	0.1	0	44.3	0.2	0	0.1	0	0.3	0.1	42	3.6	0	45.7	
Lights	228	2	298	0	528	227	2196	7	0	2430	11	0	4	0	15	4	2342	192	0	2538	5511
% Lights	88	100	93.1	0	90.9	91.5	93.1	100	0	92.9	100	0	100	0	100	100	94.4	89.7	0	94.1	93.3
Buses	5	0	0	0	5	3	52	0	0	55	0	0	0	0	0	0	45	8	0	53	113
% Buses	1.9	0	0	0	0.9	1.2	2.2	0	0	2.1	0	0	0	0	0	0	1.8	3.7	0	2	1.9
Trucks	26	0	22	0	48	18	112	0	0	130	0	0	0	0	0	0	93	14	0	107	285
% Trucks	10	0	6.9	0	8.3	7.3	4.7	0	0	5	0	0	0	0	0	0	3.8	6.5	0	4	4.8

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70 Maxess Road
Melville, NY 11747

File Name : 2&3-MANOR_RD_AT_W_MAIN_ST_RIVER_RD_800733_11-19-2020
 Site Code :
 Start Date : 11/19/2020
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Start Time	MANOR RD Southbound					W MAIN ST Westbound					SPLISH SPLASH DR Northbound					RIVER RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	10	0	17	0	27	7	71	0	0	78	1	0	0	0	1	0	111	8	0	119	225
07:30 AM	15	0	13	0	28	10	81	0	0	91	0	0	0	0	0	0	157	12	0	169	288
07:45 AM	20	0	15	0	35	8	79	1	0	88	0	0	0	0	0	0	149	11	0	160	283
08:00 AM	12	0	18	0	30	3	72	2	0	77	0	0	0	0	0	1	133	6	0	140	247
Total Volume	57	0	63	0	120	28	303	3	0	334	1	0	0	0	1	1	550	37	0	588	1043
% App. Total	47.5	0	52.5	0		8.4	90.7	0.9	0		100	0	0	0		0.2	93.5	6.3	0		
PHF	.713	.000	.875	.000	.857	.700	.935	.375	.000	.918	.250	.000	.000	.000	.250	.250	.876	.771	.000	.870	.905
Lights	41	0	51	0	92	21	244	3	0	268	1	0	0	0	1	1	507	28	0	536	897
% Lights	71.9	0	81.0	0	76.7	75.0	80.5	100	0	80.2	100	0	0	0	100	100	92.2	75.7	0	91.2	86.0
Buses	4	0	0	0	4	0	24	0	0	24	0	0	0	0	0	0	9	4	0	13	41
% Buses	7.0	0	0	0	3.3	0	7.9	0	0	7.2	0	0	0	0	0	0	1.6	10.8	0	2.2	3.9
Trucks	12	0	12	0	24	7	35	0	0	42	0	0	0	0	0	0	34	5	0	39	105
% Trucks	21.1	0	19.0	0	20.0	25.0	11.6	0	0	12.6	0	0	0	0	0	0	6.2	13.5	0	6.6	10.1

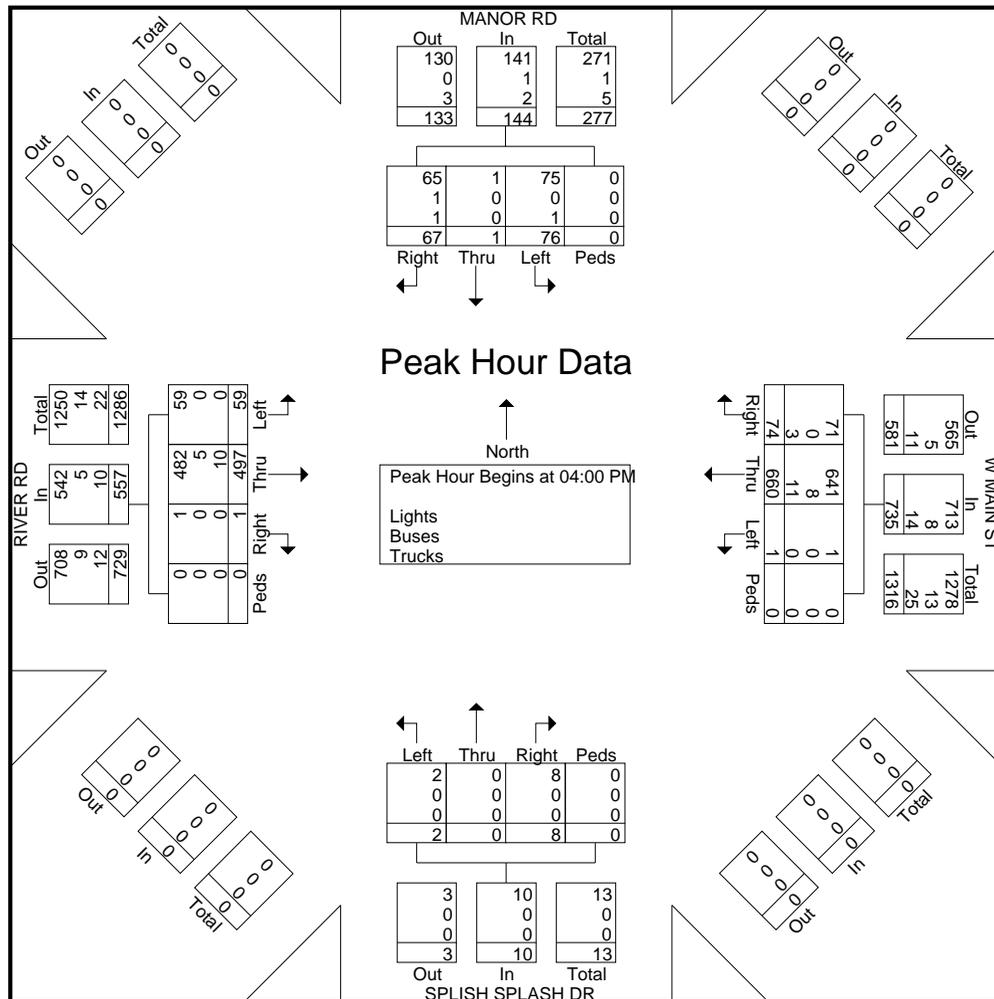


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70 Maxess Road
Melville, NY 11747

File Name : 2&3-MANOR_RD_AT_W_MAIN_ST_RIVER_RD_800733_11-19-2020
 Site Code :
 Start Date : 11/19/2020
 Page No : 3

Start Time	MANOR RD Southbound				W MAIN ST Westbound				SPLISH SPLASH DR Northbound				RIVER RD Eastbound				Int. Total				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total					
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	20	0	24	0	44	20	176	0	0	196	3	0	0	0	3	1	125	16	0	142	385
04:15 PM	14	0	18	0	32	22	143	0	0	165	0	0	1	0	1	0	121	12	0	133	331
04:30 PM	19	1	20	0	40	18	174	1	0	193	5	0	0	0	5	0	108	19	0	127	365
04:45 PM	14	0	14	0	28	14	167	0	0	181	0	0	1	0	1	0	143	12	0	155	365
Total Volume	67	1	76	0	144	74	660	1	0	735	8	0	2	0	10	1	497	59	0	557	1446
% App. Total	46.5	0.7	52.8	0		10.1	89.8	0.1	0		80	0	20	0		0.2	89.2	10.6	0		
PHF	.838	.250	.792	.000	.818	.841	.938	.250	.000	.938	.400	.000	.500	.000	.500	.250	.869	.776	.000	.898	.939
Lights	65	1	75	0	141	71	641	1	0	713	8	0	2	0	10	1	482	59	0	542	1406
% Lights	97.0	100	98.7	0	97.9	95.9	97.1	100	0	97.0	100	0	100	0	100	100	97.0	100	0	97.3	97.2
Buses	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	14
% Buses	1.5	0	0	0	0.7	0	1.2	0	0	1.1	0	0	0	0	0	0	1.0	0	0	0.9	1.0
Trucks	1	0	1	0	2	3	11	0	0	14	0	0	0	0	0	0	10	0	0	10	26
% Trucks	1.5	0	1.3	0	1.4	4.1	1.7	0	0	1.9	0	0	0	0	0	0	2.0	0	0	1.8	1.8



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70 Maxess Road
Melville, NY 11747

File Name : 2&3-MANOR_RD_AT_W_MAIN_ST_RIVER_RD-SAT_800734_11-21-2020
 Site Code :
 Start Date : 11/21/2020
 Page No : 1

Groups Printed- Lights - Buses - Trucks

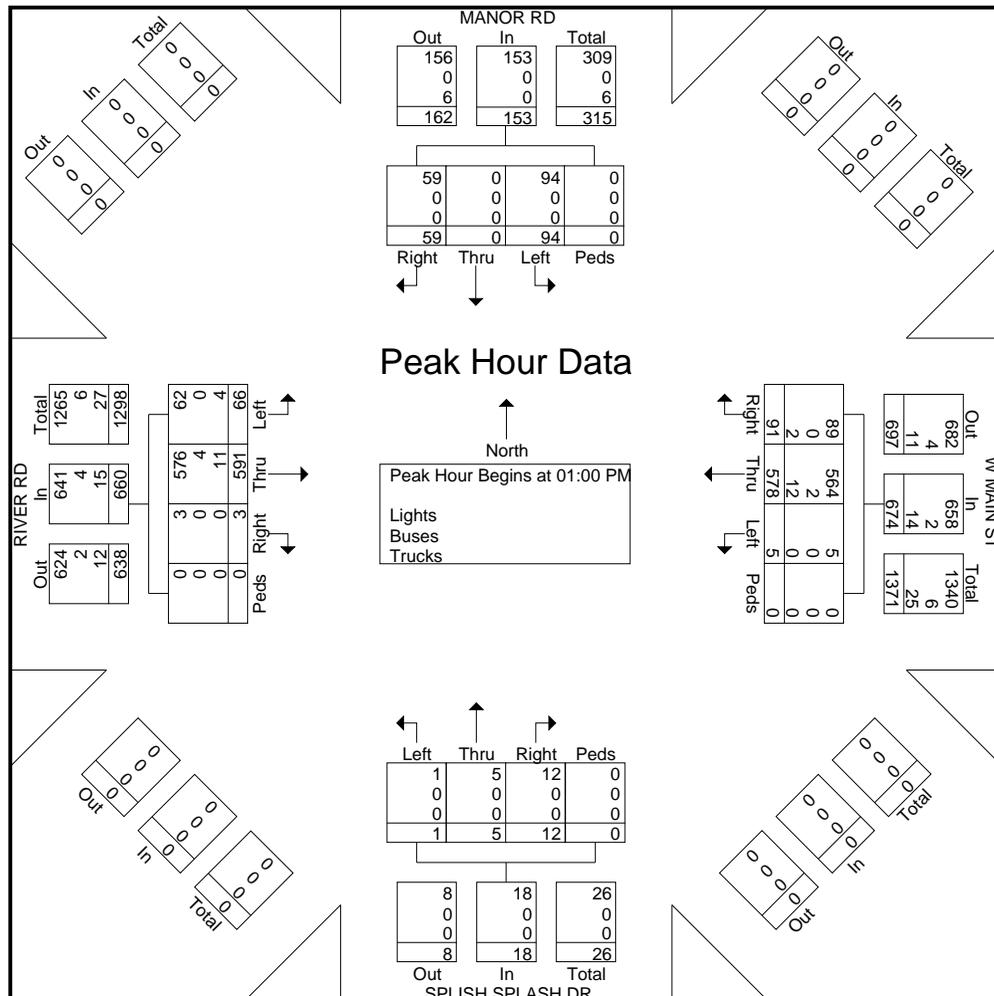
Start Time	MANOR RD Southbound					W MAIN ST Westbound					SPLISH SPLASH DR Northbound					RIVER RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	13	0	17	0	30	18	108	0	0	126	2	2	0	0	4	0	124	9	0	133	293
11:15 AM	21	3	14	0	38	18	129	0	0	147	3	3	0	0	6	0	142	11	0	153	344
11:30 AM	16	0	8	0	24	24	123	1	0	148	4	0	0	0	4	1	142	17	0	160	336
11:45 AM	18	0	16	0	34	24	151	1	0	176	0	0	0	0	0	0	159	10	0	169	379
Total	68	3	55	0	126	84	511	2	0	597	9	5	0	0	14	1	567	47	0	615	1352
12:00 PM	20	0	16	0	36	19	149	0	0	168	2	1	0	0	3	2	119	19	0	140	347
12:15 PM	9	1	15	0	25	23	127	2	0	152	0	2	0	0	2	0	167	14	0	181	360
12:30 PM	20	0	15	0	35	27	126	2	0	155	0	1	0	0	1	2	142	16	0	160	351
12:45 PM	13	1	25	0	39	22	143	1	0	166	3	0	0	0	3	0	132	15	0	147	355
Total	62	2	71	0	135	91	545	5	0	641	5	4	0	0	9	4	560	64	0	628	1413
01:00 PM	11	0	21	0	32	27	130	2	0	159	2	2	0	0	4	1	151	19	0	171	366
01:15 PM	13	0	23	0	36	19	134	3	0	156	2	1	0	0	3	1	133	16	0	150	345
01:30 PM	21	0	23	0	44	26	163	0	0	189	7	2	1	0	10	1	167	14	0	182	425
01:45 PM	14	0	27	0	41	19	151	0	0	170	1	0	0	0	1	0	140	17	0	157	369
Total	59	0	94	0	153	91	578	5	0	674	12	5	1	0	18	3	591	66	0	660	1505
Grand Total	189	5	220	0	414	266	1634	12	0	1912	26	14	1	0	41	8	1718	177	0	1903	4270
Apprch %	45.7	1.2	53.1	0		13.9	85.5	0.6	0		63.4	34.1	2.4	0		0.4	90.3	9.3	0		
Total %	4.4	0.1	5.2	0	9.7	6.2	38.3	0.3	0	44.8	0.6	0.3	0	0	1	0.2	40.2	4.1	0	44.6	
Lights	181	5	211	0	397	251	1587	10	0	1848	24	13	1	0	38	8	1683	166	0	1857	4140
% Lights	95.8	100	95.9	0	95.9	94.4	97.1	83.3	0	96.7	92.3	92.9	100	0	92.7	100	98	93.8	0	97.6	97
Buses	0	0	0	0	0	0	7	0	0	7	0	1	0	0	1	0	11	0	0	11	19
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	7.1	0	0	2.4	0	0.6	0	0	0.6	0.4
Trucks	8	0	9	0	17	15	40	2	0	57	2	0	0	0	2	0	24	11	0	35	111
% Trucks	4.2	0	4.1	0	4.1	5.6	2.4	16.7	0	3	7.7	0	0	0	4.9	0	1.4	6.2	0	1.8	2.6

Nelson + Pope

70 Maxess Road
Melville, NY 11747

File Name : 2&3-MANOR_RD_AT_W_MAIN_ST_RIVER_RD-SAT_800734_11-21-2020
 Site Code :
 Start Date : 11/21/2020
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Start Time	MANOR RD Southbound					W MAIN ST Westbound					SPLISH SPLASH DR Northbound					RIVER RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:00 PM																					
01:00 PM	11	0	21	0	32	27	130	2	0	159	2	2	0	0	4	1	151	19	0	171	366
01:15 PM	13	0	23	0	36	19	134	3	0	156	2	1	0	0	3	1	133	16	0	150	345
01:30 PM	21	0	23	0	44	26	163	0	0	189	7	2	1	0	10	1	167	14	0	182	425
01:45 PM	14	0	27	0	41	19	151	0	0	170	1	0	0	0	1	0	140	17	0	157	369
Total Volume	59	0	94	0	153	91	578	5	0	674	12	5	1	0	18	3	591	66	0	660	1505
% App. Total	38.6	0	61.4	0		13.5	85.8	0.7	0		66.7	27.8	5.6	0		0.5	89.5	10	0		
PHF	.702	.000	.870	.000	.869	.843	.887	.417	.000	.892	.429	.625	.250	.000	.450	.750	.885	.868	.000	.907	.885
Lights	59	0	94	0	153	89	564	5	0	658	12	5	1	0	18	3	576	62	0	641	1470
% Lights	100	0	100	0	100	97.8	97.6	100	0	97.6	100	100	100	0	100	100	97.5	93.9	0	97.1	97.7
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.7	0	0	0.6	0.4
Trucks	0	0	0	0	0	2	12	0	0	14	0	0	0	0	0	0	11	4	0	15	29
% Trucks	0	0	0	0	0	2.2	2.1	0	0	2.1	0	0	0	0	0	0	1.9	6.1	0	2.3	1.9



Nelson + Pope

70 Maxess Road
Melville, NY 11747

File Name : 4-EDWARDS_AVE_AT_RILEY_AVE_800735_11-19-2020

Site Code :

Start Date : 11/19/2020

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Groups Printed- Lights - Buses - Trucks

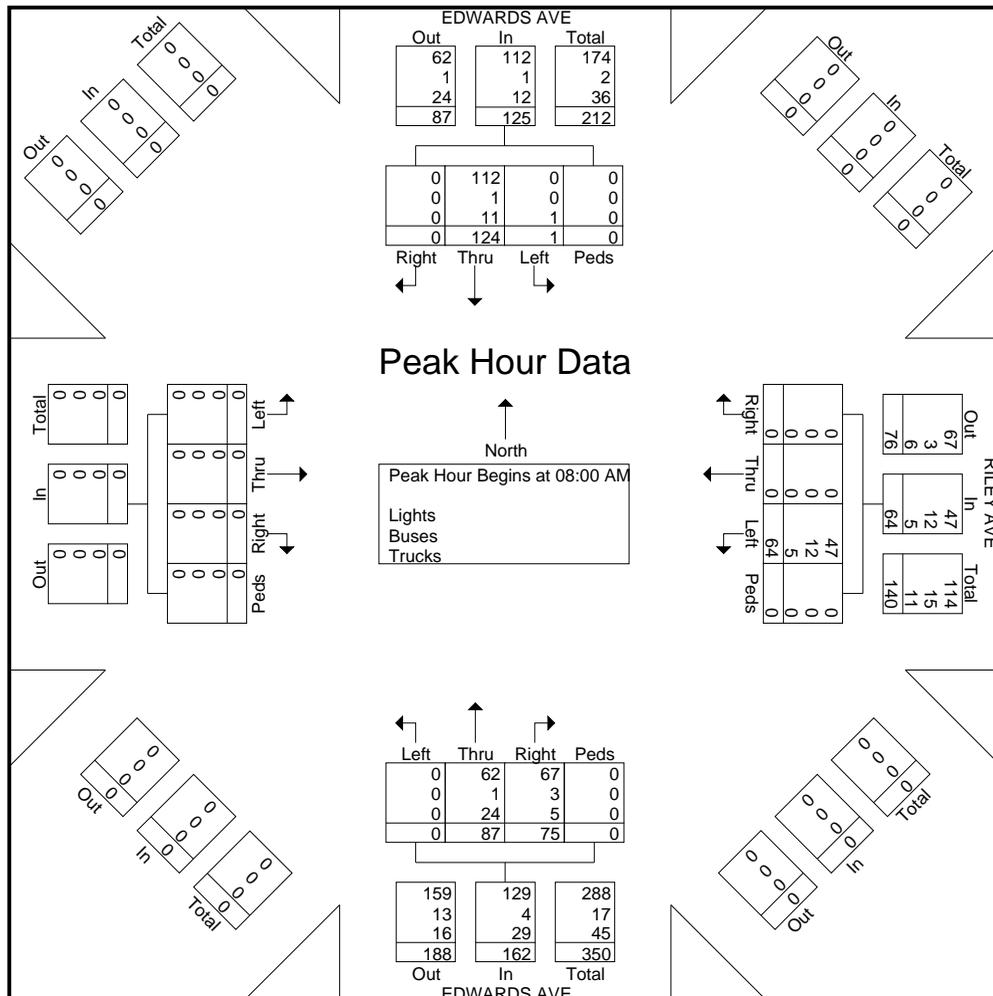
Start Time	EDWARDS AVE Southbound					RILEY AVE Westbound					EDWARDS AVE Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	0	26	0	0	26	0	0	9	0	9	8	4	0	0	12	0	0	0	0	0	47
06:15 AM	0	10	0	0	10	0	0	10	0	10	8	10	0	0	18	0	0	0	0	0	38
06:30 AM	0	21	0	0	21	0	0	20	0	20	3	23	0	0	26	0	0	0	0	0	67
06:45 AM	0	24	0	0	24	0	0	18	0	18	6	22	0	0	28	0	0	0	0	0	70
Total	0	81	0	0	81	0	0	57	0	57	25	59	0	0	84	0	0	0	0	0	222
07:00 AM	0	24	0	0	24	0	0	20	0	20	7	15	0	0	22	0	0	0	0	0	66
07:15 AM	0	28	0	0	28	0	0	12	0	12	12	27	0	0	39	0	0	0	0	0	79
07:30 AM	0	24	0	0	24	0	0	17	0	17	9	18	0	0	27	0	0	0	0	0	68
07:45 AM	0	28	0	0	28	1	0	16	0	17	13	32	0	0	45	0	0	0	0	0	90
Total	0	104	0	0	104	1	0	65	0	66	41	92	0	0	133	0	0	0	0	0	303
08:00 AM	0	32	0	0	32	0	0	13	0	13	9	19	0	0	28	0	0	0	0	0	73
08:15 AM	0	30	0	0	30	0	0	11	0	11	22	34	0	0	56	0	0	0	0	0	97
08:30 AM	0	36	1	0	37	0	0	12	0	12	25	15	0	0	40	0	0	0	0	0	89
08:45 AM	0	26	0	0	26	0	0	28	0	28	19	19	0	0	38	0	0	0	0	0	92
Total	0	124	1	0	125	0	0	64	0	64	75	87	0	0	162	0	0	0	0	0	351
04:00 PM	0	44	0	0	44	1	0	22	0	23	22	24	0	0	46	0	0	0	0	0	113
04:15 PM	0	41	0	0	41	1	0	14	0	15	13	22	0	0	35	0	0	0	0	0	91
04:30 PM	0	40	0	0	40	0	0	14	0	14	15	35	0	0	50	0	0	0	0	0	104
04:45 PM	0	52	0	0	52	0	0	13	0	13	18	32	0	0	50	0	0	0	0	0	115
Total	0	177	0	0	177	2	0	63	0	65	68	113	0	0	181	0	0	0	0	0	423
05:00 PM	0	44	0	0	44	0	0	15	0	15	14	16	0	0	30	0	0	0	0	0	89
05:15 PM	0	49	0	0	49	0	0	12	0	12	24	32	0	0	56	0	0	0	0	0	117
05:30 PM	0	30	0	0	30	0	0	12	0	12	13	24	0	0	37	0	0	0	0	0	79
05:45 PM	0	18	0	0	18	1	0	11	0	12	9	25	0	0	34	0	0	0	0	0	64
Total	0	141	0	0	141	1	0	50	0	51	60	97	0	0	157	0	0	0	0	0	349
06:00 PM	0	27	0	0	27	0	0	16	0	16	16	20	0	0	36	0	0	0	0	0	79
06:15 PM	0	7	0	0	7	0	0	8	0	8	14	18	0	0	32	0	0	0	0	0	47
06:30 PM	0	12	0	0	12	0	0	6	0	6	10	17	0	0	27	0	0	0	0	0	45
06:45 PM	0	17	0	0	17	0	0	6	0	6	10	21	0	0	31	0	0	0	0	0	54
Total	0	63	0	0	63	0	0	36	0	36	50	76	0	0	126	0	0	0	0	0	225
Grand Total	0	690	1	0	691	4	0	335	0	339	319	524	0	0	843	0	0	0	0	0	1873
Apprch %	0	99.9	0.1	0		1.2	0	98.8	0		37.8	62.2	0	0		0	0	0	0		
Total %	0	36.8	0.1	0	36.9	0.2	0	17.9	0	18.1	17	28	0	0	45	0	0	0	0	0	
Lights	0	629	0	0	629	4	0	309	0	313	296	457	0	0	753	0	0	0	0	0	1695
% Lights	0	91.2	0	0	91	100	0	92.2	0	92.3	92.8	87.2	0	0	89.3	0	0	0	0	0	90.5
Buses	0	6	0	0	6	0	0	16	0	16	9	11	0	0	20	0	0	0	0	0	42
% Buses	0	0.9	0	0	0.9	0	0	4.8	0	4.7	2.8	2.1	0	0	2.4	0	0	0	0	0	2.2
Trucks	0	55	1	0	56	0	0	10	0	10	14	56	0	0	70	0	0	0	0	0	136
% Trucks	0	8	100	0	8.1	0	0	3	0	2.9	4.4	10.7	0	0	8.3	0	0	0	0	0	7.3

Nelson + Pope

70 Maxess Road
Melville, NY 11747

File Name : 4-EDWARDS_AVE_AT_RILEY_AVE_800735_11-19-2020
 Site Code :
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Start Time	EDWARDS AVE Southbound					RILEY AVE Westbound					EDWARDS AVE Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	32	0	0	32	0	0	13	0	13	9	19	0	0	28	0	0	0	0	0	73
08:15 AM	0	30	0	0	30	0	0	11	0	11	22	34	0	0	56	0	0	0	0	0	97
08:30 AM	0	36	1	0	37	0	0	12	0	12	25	15	0	0	40	0	0	0	0	0	89
08:45 AM	0	26	0	0	26	0	0	28	0	28	19	19	0	0	38	0	0	0	0	0	92
Total Volume	0	124	1	0	125	0	0	64	0	64	75	87	0	0	162	0	0	0	0	0	351
% App. Total	0	99.2	0.8	0		0	0	100	0		46.3	53.7	0	0		0	0	0	0		
PHF	.000	.861	.250	.000	.845	.000	.000	.571	.000	.571	.750	.640	.000	.000	.723	.000	.000	.000	.000	.000	.905
Lights	0	112	0	0	112	0	0	47	0	47	67	62	0	0	129	0	0	0	0	0	288
% Lights	0	90.3	0	0	89.6	0	0	73.4	0	73.4	89.3	71.3	0	0	79.6	0	0	0	0	0	82.1
Buses	0	1	0	0	1	0	0	12	0	12	3	1	0	0	4	0	0	0	0	0	17
% Buses	0	0.8	0	0	0.8	0	0	18.8	0	18.8	4.0	1.1	0	0	2.5	0	0	0	0	0	4.8
Trucks	0	11	1	0	12	0	0	5	0	5	5	24	0	0	29	0	0	0	0	0	46
% Trucks	0	8.9	100	0	9.6	0	0	7.8	0	7.8	6.7	27.6	0	0	17.9	0	0	0	0	0	13.1

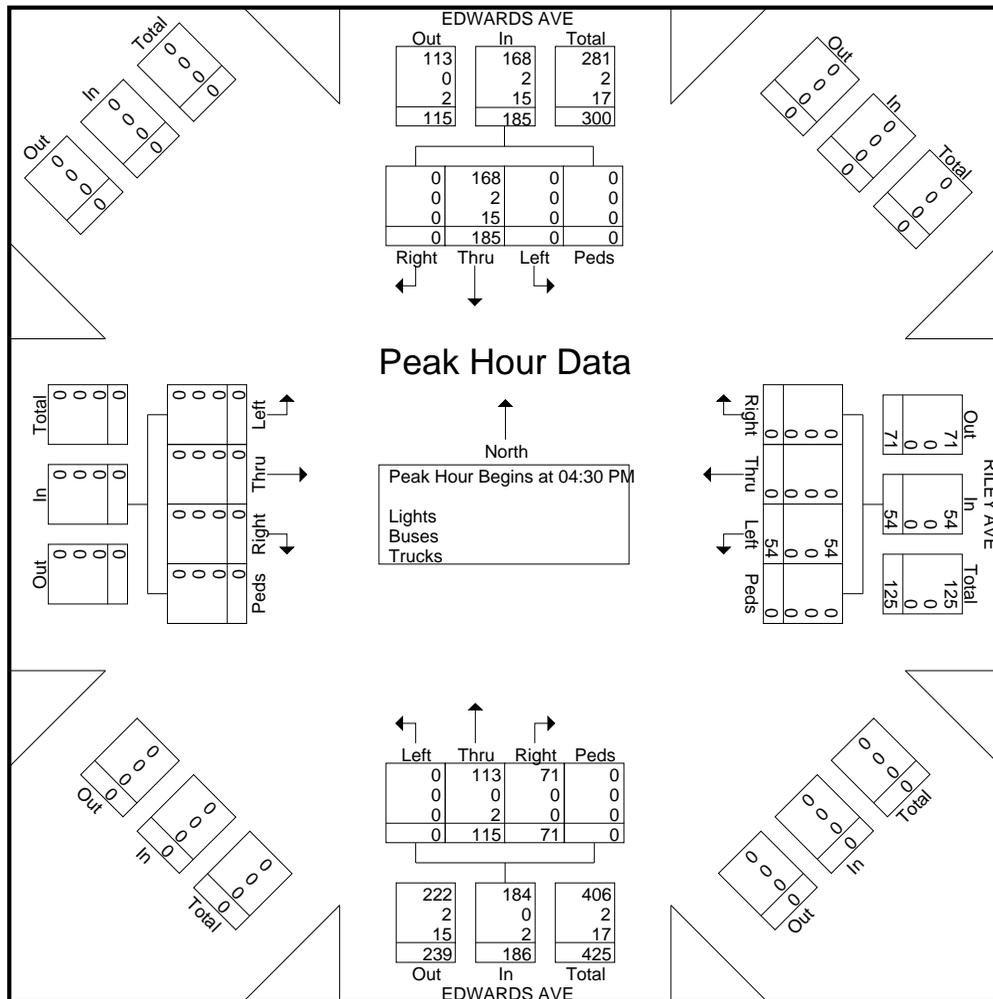


Nelson + Pope

70 Maxess Road
Melville, NY 11747

File Name : 4-EDWARDS_AVE_AT_RILEY_AVE_800735_11-19-2020
Site Code :
Start Date : 11/19/2020
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Start Time	EDWARDS AVE Southbound					RILEY AVE Westbound					EDWARDS AVE Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	40	0	0	40	0	0	14	0	14	15	35	0	0	50	0	0	0	0	0	104
04:45 PM	0	52	0	0	52	0	0	13	0	13	18	32	0	0	50	0	0	0	0	0	115
05:00 PM	0	44	0	0	44	0	0	15	0	15	14	16	0	0	30	0	0	0	0	0	89
05:15 PM	0	49	0	0	49	0	0	12	0	12	24	32	0	0	56	0	0	0	0	0	117
Total Volume	0	185	0	0	185	0	0	54	0	54	71	115	0	0	186	0	0	0	0	0	425
% App. Total	0	100	0	0	100	0	0	100	0	100	38.2	61.8	0	0	100	0	0	0	0	0	100
PHF	.000	.889	.000	.000	.889	.000	.000	.900	.000	.900	.740	.821	.000	.000	.830	.000	.000	.000	.000	.000	.908
Lights	0	168	0	0	168	0	0	54	0	54	71	113	0	0	184	0	0	0	0	0	406
% Lights	0	90.8	0	0	90.8	0	0	100	0	100	100	98.3	0	0	98.9	0	0	0	0	0	95.5
Buses	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Buses	0	1.1	0	0	1.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5
Trucks	0	15	0	0	15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	17
% Trucks	0	8.1	0	0	8.1	0	0	0	0	0	0	1.7	0	0	1.1	0	0	0	0	0	4.0



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70 Maxess Road
Melville, NY 11747

File Name : 4-EDWARDS_AVE_AT_RILEY_AVE-SAT_800736_11-21-2020

Site Code :

Start Date : 11/21/2020

Page No : 1

Groups Printed- Lights - Buses - Trucks

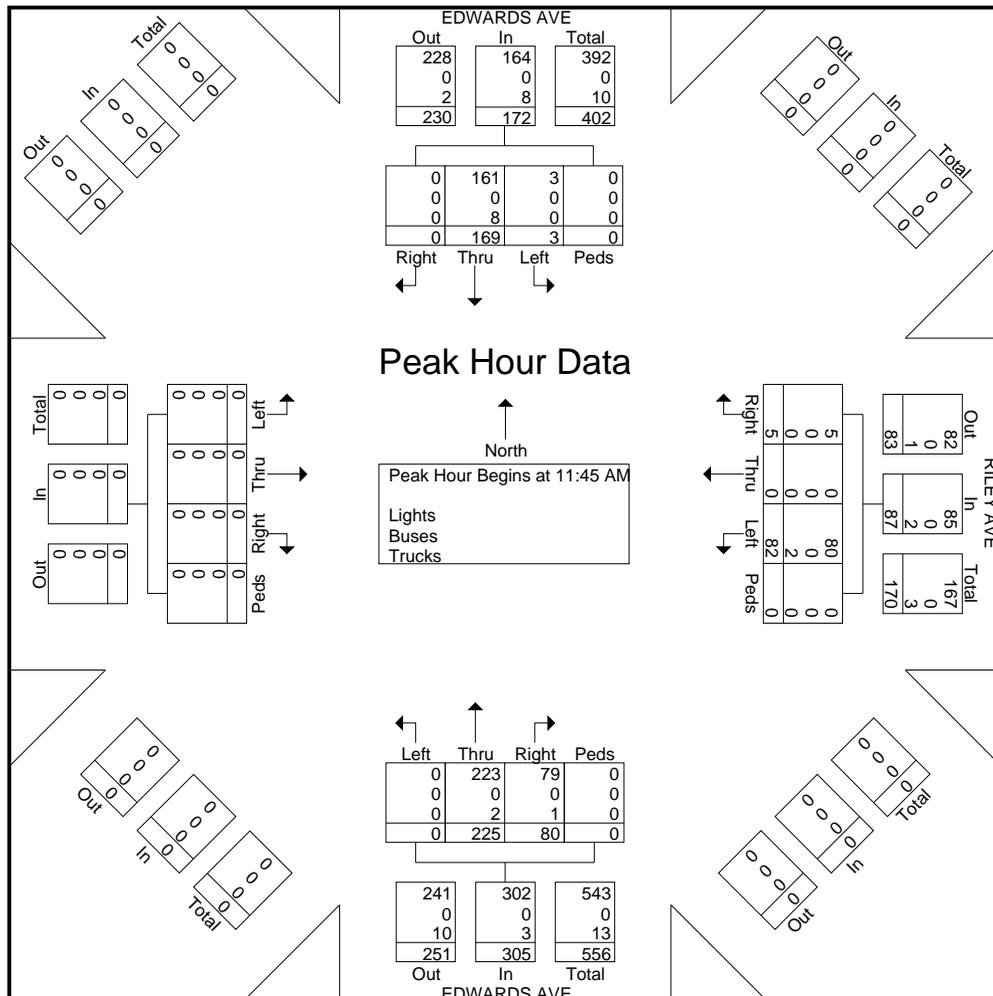
Start Time	EDWARDS AVE Southbound					RILEY AVE Westbound					EDWARDS AVE Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	0	40	0	0	40	1	0	14	0	15	12	43	0	0	55	0	0	0	0	0	110
11:15 AM	0	29	0	0	29	2	0	10	0	12	16	41	0	0	57	0	0	0	0	0	98
11:30 AM	0	35	1	0	36	1	0	15	0	16	17	49	0	0	66	0	0	0	0	0	118
11:45 AM	0	45	0	0	45	2	0	19	0	21	17	51	0	0	68	0	0	0	0	0	134
Total	0	149	1	0	150	6	0	58	0	64	62	184	0	0	246	0	0	0	0	0	460
12:00 PM	0	35	1	0	36	1	0	22	0	23	12	63	0	0	75	0	0	0	0	0	134
12:15 PM	0	46	2	0	48	2	0	23	0	25	29	63	0	0	92	0	0	0	0	0	165
12:30 PM	0	43	0	0	43	0	0	18	0	18	22	48	0	0	70	0	0	0	0	0	131
12:45 PM	0	38	1	0	39	3	0	27	0	30	20	44	0	0	64	0	0	0	0	0	133
Total	0	162	4	0	166	6	0	90	0	96	83	218	0	0	301	0	0	0	0	0	563
01:00 PM	0	42	0	0	42	0	0	16	0	16	15	54	0	0	69	0	0	0	0	0	127
01:15 PM	0	45	0	0	45	0	0	16	0	16	23	39	0	0	62	0	0	0	0	0	123
01:30 PM	0	48	0	0	48	0	0	12	0	12	20	69	0	0	89	0	0	0	0	0	149
01:45 PM	0	49	0	0	49	0	0	17	0	17	26	64	0	0	90	0	0	0	0	0	156
Total	0	184	0	0	184	0	0	61	0	61	84	226	0	0	310	0	0	0	0	0	555
Grand Total	0	495	5	0	500	12	0	209	0	221	229	628	0	0	857	0	0	0	0	0	1578
Apprch %	0	99	1	0		5.4	0	94.6	0		26.7	73.3	0	0		0	0	0	0		
Total %	0	31.4	0.3	0	31.7	0.8	0	13.2	0	14	14.5	39.8	0	0	54.3	0	0	0	0	0	
Lights	0	474	5	0	479	12	0	203	0	215	224	614	0	0	838	0	0	0	0	0	1532
% Lights	0	95.8	100	0	95.8	100	0	97.1	0	97.3	97.8	97.8	0	0	97.8	0	0	0	0	0	97.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	21	0	0	21	0	0	6	0	6	5	14	0	0	19	0	0	0	0	0	46
% Trucks	0	4.2	0	0	4.2	0	0	2.9	0	2.7	2.2	2.2	0	0	2.2	0	0	0	0	0	2.9

Nelson + Pope

70 Maxess Road
Melville, NY 11747

File Name : 4-EDWARDS_AVE_AT_RILEY_AVE-SAT_800736_11-21-2020
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Start Date : 11/21/2020
Page No : 2

Start Time	EDWARDS AVE Southbound					RILEY AVE Westbound					EDWARDS AVE Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	0	45	0	0	45	2	0	19	0	21	17	51	0	0	68	0	0	0	0	0	134
12:00 PM	0	35	1	0	36	1	0	22	0	23	12	63	0	0	75	0	0	0	0	0	134
12:15 PM	0	46	2	0	48	2	0	23	0	25	29	63	0	0	92	0	0	0	0	0	165
12:30 PM	0	43	0	0	43	0	0	18	0	18	22	48	0	0	70	0	0	0	0	0	131
Total Volume	0	169	3	0	172	5	0	82	0	87	80	225	0	0	305	0	0	0	0	0	564
% App. Total	0	98.3	1.7	0		5.7	0	94.3	0		26.2	73.8	0	0		0	0	0	0		
PHF	.000	.918	.375	.000	.896	.625	.000	.891	.000	.870	.690	.893	.000	.000	.829	.000	.000	.000	.000	.000	.855
Lights	0	161	3	0	164	5	0	80	0	85	79	223	0	0	302	0	0	0	0	0	551
% Lights	0	95.3	100	0	95.3	100	0	97.6	0	97.7	98.8	99.1	0	0	99.0	0	0	0	0	0	97.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	8	0	0	8	0	0	2	0	2	1	2	0	0	3	0	0	0	0	0	13
% Trucks	0	4.7	0	0	4.7	0	0	2.4	0	2.3	1.3	0.9	0	0	1.0	0	0	0	0	0	2.3



Nelson + Pope

70 Maxess Road
Melville, NY 11747

File Name : 5-EDWARDS_AVE_AT_MIDDLE_COUNTRY_RD_800737_11-19-2020

Site Code :

Start Date : 11/19/2020

Page No : 1

Groups Printed- Lights - Buses - Trucks

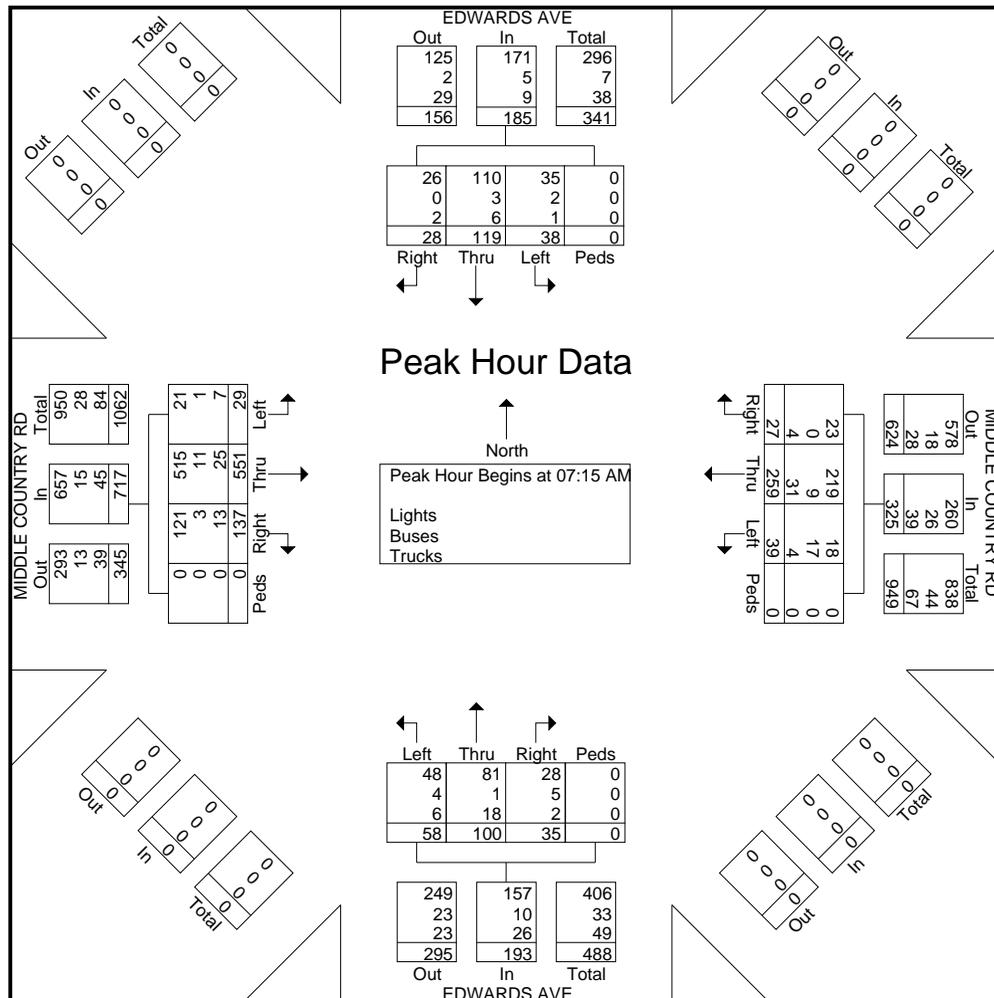
Start Time	EDWARDS AVE Southbound					MIDDLE COUNTRY RD Westbound					EDWARDS AVE Northbound					MIDDLE COUNTRY RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:00 AM	3	28	6	0	37	2	19	6	0	27	5	11	21	0	37	32	49	0	0	81	182
06:15 AM	6	10	5	0	21	4	25	6	0	35	9	12	28	0	49	40	63	3	0	106	211
06:30 AM	3	32	2	0	37	1	37	0	0	38	6	16	18	0	40	39	83	7	0	129	244
06:45 AM	10	20	10	0	40	5	42	4	0	51	11	22	29	0	62	46	117	6	0	169	322
Total	22	90	23	0	135	12	123	16	0	151	31	61	96	0	188	157	312	16	0	485	959
07:00 AM	6	33	10	0	49	6	63	7	0	76	9	13	13	0	35	31	64	6	0	101	261
07:15 AM	3	30	8	0	41	6	57	6	0	69	4	29	17	0	50	37	116	6	0	159	319
07:30 AM	7	26	8	0	41	9	73	5	0	87	16	18	13	0	47	29	168	6	0	203	378
07:45 AM	10	25	8	0	43	8	71	8	0	87	6	31	16	0	53	36	161	13	0	210	393
Total	26	114	34	0	174	29	264	26	0	319	35	91	59	0	185	133	509	31	0	673	1351
08:00 AM	8	38	14	0	60	4	58	20	0	82	9	22	12	0	43	35	106	4	0	145	330
08:15 AM	6	27	8	0	41	8	52	8	0	68	10	39	17	0	66	31	92	6	0	129	304
08:30 AM	9	34	5	0	48	9	63	8	0	80	15	25	10	0	50	38	126	8	0	172	350
08:45 AM	8	30	11	0	49	10	70	10	0	90	4	19	18	0	41	34	169	7	0	210	390
Total	31	129	38	0	198	31	243	46	0	320	38	105	57	0	200	138	493	25	0	656	1374
04:00 PM	9	44	6	0	59	16	186	17	0	219	14	23	26	0	63	20	84	8	0	112	453
04:15 PM	8	48	8	0	64	9	146	14	0	169	9	24	32	0	65	19	110	4	0	133	431
04:30 PM	13	37	7	0	57	14	154	10	0	178	8	26	34	0	68	30	110	11	0	151	454
04:45 PM	4	47	14	0	65	22	162	11	0	195	16	35	21	0	72	18	116	7	0	141	473
Total	34	176	35	0	245	61	648	52	0	761	47	108	113	0	268	87	420	30	0	537	1811
05:00 PM	3	54	3	0	60	14	178	6	0	198	6	20	25	0	51	30	112	6	0	148	457
05:15 PM	8	47	8	0	63	9	154	9	0	172	5	37	25	0	67	19	101	11	0	131	433
05:30 PM	7	32	8	0	47	13	138	9	0	160	11	24	25	0	60	13	90	8	0	111	378
05:45 PM	5	21	7	0	33	8	124	4	0	136	9	18	28	0	55	18	75	5	0	98	322
Total	23	154	26	0	203	44	594	28	0	666	31	99	103	0	233	80	378	30	0	488	1590
06:00 PM	9	22	10	0	41	8	124	6	0	138	4	30	19	0	53	11	77	2	0	90	322
06:15 PM	4	8	5	0	17	5	102	4	0	111	3	19	21	0	43	9	67	8	0	84	255
06:30 PM	0	13	11	0	24	13	94	4	0	111	0	15	19	0	34	8	55	1	0	64	233
06:45 PM	3	14	5	0	22	6	77	3	0	86	7	18	18	0	43	4	51	7	0	62	213
Total	16	57	31	0	104	32	397	17	0	446	14	82	77	0	173	32	250	18	0	300	1023
Grand Total	152	720	187	0	1059	209	2269	185	0	2663	196	546	505	0	1247	627	2362	150	0	3139	8108
Apprch %	14.4	68	17.7	0		7.8	85.2	6.9	0		15.7	43.8	40.5	0		20	75.2	4.8	0		
Total %	1.9	8.9	2.3	0	13.1	2.6	28	2.3	0	32.8	2.4	6.7	6.2	0	15.4	7.7	29.1	1.9	0	38.7	
Lights	137	652	178	0	967	199	2149	134	0	2482	152	482	452	0	1086	569	2247	129	0	2945	7480
% Lights	90.1	90.6	95.2	0	91.3	95.2	94.7	72.4	0	93.2	77.6	88.3	89.5	0	87.1	90.7	95.1	86	0	93.8	92.3
Buses	0	17	4	0	21	2	24	34	0	60	27	17	15	0	59	15	30	2	0	47	187
% Buses	0	2.4	2.1	0	2	1	1.1	18.4	0	2.3	13.8	3.1	3	0	4.7	2.4	1.3	1.3	0	1.5	2.3
Trucks	15	51	5	0	71	8	96	17	0	121	17	47	38	0	102	43	85	19	0	147	441
% Trucks	9.9	7.1	2.7	0	6.7	3.8	4.2	9.2	0	4.5	8.7	8.6	7.5	0	8.2	6.9	3.6	12.7	0	4.7	5.4

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70 Maxess Road
Melville, NY 11747

File Name : 5-EDWARDS_AVE_AT_MIDDLE_COUNTRY_RD_800737_11-19-2020
 Site Code :
 Start Date : 11/19/2020
 Page No : 2

Start Time	EDWARDS AVE Southbound					MIDDLE COUNTRY RD Westbound					EDWARDS AVE Northbound					MIDDLE COUNTRY RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	3	30	8	0	41	6	57	6	0	69	4	29	17	0	50	37	116	6	0	159	319
07:30 AM	7	26	8	0	41	9	73	5	0	87	16	18	13	0	47	29	168	6	0	203	378
07:45 AM	10	25	8	0	43	8	71	8	0	87	6	31	16	0	53	36	161	13	0	210	393
08:00 AM	8	38	14	0	60	4	58	20	0	82	9	22	12	0	43	35	106	4	0	145	330
Total Volume	28	119	38	0	185	27	259	39	0	325	35	100	58	0	193	137	551	29	0	717	1420
% App. Total	15.1	64.3	20.5	0		8.3	79.7	12	0		18.1	51.8	30.1	0		19.1	76.8	4	0		
PHF	.700	.783	.679	.000	.771	.750	.887	.488	.000	.934	.547	.806	.853	.000	.910	.926	.820	.558	.000	.854	.903
Lights	26	110	35	0	171	23	219	18	0	260	28	81	48	0	157	121	515	21	0	657	1245
% Lights	92.9	92.4	92.1	0	92.4	85.2	84.6	46.2	0	80.0	80.0	81.0	82.8	0	81.3	88.3	93.5	72.4	0	91.6	87.7
Buses	0	3	2	0	5	0	9	17	0	26	5	1	4	0	10	3	11	1	0	15	56
% Buses	0	2.5	5.3	0	2.7	0	3.5	43.6	0	8.0	14.3	1.0	6.9	0	5.2	2.2	2.0	3.4	0	2.1	3.9
Trucks	2	6	1	0	9	4	31	4	0	39	2	18	6	0	26	13	25	7	0	45	119
% Trucks	7.1	5.0	2.6	0	4.9	14.8	12.0	10.3	0	12.0	5.7	18.0	10.3	0	13.5	9.5	4.5	24.1	0	6.3	8.4

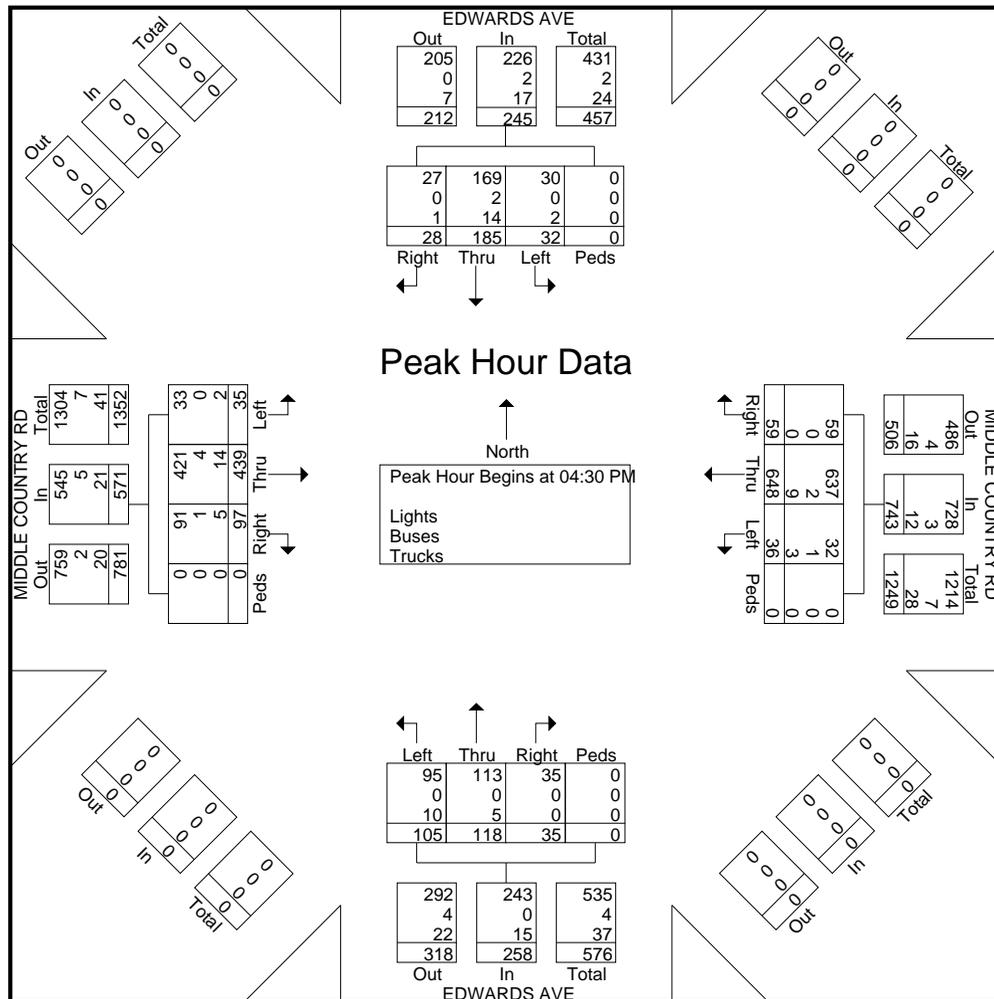


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70 Maxess Road
Melville, NY 11747

File Name : 5-EDWARDS_AVE_AT_MIDDLE_COUNTRY_RD_800737_11-19-2020
 Site Code :
 Start Date : 11/19/2020
 Page No : 3

Start Time	EDWARDS AVE Southbound					MIDDLE COUNTRY RD Westbound					EDWARDS AVE Northbound					MIDDLE COUNTRY RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	13	37	7	0	57	14	154	10	0	178	8	26	34	0	68	30	110	11	0	151	454
04:45 PM	4	47	14	0	65	22	162	11	0	195	16	35	21	0	72	18	116	7	0	141	473
05:00 PM	3	54	3	0	60	14	178	6	0	198	6	20	25	0	51	30	112	6	0	148	457
05:15 PM	8	47	8	0	63	9	154	9	0	172	5	37	25	0	67	19	101	11	0	131	433
Total Volume	28	185	32	0	245	59	648	36	0	743	35	118	105	0	258	97	439	35	0	571	1817
% App. Total	11.4	75.5	13.1	0		7.9	87.2	4.8	0		13.6	45.7	40.7	0		17	76.9	6.1	0		
PHF	.538	.856	.571	.000	.942	.670	.910	.818	.000	.938	.547	.797	.772	.000	.896	.808	.946	.795	.000	.945	.960
Lights	27	169	30	0	226	59	637	32	0	728	35	113	95	0	243	91	421	33	0	545	1742
% Lights	96.4	91.4	93.8	0	92.2	100	98.3	88.9	0	98.0	100	95.8	90.5	0	94.2	93.8	95.9	94.3	0	95.4	95.9
Buses	0	2	0	0	2	0	2	1	0	3	0	0	0	0	0	1	4	0	0	5	10
% Buses	0	1.1	0	0	0.8	0	0.3	2.8	0	0.4	0	0	0	0	0	1.0	0.9	0	0	0.9	0.6
Trucks	1	14	2	0	17	0	9	3	0	12	0	5	10	0	15	5	14	2	0	21	65
% Trucks	3.6	7.6	6.3	0	6.9	0	1.4	8.3	0	1.6	0	4.2	9.5	0	5.8	5.2	3.2	5.7	0	3.7	3.6



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70 Maxess Road
Melville, NY 11747

File Name : 5-EDWARDS_AVE_AT_MIDDLE_COUNTRY_RD-SAT_800738_11-21-2020

Site Code :

Start Date : 11/21/2020

Page No : 1

Groups Printed- Lights - Buses - Trucks

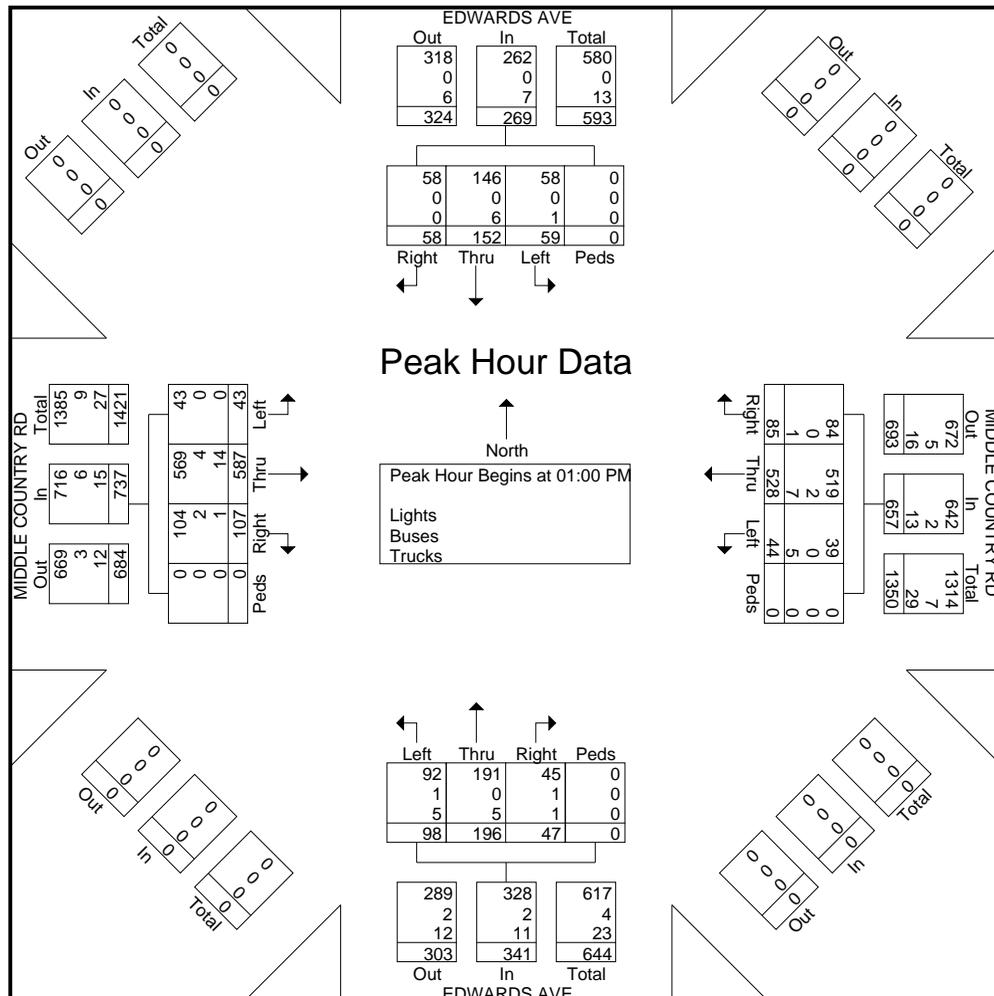
Start Time	EDWARDS AVE Southbound					MIDDLE COUNTRY RD Westbound					EDWARDS AVE Northbound					MIDDLE COUNTRY RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	6	33	17	0	56	13	116	2	0	131	9	43	13	0	65	11	126	6	0	143	395
11:15 AM	11	20	16	0	47	16	104	9	0	129	11	33	20	0	64	24	147	9	0	180	420
11:30 AM	13	26	11	0	50	21	116	5	0	142	11	35	21	0	67	29	140	9	0	178	437
11:45 AM	17	42	14	0	73	19	134	10	0	163	10	37	33	0	80	14	153	16	0	183	499
Total	47	121	58	0	226	69	470	26	0	565	41	148	87	0	276	78	566	40	0	684	1751
12:00 PM	15	22	17	0	54	16	156	9	0	181	7	50	19	0	76	30	150	9	0	189	500
12:15 PM	9	43	16	0	68	21	124	9	0	154	6	59	12	0	77	36	162	14	0	212	511
12:30 PM	8	40	12	0	60	11	134	5	0	150	9	45	22	0	76	29	140	11	0	180	466
12:45 PM	12	40	16	0	68	18	140	9	0	167	9	41	16	0	66	20	135	9	0	164	465
Total	44	145	61	0	250	66	554	32	0	652	31	195	69	0	295	115	587	43	0	745	1942
01:00 PM	14	37	19	0	70	21	115	12	0	148	12	38	22	0	72	27	136	15	0	178	468
01:15 PM	11	33	13	0	57	21	128	8	0	157	12	43	29	0	84	28	141	5	0	174	472
01:30 PM	16	37	12	0	65	25	142	14	0	181	11	52	22	0	85	23	167	9	0	199	530
01:45 PM	17	45	15	0	77	18	143	10	0	171	12	63	25	0	100	29	143	14	0	186	534
Total	58	152	59	0	269	85	528	44	0	657	47	196	98	0	341	107	587	43	0	737	2004
Grand Total	149	418	178	0	745	220	1552	102	0	1874	119	539	254	0	912	300	1740	126	0	2166	5697
Apprch %	20	56.1	23.9	0		11.7	82.8	5.4	0		13	59.1	27.9	0		13.9	80.3	5.8	0		
Total %	2.6	7.3	3.1	0	13.1	3.9	27.2	1.8	0	32.9	2.1	9.5	4.5	0	16	5.3	30.5	2.2	0	38	
Lights	144	398	176	0	718	219	1516	92	0	1827	114	524	231	0	869	288	1700	124	0	2112	5526
% Lights	96.6	95.2	98.9	0	96.4	99.5	97.7	90.2	0	97.5	95.8	97.2	90.9	0	95.3	96	97.7	98.4	0	97.5	97
Buses	0	0	0	0	0	0	9	2	0	11	2	0	1	0	3	2	9	0	0	11	25
% Buses	0	0	0	0	0	0	0.6	2	0	0.6	1.7	0	0.4	0	0.3	0.7	0.5	0	0	0.5	0.4
Trucks	5	20	2	0	27	1	27	8	0	36	3	15	22	0	40	10	31	2	0	43	146
% Trucks	3.4	4.8	1.1	0	3.6	0.5	1.7	7.8	0	1.9	2.5	2.8	8.7	0	4.4	3.3	1.8	1.6	0	2	2.6

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70 Maxess Road
Melville, NY 11747

File Name : 5-EDWARDS_AVE_AT_MIDDLE_COUNTRY_RD-SAT_800738_11-21-2020
 Site Code :
 Start Date : 11/21/2020
 Page No : 2

Start Time	EDWARDS AVE Southbound					MIDDLE COUNTRY RD Westbound					EDWARDS AVE Northbound					MIDDLE COUNTRY RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:00 PM																					
01:00 PM	14	37	19	0	70	21	115	12	0	148	12	38	22	0	72	27	136	15	0	178	468
01:15 PM	11	33	13	0	57	21	128	8	0	157	12	43	29	0	84	28	141	5	0	174	472
01:30 PM	16	37	12	0	65	25	142	14	0	181	11	52	22	0	85	23	167	9	0	199	530
01:45 PM	17	45	15	0	77	18	143	10	0	171	12	63	25	0	100	29	143	14	0	186	534
Total Volume	58	152	59	0	269	85	528	44	0	657	47	196	98	0	341	107	587	43	0	737	2004
% App. Total	21.6	56.5	21.9	0		12.9	80.4	6.7	0		13.8	57.5	28.7	0		14.5	79.6	5.8	0		
PHF	.853	.844	.776	.000	.873	.850	.923	.786	.000	.907	.979	.778	.845	.000	.853	.922	.879	.717	.000	.926	.938
Lights	58	146	58	0	262	84	519	39	0	642	45	191	92	0	328	104	569	43	0	716	1948
% Lights	100	96.1	98.3	0	97.4	98.8	98.3	88.6	0	97.7	95.7	97.4	93.9	0	96.2	97.2	96.9	100	0	97.2	97.2
Buses	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	2	4	0	0	6	10
% Buses	0	0	0	0	0	0	0.4	0	0	0.3	2.1	0	1.0	0	0.6	1.9	0.7	0	0	0.8	0.5
Trucks	0	6	1	0	7	1	7	5	0	13	1	5	5	0	11	1	14	0	0	15	46
% Trucks	0	3.9	1.7	0	2.6	1.2	1.3	11.4	0	2.0	2.1	2.6	5.1	0	3.2	0.9	2.4	0	0	2.0	2.3



New York State Department of Transportation Traffic Count Hourly Report

ROUTE #:	NY 25	ROAD NAME:	FROM: EDWARDS AVE	TO: CR 58 OLD COUNTRY RD	COUNTY:	Suffolk			
DIRECTION:	Eastbound	FACTOR GROUP:	30	REC. SERIAL #:	NR33	FUNC. CLASS:	14	TOWN:	
STATE DIR CODE:	6	WK OF YR:	25	PLACEMENT:	.20mi E of Edwards Ave	NHS:	no	LION#:	
DATE OF COUNT:	06/23/2019			@ REF MARKER:		JURIS:	City	BIN:	
NOTES LANE 1:	East			ADDL DATA:	Class Speed	CC Str:		RR CROSSING:	
				COUNT TYPE:	AXLE PAIRS	BATCH ID:	DOT-R10C26bTTG5196	HPMS SAMPLE:	
COUNT TAKEN BY:	TTG	INITIALS:	STM	PROCESSED BY:	DOT	INITIALS:	DW		

DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR											
		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12														
1	S																																						
2	S																																						
3	M																																						
4	T																																						
5	W																																						
6	T																																						
7	F																																						
8	S																																						
9	S																																						
10	M																																						
11	T																																						
12	W																																						
13	T																																						
14	F																																						
15	S																																						
16	S																																						
17	M																																						
18	T																																						
19	W																																						
20	T																																						
21	F																																						
22	S																																						
23	S																																						
24	M	22	15	16	26	51	145	354	569	734	625	593	591	632	620	546	574	603	564	392	237	201	142	91	52	41	8441	734	8										
25	T	26	14	15	25	40	156	367	615	715	651	545	541	586	571	558	630	571	469	378	317	218	152	107	42	42	8309	715	8										
26	W	37	18	17	21	51	160	372	609	770	698	602	656	733	610	549	551	608	545	351	274	247	167	131	70	70	8847	770	8										
27	T	32	17	16	24	53	171	353	575	679	660	686	619	677	621	538	533	517	509	449	359	243	164	141	64	64	8700	686	10										
28	F	33	22	21	22	57	159	358	566	634	714	768	680	710	632	519																							
29	S																																						
30	S																																						

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)														ADT	
DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	% of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor							ESTIMATED	
6	116	4	102	706	8%	1.000	1.113							AADT	
											7745				

New York State Department of Transportation Traffic Count Hourly Report

ROUTE #: NY 25	ROAD NAME:	FROM: EDWARDS AVE	TO: CR 58 OLD COUNTRY RD	COUNTY: Suffolk
DIRECTION: Westbound	FACTOR GROUP: 30	REC. SERIAL #: NN89	FUNC. CLASS: 14	TOWN:
STATE DIR CODE: 7	WK OF YR: 25	PLACEMENT: .19 Mi E of Edwards Ave	NHS: no	LION#:
DATE OF COUNT: 06/23/2019		@ REF MARKER:	JURIS: City	BIN:
NOTES LANE 1: West		ADDL DATA: Class Speed	CC Stn:	RR CROSSING:
		COUNT TYPE: AXLE PAIRS	BATCH ID: DOT-R10C26bTTG5196	HPMS SAMPLE:
COUNT TAKEN BY: TTT	ORG CODE: TTT	INITIALS: STM	PROCESSED BY: DOT	INITIALS: DW

DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR										
		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12													
1	S																																					
2	S																																					
3	M																																					
4	T																																					
5	W																																					
6	T																																					
7	F																																					
8	S																																					
9	S																																					
10	M																																					
11	T																																					
12	W																																					
13	T																																					
14	F																																					
15	S																																					
16	S																																					
17	M																																					
18	T																																					
19	W																																					
20	T																																					
21	F																																					
22	S																																					
23	S																																					
24	M	41	26	19	4	30	104	237	339	374	350	452	512	628	604	689	717	779	759	536	390	367	219	156	85													
25	T	50	23	13	19	35	114	236	371	339	371	431	499	552	599	614	724	768	771	516	455	349	310	170	96	8580	779	16										
26	W	51	24	16	11	44	97	234	356	374	402	438	638	600	619	642	674	750	731	529	436	447	375	208	142	8838	750	16										
27	T	57	28	18	9	48	99	210	313	339	328	478	557	624	629	634	654	734	757	681	479	410	382	194	136	8798	757	17										
28	F	58	13	25	21	50	80	196	337	323	351	452	570	706	706	624																						
29	S																																					
30	S																																					

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)														ADT	
DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY High Hour	% of day	Axle Adj. Factor	Seasonal/Weekday Adjustment Factor								ESTIMATED
6	116	4	102	758	9%	1.000	1.113								AADT 7758

NELSON + POPE.

70 MAXESS ROAD
MELVILLE, NY 11747

File Name : 1-RT_25_AT_BURMAN_BLV_D_SAT__240527_06-13-2015

Site Code :

Start Date : 6/13/2015

Page No : 1

Groups Printed- Lights - Buses - Trucks

Start Time	Southbound					Westbound St. Westbound					Northbound St. Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
11:00 AM	0	0	0	0	0	6	52	0	0	58	1	0	9	0	10	0	88	3	0	91	159
11:15 AM	0	0	0	0	0	5	69	0	0	74	1	0	2	0	3	0	65	2	0	67	144
11:30 AM	0	0	0	0	0	3	60	0	0	63	3	0	8	0	11	0	92	1	0	93	167
11:45 AM	0	0	0	0	0	4	56	0	0	60	3	0	6	0	9	0	106	1	0	107	176
Total	0	0	0	0	0	18	237	0	0	255	8	0	25	0	33	0	351	7	0	358	646
12:00 PM	0	0	0	0	0	3	73	0	0	76	7	0	15	0	22	0	91	2	0	93	191
12:15 PM	0	0	0	0	0	3	75	0	0	78	2	0	6	0	8	0	97	2	0	99	185
12:30 PM	0	0	0	0	0	5	74	0	0	79	3	0	4	0	7	0	88	1	0	89	175
12:45 PM	0	0	0	0	0	5	71	0	0	76	3	0	1	0	4	0	90	4	0	94	174
Total	0	0	0	0	0	16	293	0	0	309	15	0	26	0	41	0	366	9	0	375	725
01:00 PM	0	0	0	0	0	5	79	0	0	84	3	0	3	0	6	0	83	2	0	85	175
01:15 PM	0	0	0	0	0	4	76	0	0	80	1	0	7	0	8	0	85	1	0	86	174
01:30 PM	0	0	0	0	0	2	80	0	0	82	2	0	3	0	5	0	95	2	0	97	184
01:45 PM	0	0	0	0	0	1	68	0	0	69	1	0	1	0	2	0	95	0	0	95	166
Total	0	0	0	0	0	12	303	0	0	315	7	0	14	0	21	0	358	5	0	363	699
Grand Total	0	0	0	0	0	46	833	0	0	879	30	0	65	0	95	0	1075	21	0	1096	2070
Apprch %	0	0	0	0	0	5.2	94.8	0	0		31.6	0	68.4	0		0	98.1	1.9	0		
Total %	0	0	0	0	0	2.2	40.2	0	0	42.5	1.4	0	3.1	0	4.6	0	51.9	1	0	52.9	
Lights	0	0	0	0	0	41	810	0	0	851	27	0	62	0	89	0	1051	19	0	1070	2010
% Lights	0	0	0	0	0	89.1	97.2	0	0	96.8	90	0	95.4	0	93.7	0	97.8	90.5	0	97.6	97.1
Buses	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
% Buses	0	0	0	0	0	0	0.4	0	0	0.3	0	0	0	0	0	0	0.3	0	0	0.3	0.3
Trucks	0	0	0	0	0	5	20	0	0	25	3	0	3	0	6	0	21	2	0	23	54
% Trucks	0	0	0	0	0	10.9	2.4	0	0	2.8	10	0	4.6	0	6.3	0	2	9.5	0	2.1	2.6

NELSON + POPE.

70 MAXESS ROAD
MELVILLE, NY 11747

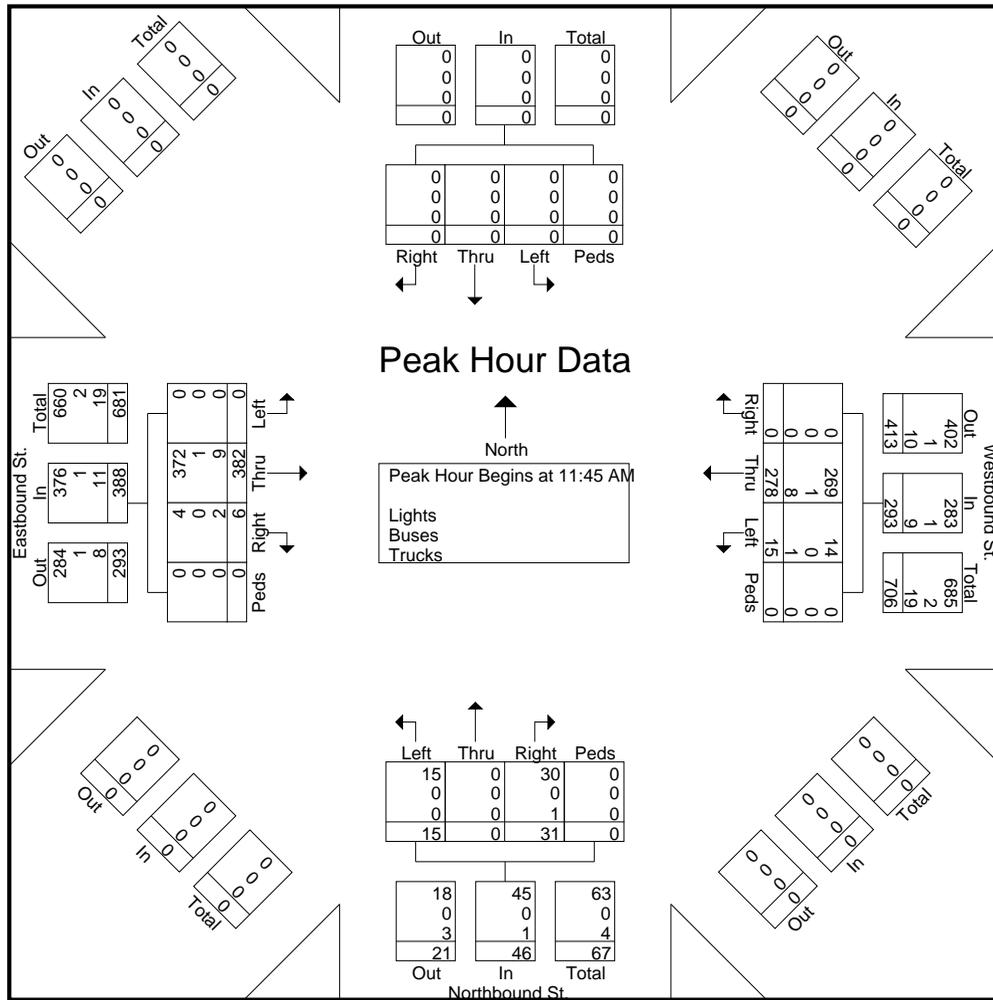
File Name : 1-RT_25_AT_BURMAN_BLV_D_SAT__240527_06-13-2015

Site Code :

Start Date : 6/13/2015

Page No : 2

Start Time	Southbound					Westbound St. Westbound					Northbound St. Northbound					Eastbound St. Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 02:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	0	0	0	0	0	4	56	0	0	60	3	0	6	0	9	0	106	1	0	107	176
12:00 PM	0	0	0	0	0	3	73	0	0	76	7	0	15	0	22	0	91	2	0	93	191
12:15 PM	0	0	0	0	0	3	75	0	0	78	2	0	6	0	8	0	97	2	0	99	185
12:30 PM	0	0	0	0	0	5	74	0	0	79	3	0	4	0	7	0	88	1	0	89	175
Total Volume	0	0	0	0	0	15	278	0	0	293	15	0	31	0	46	0	382	6	0	388	727
% App. Total	0	0	0	0	0	5.1	94.9	0	0		32.6	0	67.4	0		0	98.5	1.5	0		
PHF	.000	.000	.000	.000	.000	.750	.927	.000	.000	.927	.536	.000	.517	.000	.523	.000	.901	.750	.000	.907	.952
Lights	0	0	0	0	0	14	269	0	0	283	15	0	30	0	45	0	372	4	0	376	704
% Lights	0	0	0	0	0	93.3	96.8	0	0	96.6	100	0	96.8	0	97.8	0	97.4	66.7	0	96.9	96.8
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Buses	0	0	0	0	0	0	0.4	0	0	0.3	0	0	0	0	0	0	0.3	0	0	0.3	0.3
Trucks	0	0	0	0	0	1	8	0	0	9	0	0	1	0	1	0	9	2	0	11	21
% Trucks	0	0	0	0	0	6.7	2.9	0	0	3.1	0	0	3.2	0	2.2	0	2.4	33.3	0	2.8	2.9



National Data & Surveying Services Intersection Turning Movement Count

Location: Burman Blvd & Middle Country Rd
City: Calverton
Control: Signalized

Project ID: 20-370009-001
Date: 12/12/2020

Data - Total

NS/EW Streets:	Burman Blvd				Burman Blvd				Middle Country Rd				Middle Country Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	1 NL	0 NT	1 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	1 ET	1 ER	0 EU	1 WL	1 WT	0 WR	0 WU	TOTAL
11:00 AM	2	0	6	0	0	0	0	0	0	77	1	0	7	67	0	0	
11:15 AM	1	0	2	0	0	0	0	0	0	70	3	0	3	57	0	0	136
11:30 AM	1	0	2	0	0	0	0	0	0	78	4	0	5	72	0	0	162
11:45 AM	4	0	6	0	0	0	0	0	0	99	3	0	3	80	0	0	195
12:00 PM	15	0	17	0	0	0	0	0	0	67	5	0	4	63	0	0	171
12:15 PM	2	0	3	0	0	0	0	0	0	81	3	0	1	72	0	0	162
12:30 PM	2	0	11	0	0	0	0	0	0	76	1	0	1	71	0	0	162
12:45 PM	7	0	1	0	0	0	0	0	0	75	5	0	2	83	0	0	173
1:00 PM	6	0	4	0	0	0	0	0	0	72	3	0	2	79	0	0	166
1:15 PM	1	0	3	0	0	0	0	0	0	73	1	0	3	78	0	0	159
1:30 PM	1	0	0	0	0	0	0	0	0	80	2	0	4	70	0	0	157
1:45 PM	0	0	3	0	0	0	0	0	0	79	1	0	1	92	0	0	176
TOTAL VOLUMES :	NL 42	NT 0	NR 58	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 927	ER 32	EU 0	WL 36	WT 884	WR 0	WU 0	TOTAL 1979
APPROACH %'s :	42.00%	0.00%	58.00%	0.00%					0.00%	96.66%	3.34%	0.00%	3.91%	96.09%	0.00%	0.00%	
PEAK HR :	11:45 AM - 12:45 PM																
PEAK HR VOL :	23	0	37	0	0	0	0	0	0	323	12	0	9	286	0	0	TOTAL 690
PEAK HR FACTOR :	0.383	0.000	0.544	0.000	0.000	0.000	0.000	0.000	0.000	0.816	0.600	0.000	0.563	0.894	0.000	0.000	0.885
	0.469								0.821				0.889				

NELSON & POPE

AM PEAK HOUR

Project Name: Breezy Hill
 N&P Project No. 17060

GROWTH FACTOR: 1.30%
 NO. OF YEARS: 2
 GROWTH RATE: 1.027

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
MIDDLE COUNTRY ROAD AT MANOR ROAD 1	NB	LEFT	1	1	1
		THROUGH	1	1	1
		RIGHT	0	0	0
	SB	LEFT	75	83	85
		THROUGH	1	1	1
		RIGHT	39	43	44
	EB	LEFT	41	46	47
		THROUGH	608	676	694
		RIGHT	7	8	8
	WB	LEFT	11	12	12
		THROUGH	303	337	346
		RIGHT	29	32	33
MANOR ROAD AT TWOMEY AVENUE 2				0	
	NB	LEFT	4	4	4
		THROUGH	2	2	2
		RIGHT	6	7	7
	SB	LEFT	4	4	4
		THROUGH	0	0	0
		RIGHT	48	53	54
	EB	LEFT	25	28	29
		THROUGH	39	43	44
		RIGHT	6	7	7
	WB	LEFT	4	4	4
		THROUGH	72	80	82
	RIGHT	5	6	6	
MANOR ROAD AT MIDDLE ROAD 3				0	
	NB	LEFT	16	18	18
		THROUGH	1	1	1
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	3	3	3
		RIGHT	63	70	72
	EB	LEFT	41	46	47
		THROUGH	0	0	0
		RIGHT	9	10	10
	WB	LEFT	0	0	0
		THROUGH	0	0	0
	RIGHT	0	0	0	
MANOR ROAD AT SITE ACCESS 4				0	
	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	45	50	51
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	79	88	90
	RIGHT	0	0	0	

NELSON & POPE

AM PEAK HOUR

Project Name: Breezy Hill
 N&P Project No. 17060

GROWTH FACTOR: 1.30%
 NO. OF YEARS: 2
 GROWTH RATE: 1.027

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
MIDDLE ROAD AT SITE ACCESS 5				0	
	NB	LEFT	0	0	0
		THROUGH	16	18	18
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	12	13	13
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
	RIGHT	0	0	0	
				0	
MIDDLE COUNTRY ROAD AT EDWARDS AVENUE 6	NB	LEFT	58	64	66
		THROUGH	100	111	114
		RIGHT	35	39	40
	SB	LEFT	38	42	43
		THROUGH	119	132	136
		RIGHT	28	31	32
	EB	LEFT	29	32	33
		THROUGH	551	612	629
		RIGHT	137	152	156
	WB	LEFT	39	43	44
		THROUGH	259	288	296
		RIGHT	27	30	31
				0	
EDWARDS AVENUE AT RILEY AVENUE 7	NB	LEFT	0	0	0
		THROUGH	87	97	100
		RIGHT	75	83	85
	SB	LEFT	1	1	1
		THROUGH	124	138	142
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	64	71	73
		THROUGH	0	0	0
		RIGHT	0	0	0
				0	
MIDDLE ROAD AT DEEP HOLE ROAD 8	NB	LEFT	4	4	4
		THROUGH	42	47	48
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	55	61	63
		RIGHT	38	42	43
	EB	LEFT	63	70	72
		THROUGH	0	0	0
		RIGHT	6	7	7
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

AM PEAK HOUR

Project Name: Breezy Hill
N&P Project No. 17060

OTHER
PLANNED
PROJECTS

	Splish Splash Adjustment	
	VOL	
ENTER	759	
EXIT	51	
TOTAL	810	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	SUBTOTAL VOL
MIDDLE COUNTRY ROAD AT MANOR ROAD 1	NB	LEFT		30	15	15
		THROUGH			0	0
		RIGHT		70	36	36
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT	30		228	228
	WB	LEFT	70		531	531
		THROUGH			0	0
		RIGHT			0	0
MANOR ROAD AT TWOMEY AVENUE 2	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
MANOR ROAD AT MIDDLE ROAD 3	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
MANOR ROAD AT SITE ACCESS 4	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0

NELSON & POPE

AM PEAK HOUR

Project Name: Breezy Hill
N&P Project No. 17060

OTHER
PLANNED
PROJECTS

	Splish Splash Adjustment	
	VOL	
ENTER	759	
EXIT	51	
TOTAL	810	

LOCATION	DIR	MVMT	%EN	%EX	1	SUBTOTAL VOL
					VOL	
MIDDLE ROAD AT SITE ACCESS 5	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
MIDDLE COUNTRY ROAD AT EDWARDS AVENUE 6	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT	3		23	23
	SB	LEFT	2		15	15
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH	25		190	190
		RIGHT			0	0
	WB	LEFT		3	2	2
		THROUGH		25	13	13
		RIGHT		2	1	1
EDWARDS AVENUE AT RILEY AVENUE 7	NB	LEFT			0	0
		THROUGH		2	1	1
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH	2		15	15
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
MIDDLE ROAD AT DEEP HOLE ROAD 8	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0

NELSON & POPE

AM PEAK HOUR
 Project Name: Breezy Hill
 N&P Project No. 17060

TRUCKS			EMPLOYEES			SUBTOTAL TRAFFIC GENERATED
	VOL			VOL		
ENTER	5		ENTER	4		
EXIT	5		EXIT	1		
TOTAL	10		TOTAL	5		

LOCATION	DIR	MVMT	%EN	%EX	TRUCKS			EMPLOYEES			
					1 VOL	%EN	%EX	1 VOL	%EN	%EX	
MIDDLE COUNTRY ROAD AT MANOR ROAD 1	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT		80		4		50	0		4
		THROUGH				0			0		0
		RIGHT			20	1		30	0		1
	EB	LEFT		20		1		30	1		2
		THROUGH				0			0		0
		RIGHT				0			0		0
	WB	LEFT				0			0		0
		THROUGH				0			0		0
		RIGHT		80		4		50	2		6
MANOR ROAD AT TWOMEY AVENUE 2	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT				0			0		0
		THROUGH				0			0		0
		RIGHT				0			0		0
	EB	LEFT				0			0		0
		THROUGH		100		5		80	3		8
		RIGHT				0			0		0
	WB	LEFT				0			0		0
		THROUGH			100	5		80	0		5
		RIGHT				0			0		0
MANOR ROAD AT MIDDLE ROAD 3	NB	LEFT			0		80	0		0	
		THROUGH			0		20	0		0	
		RIGHT			0			0			0
	SB	LEFT				0			0		0
		THROUGH				0	20		0		0
		RIGHT				0			0		0
	EB	LEFT				0			0		0
		THROUGH				0			0		0
		RIGHT				0	80		3		3
	WB	LEFT				0			0		0
		THROUGH				0			0		0
		RIGHT				0			0		0
MANOR ROAD AT SITE ACCESS 4	NB	LEFT		100	5			0		5	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	SB	LEFT				0			0		0
		THROUGH				0			0		0
		RIGHT				0			0		0
	EB	LEFT				0			0		0
		THROUGH				0	80		3		3
		RIGHT		100		5			0		5
	WB	LEFT				0			0		0
		THROUGH				0		80	0		0
		RIGHT				0			0		0
MIDDLE ROAD AT SITE ACCESS 5	NB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	SB	LEFT				0			0		0
		THROUGH				0			0		0
		RIGHT				0	100		4		4
	EB	LEFT				0		100	1		1
		THROUGH				0			0		0
		RIGHT				0			0		0
	WB	LEFT				0			0		0
		THROUGH				0			0		0
		RIGHT				0			0		0
MIDDLE COUNTRY ROAD AT EDWARDS AVENUE 6	NB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0		3		0		0
	SB	LEFT				0		7	0		0
		THROUGH				0			0		0
		RIGHT				0			0		0
	EB	LEFT				0			0		0
		THROUGH		20		1		20	0		1
		RIGHT				0			0		0
	WB	LEFT				0			3		0
		THROUGH			20	1		20	0		1
		RIGHT				0		7	0		0
EDWARDS AVENUE AT RILEY AVENUE 7	NB	LEFT			0			0		0	
		THROUGH			0		7	0		0	
		RIGHT			0			0		0	
	SB	LEFT				0			0		0
		THROUGH				0		7	0		0
		RIGHT				0			0		0
	EB	LEFT				0			0		0
		THROUGH				0			0		0
		RIGHT				0			0		0
	WB	LEFT				0			0		0
		THROUGH				0			0		0
		RIGHT				0			0		0
MIDDLE ROAD	LEFT				0			5		0	
	THROUGH				0			15		0	
	RIGHT				0			0		0	

NELSON & POPE

AM PEAK HOUR
 Project Name: Breezy Hill
 N&P Project No. 17060

TRUCKS			EMPLOYEES			SUBTOTAL TRAFFIC GENERATED
		VOL			VOL	
ENTER		5	ENTER		4	
EXIT		5	EXIT		1	
TOTAL		10	TOTAL		5	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	1 VOL	SUBTOTAL VOL
AT DEEP HOLE ROAD 8	SB	LEFT			0			0	0
		THROUGH			0	15		0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0	5		0	0
	WB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0

NELSON & POPE

AM PEAK HOUR

Project Name: Breezy Hill
N&P Project No. 17060

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
MIDDLE COUNTRY ROAD AT MANOR ROAD 1	NB	LEFT	16	0	16
		THROUGH	1	0	1
		RIGHT	36	0	36
	SB	LEFT	85	4	89
		THROUGH	1	0	1
		RIGHT	44	1	45
	EB	LEFT	47	2	49
		THROUGH	694	0	694
		RIGHT	236	0	236
	WB	LEFT	543	0	543
		THROUGH	346	0	346
		RIGHT	33	6	39
MANOR ROAD AT TWOMEY AVENUE 2	NB	LEFT	4	0	4
		THROUGH	2	0	2
		RIGHT	7	0	7
	SB	LEFT	4	0	4
		THROUGH	0	0	0
		RIGHT	54	0	54
	EB	LEFT	29	0	29
		THROUGH	44	8	52
		RIGHT	7	0	7
	WB	LEFT	4	0	4
		THROUGH	82	5	87
		RIGHT	6	0	6
MANOR ROAD AT MIDDLE ROAD 3	NB	LEFT	18	0	18
		THROUGH	1	0	1
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	3	0	3
		RIGHT	72	0	72
	EB	LEFT	47	0	47
		THROUGH	0	0	0
		RIGHT	10	3	13
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
MANOR ROAD AT SITE ACCESS 4	NB	LEFT	0	5	5
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	51	3	54
		RIGHT	0	5	5
	WB	LEFT	0	0	0
		THROUGH	90	0	90
		RIGHT	0	0	0

NELSON & POPE

AM PEAK HOUR

Project Name: Breezy Hill
N&P Project No. 17060

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
MIDDLE ROAD AT SITE ACCESS 5	NB	LEFT	0	0	0
		THROUGH	18	0	18
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	13	0	13
		RIGHT	0	4	4
	EB	LEFT	0	1	1
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
MIDDLE COUNTRY ROAD AT EDWARDS AVENUE 6	NB	LEFT	66	0	66
		THROUGH	114	0	114
		RIGHT	63	0	63
	SB	LEFT	58	0	58
		THROUGH	136	0	136
		RIGHT	32	0	32
	EB	LEFT	33	0	33
		THROUGH	819	1	820
		RIGHT	156	0	156
	WB	LEFT	46	0	46
		THROUGH	309	1	310
		RIGHT	32	0	32
EDWARDS AVENUE AT RILEY AVENUE 7	NB	LEFT	0	0	0
		THROUGH	101	0	101
		RIGHT	85	0	85
	SB	LEFT	1	0	1
		THROUGH	157	0	157
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	73	0	73
		THROUGH	0	0	0
		RIGHT	0	0	0
MIDDLE ROAD AT DEEP HOLE ROAD 8	NB	LEFT	4	0	4
		THROUGH	48	0	48
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	63	0	63
		RIGHT	43	0	43
	EB	LEFT	72	0	72
		THROUGH	0	0	0
		RIGHT	7	0	7
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

PM PEAK HOUR

Project Name: Breezy Hill
 N&P Project No. 17060

GROWTH FACTOR: 1.30%
 NO. OF YEARS: 2
 GROWTH RATE: 1.027

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
MIDDLE COUNTRY ROAD AT MANOR ROAD 1	NB	LEFT	2	2	2
		THROUGH	0	0	0
		RIGHT	6	6	6
	SB	LEFT	92	96	99
		THROUGH	0	0	0
		RIGHT	66	69	71
	EB	LEFT	50	52	53
		THROUGH	415	432	444
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	638	664	682
		RIGHT	62	65	67
MANOR ROAD AT TWOMEY AVENUE 2				0	
	NB	LEFT	10	10	10
		THROUGH	2	2	2
		RIGHT	4	4	4
	SB	LEFT	6	6	6
		THROUGH	1	1	1
		RIGHT	30	31	32
	EB	LEFT	47	49	50
		THROUGH	63	66	68
		RIGHT	3	3	3
	WB	LEFT	2	2	2
		THROUGH	119	124	127
	RIGHT	6	6	6	
MANOR ROAD AT MIDDLE ROAD 3				0	
	NB	LEFT	13	14	14
		THROUGH	9	9	9
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	9	9	9
		RIGHT	105	109	112
	EB	LEFT	65	68	70
		THROUGH	0	0	0
		RIGHT	8	8	8
	WB	LEFT	0	0	0
		THROUGH	0	0	0
	RIGHT	0	0	0	
MANOR ROAD AT SITE ACCESS 4				0	
	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	70	73	75
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	127	132	136
	RIGHT	0	0	0	

NELSON & POPE

PM PEAK HOUR

Project Name: Breezy Hill
N&P Project No. 17060

GROWTH FACTOR: 1.30%
NO. OF YEARS: 2
GROWTH RATE: 1.027

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
MIDDLE ROAD AT SITE ACCESS 5				0	
	NB	LEFT	0	0	0
		THROUGH	18	19	20
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	11	11	11
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
	RIGHT	0	0	0	
MIDDLE COUNTRY ROAD AT EDWARDS AVENUE 6				0	
	NB	LEFT	105	109	112
		THROUGH	118	123	126
		RIGHT	35	36	37
	SB	LEFT	32	33	34
		THROUGH	185	193	198
		RIGHT	28	29	30
	EB	LEFT	35	36	37
		THROUGH	439	457	469
		RIGHT	97	101	104
	WB	LEFT	36	37	38
		THROUGH	648	674	692
	RIGHT	59	61	63	
EDWARDS AVENUE AT RILEY AVENUE 7				0	
	NB	LEFT	0	0	0
		THROUGH	115	120	123
		RIGHT	71	74	76
	SB	LEFT	0	0	0
		THROUGH	185	193	198
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	54	56	58
		THROUGH	0	0	0
	RIGHT	0	0	0	
MIDDLE ROAD AT DEEP HOLE ROAD 8				0	
	NB	LEFT	5	5	5
		THROUGH	68	71	73
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	95	99	102
		RIGHT	70	73	75
	EB	LEFT	35	36	37
		THROUGH	0	0	0
		RIGHT	3	3	3
	WB	LEFT	0	0	0
		THROUGH	0	0	0
	RIGHT	0	0	0	

NELSON & POPE

PM PEAK HOUR

Project Name: Breezy Hill
N&P Project No. 17060

OTHER
PLANNED
PROJECTS

		Splash Splash Adjustment	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
		VOL	
ENTER		25	
EXIT		1265	
TOTAL			1290

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	SUBTOTAL VOL
MIDDLE COUNTRY ROAD AT MANOR ROAD 1	NB	LEFT		30	380	380
		THROUGH			0	0
		RIGHT		70	886	886
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT	30		8	8
	WB	LEFT	70		18	18
		THROUGH			0	0
		RIGHT			0	0
MANOR ROAD AT TWOMEY AVENUE 2	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
MANOR ROAD AT MIDDLE ROAD 3	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
MANOR ROAD AT SITE ACCESS 4	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0

NELSON & POPE

PM PEAK HOUR

Project Name: Breezy Hill
N&P Project No. 17060

OTHER
PLANNED
PROJECTS

		Splash Splash Adjustment	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
	VOL		
ENTER	25		
EXIT	1265		
TOTAL	1290		

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	SUBTOTAL VOL
MIDDLE ROAD AT SITE ACCESS 5	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
MIDDLE COUNTRY ROAD AT EDWARDS AVENUE 6	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT	3		1	1
	SB	LEFT	2		1	1
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH	25		6	6
		RIGHT			0	0
	WB	LEFT		3	38	38
		THROUGH		25	316	316
		RIGHT		2	25	25
EDWARDS AVENUE AT RILEY AVENUE 7	NB	LEFT			0	0
		THROUGH		2	25	25
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH	2		1	1
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
MIDDLE ROAD AT DEEP HOLE ROAD 8	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0

NELSON & POPE

PM PEAK HOUR
 Project Name: Breezy Hill
 N&P Project No. 17060

TRUCKS			EMPLOYEES			SUBTOTAL TRAFFIC GENERATED
	VOL			VOL		
ENTER	5		ENTER	1		
EXIT	5		EXIT	4		
TOTAL	10		TOTAL	5		

LOCATION	DIR	MVMT	%EN	%EX	TRUCKS			EMPLOYEES			
					1 VOL	%EN	%EX	1 VOL	%EN	%EX	
MIDDLE COUNTRY ROAD AT MANOR ROAD 1	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT		80		4		70	2		6
		THROUGH				0			0		0
		RIGHT		20		1		30	1		2
	EB	LEFT		20		1		30	0		1
		THROUGH				0			0		0
		RIGHT				0			0		0
	WB	LEFT				0			0		0
		THROUGH				0			0		0
		RIGHT		80		4		70	0		4
MANOR ROAD AT TWOMEY AVENUE 2	NB	LEFT			0			0			0
		THROUGH			0			0			0
		RIGHT			0			0			0
	SB	LEFT				0			0		0
		THROUGH				0			0		0
		RIGHT				0			0		0
	EB	LEFT				0			0		0
		THROUGH		100		5		100	1		6
		RIGHT				0			0		0
	WB	LEFT				0			0		0
		THROUGH			100	5		100	4		9
		RIGHT				0			0		0
MANOR ROAD AT MIDDLE ROAD 3	NB	LEFT			0		100	4		4	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	SB	LEFT				0			0		0
		THROUGH				0			0		0
		RIGHT				0			0		0
	EB	LEFT				0			0		0
		THROUGH				0			0		0
		RIGHT				0	100		1		1
	WB	LEFT				0			0		0
		THROUGH				0			0		0
		RIGHT				0			0		0
MANOR ROAD AT SITE ACCESS 4	NB	LEFT		100	5			0		5	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	SB	LEFT				0			0		0
		THROUGH				0			0		0
		RIGHT				0			0		0
	EB	LEFT				0			0		0
		THROUGH				0	100		1		1
		RIGHT		100		5			0		5
	WB	LEFT				0			0		0
		THROUGH				0		100	4		4
		RIGHT				0			0		0
MIDDLE ROAD AT SITE ACCESS 5	NB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0			0		0	
	SB	LEFT				0			0		0
		THROUGH				0			0		0
		RIGHT				0	100		1		1
	EB	LEFT				0		100	4		4
		THROUGH				0			0		0
		RIGHT				0			0		0
	WB	LEFT				0			0		0
		THROUGH				0			0		0
		RIGHT				0			0		0
MIDDLE COUNTRY ROAD AT EDWARDS AVENUE 6	NB	LEFT			0			0		0	
		THROUGH			0			0		0	
		RIGHT			0	3			0		0
	SB	LEFT				0	7		0		0
		THROUGH				0			0		0
		RIGHT				0			0		0
	EB	LEFT				0			0		0
		THROUGH		20		1		20	0		1
		RIGHT				0			0		0
	WB	LEFT				0			3		0
		THROUGH			20	1		20	0		1
		RIGHT				0			7		0
EDWARDS AVENUE AT RILEY AVENUE 7	NB	LEFT			0			0		0	
		THROUGH			0	7			0		0
		RIGHT			0				0		0
	SB	LEFT				0			0		0
		THROUGH				0		7	0		0
		RIGHT				0			0		0
	EB	LEFT				0			0		0
		THROUGH				0			0		0
		RIGHT				0			0		0
	WB	LEFT				0			0		0
		THROUGH				0			0		0
		RIGHT				0			0		0
MIDDLE ROAD	LEFT				0			5		0	
	THROUGH				0			15		0	
	RIGHT				0			0		0	

NELSON & POPE

PM PEAK HOUR
 Project Name: Breezy Hill
 N&P Project No. 17060

TRUCKS			EMPLOYEES			SUBTOTAL TRAFFIC GENERATED
		VOL			VOL	
ENTER		5	ENTER		1	
EXIT		5	EXIT		4	
TOTAL		10	TOTAL		5	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	1 VOL	SUBTOTAL VOL
AT DEEP HOLE ROAD 8	SB	LEFT			0			0	0
		THROUGH			0	15		0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0	5		0	0
	WB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0

NELSON & POPE

PM PEAK HOUR

Project Name: Breezy Hill
N&P Project No. 17060

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
MIDDLE COUNTRY ROAD AT MANOR ROAD 1	NB	LEFT	382	0	382
		THROUGH	0	0	0
		RIGHT	892	0	892
	SB	LEFT	99	6	105
		THROUGH	0	0	0
		RIGHT	71	2	73
	EB	LEFT	53	1	54
		THROUGH	444	0	444
		RIGHT	8	0	8
	WB	LEFT	18	0	18
		THROUGH	682	0	682
		RIGHT	67	4	71
MANOR ROAD AT TWOMEY AVENUE 2	NB	LEFT	10	0	10
		THROUGH	2	0	2
		RIGHT	4	0	4
	SB	LEFT	6	0	6
		THROUGH	1	0	1
		RIGHT	32	0	32
	EB	LEFT	50	0	50
		THROUGH	68	6	74
		RIGHT	3	0	3
	WB	LEFT	2	0	2
		THROUGH	127	9	136
		RIGHT	6	0	6
MANOR ROAD AT MIDDLE ROAD 3	NB	LEFT	14	4	18
		THROUGH	9	0	9
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	9	0	9
		RIGHT	112	0	112
	EB	LEFT	70	0	70
		THROUGH	0	0	0
		RIGHT	8	1	9
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
MANOR ROAD AT SITE ACCESS 4	NB	LEFT	0	5	5
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	75	1	76
		RIGHT	0	5	5
	WB	LEFT	0	0	0
		THROUGH	136	4	140
		RIGHT	0	0	0

NELSON & POPE

PM PEAK HOUR

Project Name: Breezy Hill
 N&P Project No. 17060

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
MIDDLE ROAD AT SITE ACCESS 5	NB	LEFT	0	0	0
		THROUGH	20	0	20
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	11	0	11
		RIGHT	0	1	1
	EB	LEFT	0	4	4
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
MIDDLE COUNTRY ROAD AT EDWARDS AVENUE 6	NB	LEFT	112	0	112
		THROUGH	126	0	126
		RIGHT	38	0	38
	SB	LEFT	35	0	35
		THROUGH	198	0	198
		RIGHT	30	0	30
	EB	LEFT	37	0	37
		THROUGH	475	1	476
		RIGHT	104	0	104
	WB	LEFT	76	0	76
		THROUGH	1008	1	1009
		RIGHT	88	0	88
EDWARDS AVENUE AT RILEY AVENUE 7	NB	LEFT	0	0	0
		THROUGH	148	0	148
		RIGHT	76	0	76
	SB	LEFT	0	0	0
		THROUGH	199	0	199
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	58	0	58
		THROUGH	0	0	0
		RIGHT	0	0	0
MIDDLE ROAD AT DEEP HOLE ROAD 8	NB	LEFT	5	0	5
		THROUGH	73	0	73
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	102	0	102
		RIGHT	75	0	75
	EB	LEFT	37	0	37
		THROUGH	0	0	0
		RIGHT	3	0	3
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

SATURDAY PEAK HOUR

Project Name: Breezy Hill
N&P Project No. 17060

GROWTH FACTOR: 1.30%
NO. OF YEARS: 2
GROWTH RATE: 1.027

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
MIDDLE COUNTRY ROAD AT MANOR ROAD 1	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	2	3	3
	SB	LEFT	65	68	70
		THROUGH	0	0	0
		RIGHT	57	60	62
	EB	LEFT	39	41	42
		THROUGH	575	599	615
		RIGHT	0	0	0
	WB	LEFT	1	2	2
		THROUGH	534	557	572
		RIGHT	65	68	70
MANOR ROAD AT TWOMEY AVENUE 2	NB	LEFT	11	12	12
		THROUGH	0	0	0
		RIGHT	6	7	7
	SB	LEFT	6	7	7
		THROUGH	1	2	2
		RIGHT	38	40	41
	EB	LEFT	45	47	48
		THROUGH	61	64	66
		RIGHT	3	4	4
	WB	LEFT	3	4	4
		THROUGH	83	87	89
		RIGHT	9	10	10
MANOR ROAD AT MIDDLE ROAD 3	NB	LEFT	8	9	9
		THROUGH	2	3	3
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	3	4	4
		RIGHT	85	89	91
	EB	LEFT	69	72	74
		THROUGH	0	0	0
		RIGHT	2	3	3
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
MANOR ROAD AT SITE ACCESS 4	NB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	73	77	79
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	95	99	102
		RIGHT	0	0	0

NELSON & POPE

SATURDAY PEAK HOUR

Project Name: Breezy Hill
N&P Project No. 17060

GROWTH FACTOR: 1.30%
NO. OF YEARS: 2
GROWTH RATE: 1.027

LOCATION	DIR	MVMT	EXISTING VOLUME	SEASONALLY ADJUSTED VOLUMES	AMBIENT NO BUILD VOLUME
MIDDLE ROAD AT SITE ACCESS 5	NB	LEFT	0	0	0
		THROUGH	10	11	11
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	5	6	6
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
MIDDLE COUNTRY ROAD AT EDWARDS AVENUE 6	NB	LEFT	98	103	106
		THROUGH	196	205	211
		RIGHT	47	49	50
	SB	LEFT	59	62	64
		THROUGH	152	159	163
		RIGHT	58	61	63
	EB	LEFT	43	45	46
		THROUGH	587	612	629
		RIGHT	107	112	115
	WB	LEFT	44	46	47
		THROUGH	528	550	565
		RIGHT	85	89	91
EDWARDS AVENUE AT RILEY AVENUE 7	NB	LEFT	0	0	0
		THROUGH	225	235	241
		RIGHT	80	84	86
	SB	LEFT	3	4	4
		THROUGH	169	177	182
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	82	86	88
		THROUGH	0	0	0
		RIGHT	5	6	6
MIDDLE ROAD AT DEEP HOLE ROAD 8	NB	LEFT	3	4	4
		THROUGH	110	115	118
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	94	98	101
		RIGHT	80	84	86
	EB	LEFT	63	66	68
		THROUGH	0	0	0
		RIGHT	9	10	10
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

NELSON & POPE

SATURDAY PEAK HOUR

Project Name: Breezy Hill
N&P Project No. 17060

OTHER
PLANNED
PROJECTS

	Splash Splash Adjustment	
	VOL	
ENTER	506	
EXIT	51	
TOTAL	557	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
MIDDLE COUNTRY ROAD AT MANOR ROAD 1	NB	LEFT		30	15	15
		THROUGH			0	0
		RIGHT		70	36	36
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT	30		152	152
	WB	LEFT	70		354	354
		THROUGH			0	0
		RIGHT			0	0
MANOR ROAD AT TWOMEY AVENUE 2	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
MANOR ROAD AT MIDDLE ROAD 3	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
MANOR ROAD AT SITE ACCESS 4	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0

NELSON & POPE

SATURDAY PEAK HOUR

Project Name: Breezy Hill
N&P Project No. 17060

OTHER
PLANNED
PROJECTS

		Splash Splash Adjustment	SUBTOTAL TRAFFIC GENERATED BY OTHER PROJECTS
		VOL	
ENTER		506	
EXIT		51	
TOTAL		557	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	SUBTOTAL VOL
MIDDLE ROAD AT SITE ACCESS 5	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
MIDDLE COUNTRY ROAD AT EDWARDS AVENUE 6	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT	3		15	15
	SB	LEFT	2		10	10
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH	25		127	127
		RIGHT			0	0
	WB	LEFT		3	2	2
		THROUGH		25	13	13
		RIGHT		2	1	1
EDWARDS AVENUE AT RILEY AVENUE 7	NB	LEFT			0	0
		THROUGH		2	1	1
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH	2		10	10
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
MIDDLE ROAD AT DEEP HOLE ROAD 8	NB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	SB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	EB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0
	WB	LEFT			0	0
		THROUGH			0	0
		RIGHT			0	0

NELSON & POPE

SATURDAY PEAK HOUR
 Project Name: Breezy Hill
 N&P Project No. 17060

TRUCKS			EMPLOYEES			SUBTOTAL TRAFFIC GENERATED
	ENTER	VOL		ENTER	VOL	
	EXIT	5		EXIT	4	
	TOTAL	10		TOTAL	8	

LOCATION	DIR	MVMT	%EN	%EX	TRUCKS		EMPLOYEES		SUBTOTAL VOL	
					1 VOL	1 VOL				
MIDDLE COUNTRY ROAD AT MANOR ROAD 1	NB	LEFT			0			0	0	
		THROUGH			0			0	0	
		RIGHT			0			0	0	
	SB	LEFT		80		4		70	2	6
		THROUGH				0			0	0
		RIGHT		20		1		30	1	2
	EB	LEFT		20		1		30	1	2
		THROUGH				0			0	0
		RIGHT				0			0	0
	WB	LEFT				0			0	0
		THROUGH				0			0	0
		RIGHT		80		4		70	2	6
MANOR ROAD AT TWOMEY AVENUE 2	NB	LEFT			0			0	0	
		THROUGH			0			0	0	
		RIGHT			0			0	0	
	SB	LEFT				0			0	0
		THROUGH				0			0	0
		RIGHT				0			0	0
	EB	LEFT				0			0	0
		THROUGH		100		5		100	4	9
		RIGHT				0			0	0
	WB	LEFT				0			0	0
		THROUGH			100	5		100	4	9
		RIGHT				0			0	0
MANOR ROAD AT MIDDLE ROAD 3	NB	LEFT			0		100	4	4	
		THROUGH			0			0	0	
		RIGHT			0			0	0	
	SB	LEFT				0			0	0
		THROUGH				0			0	0
		RIGHT				0			0	0
	EB	LEFT				0			0	0
		THROUGH				0			0	0
		RIGHT				0	100		4	4
	WB	LEFT				0			0	0
		THROUGH				0			0	0
		RIGHT				0			0	0
MANOR ROAD AT SITE ACCESS 4	NB	LEFT		100	5			0	5	
		THROUGH			0			0	0	
		RIGHT			0			0	0	
	SB	LEFT				0			0	0
		THROUGH				0			0	0
		RIGHT				0			0	0
	EB	LEFT				0			0	0
		THROUGH				0	100		4	4
		RIGHT		100		5			0	5
	WB	LEFT				0			0	0
		THROUGH				0	100		4	4
		RIGHT				0			0	0
MIDDLE ROAD AT SITE ACCESS 5	NB	LEFT			0			0	0	
		THROUGH			0			0	0	
		RIGHT			0			0	0	
	SB	LEFT				0			0	0
		THROUGH				0			0	0
		RIGHT				0	100		4	4
	EB	LEFT				0		100	4	4
		THROUGH				0			0	0
		RIGHT				0			0	0
	WB	LEFT				0			0	0
		THROUGH				0			0	0
		RIGHT				0			0	0
MIDDLE COUNTRY ROAD AT EDWARDS AVENUE 6	NB	LEFT			0			0	0	
		THROUGH			0			0	0	
		RIGHT			0	3			0	0
	SB	LEFT				0	7		0	0
		THROUGH				0			0	0
		RIGHT				0			0	0
	EB	LEFT				0			0	0
		THROUGH		20		1		20	0	1
		RIGHT				0			0	0
	WB	LEFT				0		3	0	0
		THROUGH			20	1		20	0	1
		RIGHT				0		7	0	0
EDWARDS AVENUE AT RILEY AVENUE 7	NB	LEFT			0			0	0	
		THROUGH			0	7			0	0
		RIGHT			0				0	0
	SB	LEFT				0			0	0
		THROUGH				0		7	0	0
		RIGHT				0			0	0
	EB	LEFT				0			0	0
		THROUGH				0			0	0
		RIGHT				0			0	0
	WB	LEFT				0			0	0
		THROUGH				0			0	0
		RIGHT				0			0	0
MIDDLE ROAD	LEFT				0		5	0	0	
	THROUGH				0		15	0	0	
	RIGHT				0			0	0	

NELSON & POPE

SATURDAY PEAK HOUR
 Project Name: Breezy Hill
 N&P Project No. 17060

TRUCKS			EMPLOYEES			SUBTOTAL TRAFFIC GENERATED
		VOL			VOL	
ENTER		5	ENTER		4	
EXIT		5	EXIT		4	
TOTAL		10	TOTAL		8	

LOCATION	DIR	MVMT	%EN	%EX	1 VOL	%EN	%EX	1 VOL	SUBTOTAL VOL
AT DEEP HOLE ROAD 8	SB	LEFT			0			0	0
		THROUGH			0	15		0	0
		RIGHT			0			0	0
	EB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0	5		0	0
	WB	LEFT			0			0	0
		THROUGH			0			0	0
		RIGHT			0			0	0

NELSON & POPE

SATURDAY PEAK HOUR

Project Name: Breezy Hill

N&P Project No. 17060

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
MIDDLE COUNTRY ROAD AT MANOR ROAD 1	NB	LEFT	15	0	15
		THROUGH	0	0	0
		RIGHT	39	0	39
	SB	LEFT	70	6	76
		THROUGH	0	0	0
		RIGHT	62	2	64
	EB	LEFT	42	2	44
		THROUGH	615	0	615
		RIGHT	152	0	152
	WB	LEFT	356	0	356
		THROUGH	572	0	572
		RIGHT	70	6	76
MANOR ROAD AT TWOMEY AVENUE 2	NB	LEFT	12	0	12
		THROUGH	0	0	0
		RIGHT	7	0	7
	SB	LEFT	7	0	7
		THROUGH	2	0	2
		RIGHT	41	0	41
	EB	LEFT	48	0	48
		THROUGH	66	9	75
		RIGHT	4	0	4
	WB	LEFT	4	0	4
		THROUGH	89	9	98
		RIGHT	10	0	10
MANOR ROAD AT MIDDLE ROAD 3	NB	LEFT	9	4	13
		THROUGH	3	0	3
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	4	0	4
		RIGHT	91	0	91
	EB	LEFT	74	0	74
		THROUGH	0	0	0
		RIGHT	3	4	7
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
MANOR ROAD AT SITE ACCESS 4	NB	LEFT	0	5	5
		THROUGH	0	0	0
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	79	4	83
		RIGHT	0	5	5
	WB	LEFT	0	0	0
		THROUGH	102	4	106
		RIGHT	0	0	0

NELSON & POPE

SATURDAY PEAK HOUR

Project Name: Breezy Hill

N&P Project No. 17060

LOCATION	DIR	MVMT	SUBTOTAL NO BUILD VOLUME	TRAFFIC GENERATED BY PROPOSED PROJECT	TOTAL BUILD VOLUME
MIDDLE ROAD AT SITE ACCESS 5	NB	LEFT	0	0	0
		THROUGH	11	0	11
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	6	0	6
		RIGHT	0	4	4
	EB	LEFT	0	4	4
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
MIDDLE COUNTRY ROAD AT EDWARDS AVENUE 6	NB	LEFT	106	0	106
		THROUGH	211	0	211
		RIGHT	65	0	65
	SB	LEFT	74	0	74
		THROUGH	163	0	163
		RIGHT	63	0	63
	EB	LEFT	46	0	46
		THROUGH	756	1	757
		RIGHT	115	0	115
	WB	LEFT	49	0	49
		THROUGH	578	1	579
		RIGHT	92	0	92
EDWARDS AVENUE AT RILEY AVENUE 7	NB	LEFT	0	0	0
		THROUGH	242	0	242
		RIGHT	86	0	86
	SB	LEFT	4	0	4
		THROUGH	192	0	192
		RIGHT	0	0	0
	EB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0
	WB	LEFT	88	0	88
		THROUGH	0	0	0
		RIGHT	6	0	6
MIDDLE ROAD AT DEEP HOLE ROAD 8	NB	LEFT	4	0	4
		THROUGH	118	0	118
		RIGHT	0	0	0
	SB	LEFT	0	0	0
		THROUGH	101	0	101
		RIGHT	86	0	86
	EB	LEFT	68	0	68
		THROUGH	0	0	0
		RIGHT	10	0	10
	WB	LEFT	0	0	0
		THROUGH	0	0	0
		RIGHT	0	0	0

APPENDIX B – Levels of Service Descriptions

LEVEL OF SERVICE: SIGNALIZED INTERSECTIONS

Level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The levels of service range between level of service A (relatively congestion-free) and level of service F (congested).

The delay experienced by a motorist is made up of a number of factors that relate to control, geometry, traffic, and incidents at an intersection. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during ideal conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of any incidents, and when there are no other vehicles on the road. The portion of the total delay attributed to the control facility is called the control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Control delay may also be referred to as signal delay for signalized intersections.

Level of service criteria for signalized intersections is determined in terms of the average control delay per vehicle. The following average control delays are used to determine approach levels of service:

Level of Service A	[10.0 seconds per vehicle
Level of Service B	> 10.0 and [20.0 seconds per vehicle
Level of Service C	> 20.0 and [35.0 seconds per vehicle
Level of Service D	> 35.0 and [55.0 seconds per vehicle
Level of Service E	> 55.0 and [80.0 seconds per vehicle
Level of Service F	> 80.0 seconds per vehicle

Level of Service A describes operations with very low control delay. This occurs when progression is extremely favorable; most vehicles arrive during the green phase and 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 at this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.

Level of Service D At this level, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths or high volume-to-capacity ratios. The proportion of stopping vehicles increases. 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 occur frequently.

Level of Service F is considered unacceptable to most drivers. This condition often occurs with over saturation, 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.

LEVEL OF SERVICE: TWO WAY STOP CONTROLLED INTERSECTIONS

The quality of traffic service at a two-way stop controlled, or “TWSC,” intersection is measured according to the level of service and capacity of individual legs. The level of service ranges from LOS A to LOS F, just as with signalized intersections.

The right of way at the TWSC intersection is controlled by stop signs on two opposing legs of an intersection (on one leg of a “T”-type intersection). The capacity of a controlled leg 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 a TWSC intersection is determined by the computed or measured control delay and is defined for each minor movement. Level of service is not defined for the intersection as a whole. The delay experienced by a motorist is made up of a number of factors that relate to control, geometry, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during conditions with ideal geometry and in the absence of incidents, control, and traffic. This program only quantifies that portion of the total delay attributed to traffic control measures, either traffic signals or stop signs. This delay is called control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration. Average control delay for any particular minor movement is a function of the approach and the degree of saturation.

The expectation is that TWSC intersections are designed to carry smaller traffic volumes than signalized intersections. Therefore, the delay threshold times are lower for the same LOS grades. The following average control delays are used to determine approach levels of service:

Level of Service A	[10 seconds per vehicle
Level of Service B	> 10 and [15 seconds per vehicle
Level of Service C	> 15 and [25 seconds per vehicle
Level of Service D	> 25 and [35 seconds per vehicle
Level of Service E	> 35 and [50 seconds per vehicle
Level of Service F	> 50 seconds per vehicle

APPENDIX C – Capacity Analyses Worksheets

Summer No Build Conditions

HCM Unsignalized Intersection Capacity Analysis

1: MIDDLE RD & DEEP HOLE RD

01/17/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	72	7	4	48	63	43
Future Volume (Veh/h)	72	7	4	48	63	43
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.82	0.82	0.73	0.73
Hourly flow rate (vph)	84	8	5	59	86	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	184	116	145			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	184	116	145			
tC, single (s)	6.4	6.2	4.6			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.7			
p0 queue free %	90	99	100			
cM capacity (veh/h)	801	942	1190			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	92	64	145			
Volume Left	84	5	0			
Volume Right	8	0	59			
cSH	812	1190	1700			
Volume to Capacity	0.11	0.00	0.09			
Queue Length 95th (ft)	10	0	0			
Control Delay (s)	10.0	0.7	0.0			
Lane LOS	A	A				
Approach Delay (s)	10.0	0.7	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			17.0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: MIDDLE RD & MANOR RD

01/17/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	47	10	18	1	3	72
Future Volume (Veh/h)	47	10	18	1	3	72
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.73	0.73	0.85	0.85	0.92	0.92
Hourly flow rate (vph)	64	14	21	1	3	78
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	85	42	81			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	85	42	81			
tC, single (s)	6.5	6.5	4.7			
tC, 2 stage (s)						
tF (s)	3.6	3.6	2.8			
p0 queue free %	93	99	98			
cM capacity (veh/h)	870	947	1211			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	78	22	81			
Volume Left	64	21	0			
Volume Right	14	0	78			
cSH	883	1211	1700			
Volume to Capacity	0.09	0.02	0.05			
Queue Length 95th (ft)	7	1	0			
Control Delay (s)	9.5	7.7	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.5	7.7	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			5.0			
Intersection Capacity Utilization			17.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: TWOMEY AVE & MANOR ROAD/MANOR RD

01/17/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	29	44	7	4	82	6	4	2	7	4	0	54
Future Volume (Veh/h)	29	44	7	4	82	6	4	2	7	4	0	54
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.81	0.81	0.81	0.60	0.60	0.60	0.72	0.72	0.72
Hourly flow rate (vph)	41	63	10	5	101	7	7	3	12	6	0	75
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	108			73			340	268	68	278	270	104
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	108			73			340	268	68	278	270	104
tC, single (s)	4.3			4.3			7.6	6.5	6.5	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			4.0	4.0	3.6	3.5	4.0	3.4
p0 queue free %	97			100			99	100	99	99	100	92
cM capacity (veh/h)	1378			1393			478	620	915	650	619	934
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	114	113	22	81								
Volume Left	41	5	7	6								
Volume Right	10	7	12	75								
cSH	1378	1393	675	905								
Volume to Capacity	0.03	0.00	0.03	0.09								
Queue Length 95th (ft)	2	0	3	7								
Control Delay (s)	2.9	0.4	10.5	9.4								
Lane LOS	A	A	B	A								
Approach Delay (s)	2.9	0.4	10.5	9.4								
Approach LOS			B	A								
Intersection Summary												
Average Delay			4.1									
Intersection Capacity Utilization			21.4%	ICU Level of Service		A						
Analysis Period (min)			15									

Timings

4: SPLISH SPLASH DR/MANOR RD & MIDDLE COUNTRY RD/W MAIN ST

01/17/2022

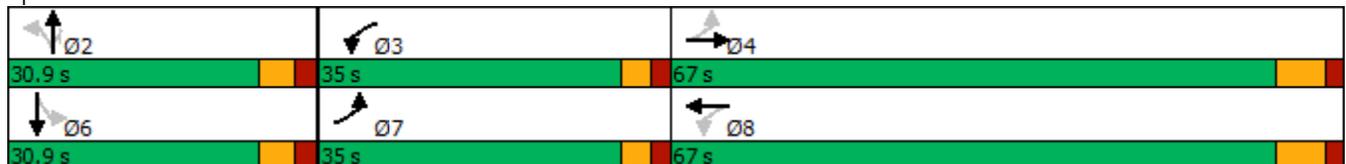


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗		↖	↗		↕
Traffic Volume (vph)	47	694	543	346	16	1	36	85	1
Future Volume (vph)	47	694	543	346	16	1	36	85	1
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	3.0	15.0	3.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	22.0	8.0	22.0	25.9	25.9	25.9	25.9	25.9
Total Split (s)	35.0	67.0	35.0	67.0	30.9	30.9	30.9	30.9	30.9
Total Split (%)	26.3%	50.4%	26.3%	50.4%	23.3%	23.3%	23.3%	23.3%	23.3%
Yellow Time (s)	3.0	5.0	3.0	5.0	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	5.0	7.0	5.0	7.0		5.9	5.9		5.9
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effect Green (s)	68.6	60.1	97.1	85.8		18.5	18.5		18.5
Actuated g/C Ratio	0.54	0.48	0.77	0.68		0.15	0.15		0.15
v/c Ratio	0.10	1.13	1.18	0.35		0.16	0.24		0.78
Control Delay	8.1	105.5	136.1	11.0		48.0	11.6		70.5
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	8.1	105.5	136.1	11.0		48.0	11.6		70.5
LOS	A	F	F	B		D	B		E
Approach Delay		100.9		84.7		23.3			70.5
Approach LOS		F		F		C			E

Intersection Summary

Cycle Length: 132.9	
Actuated Cycle Length: 126.5	
Natural Cycle: 150	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 88.2	Intersection LOS: F
Intersection Capacity Utilization 110.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 4: SPLISH SPLASH DR/MANOR RD & MIDDLE COUNTRY RD/W MAIN ST



Timings

5: EDWARDS AVE & MIDDLE COUNTRY RD /MIDDLE COUNTRY RD

01/17/2022

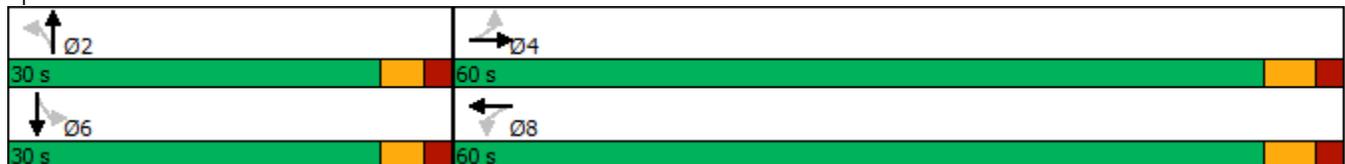


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	33	819	46	309	66	114	58	136
Future Volume (vph)	33	819	46	309	66	114	58	136
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	42.0	42.0	42.0	42.0	10.0	10.0	10.0	10.0
Minimum Split (s)	47.5	47.5	47.5	47.5	23.0	23.0	23.0	23.0
Total Split (s)	60.0	60.0	60.0	60.0	30.0	30.0	30.0	30.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	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
Total Lost Time (s)		5.5		5.5		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	None	None	None	None
Act Effect Green (s)		54.6		54.6		21.4		21.4
Actuated g/C Ratio		0.63		0.63		0.25		0.25
v/c Ratio		1.00		0.51		0.79		0.87
Control Delay		45.9		12.0		46.5		55.8
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		45.9		12.0		46.5		55.8
LOS		D		B		D		E
Approach Delay		45.9		12.0		46.5		55.8
Approach LOS		D		B		D		E

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 86.5	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 40.5	Intersection LOS: D
Intersection Capacity Utilization 85.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: EDWARDS AVE & MIDDLE COUNTRY RD /MIDDLE COUNTRY RD



HCM Unsignalized Intersection Capacity Analysis

6: EDWARDS AVE & RILEY AVE

01/17/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	73	0	101	85	1	157
Future Volume (Veh/h)	73	0	101	85	1	157
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.57	0.57	0.72	0.72	0.84	0.84
Hourly flow rate (vph)	128	0	140	118	1	187
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)	756					
pX, platoon unblocked						
vC, conflicting volume	388	199			258	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	388	199			258	
tC, single (s)	6.7	6.2			5.1	
tC, 2 stage (s)						
tF (s)	3.7	3.3			3.1	
p0 queue free %	78	100			100	
cM capacity (veh/h)	569	847			899	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	128	258	188			
Volume Left	128	0	1			
Volume Right	0	118	0			
cSH	569	1700	899			
Volume to Capacity	0.22	0.15	0.00			
Queue Length 95th (ft)	21	0	0			
Control Delay (s)	13.2	0.0	0.1			
Lane LOS	B		A			
Approach Delay (s)	13.2	0.0	0.1			
Approach LOS	B					
Intersection Summary						
Average Delay			3.0			
Intersection Capacity Utilization			21.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1: MIDDLE RD & DEEP HOLE RD

01/17/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	37	3	5	73	102	75
Future Volume (Veh/h)	37	3	5	73	102	75
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.73	0.73	0.70	0.70	0.74	0.73
Hourly flow rate (vph)	51	4	7	104	138	103
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	308	190	241			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	308	190	241			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	100	99			
cM capacity (veh/h)	685	857	1337			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	55	111	241			
Volume Left	51	7	0			
Volume Right	4	0	103			
cSH	695	1337	1700			
Volume to Capacity	0.08	0.01	0.14			
Queue Length 95th (ft)	6	0	0			
Control Delay (s)	10.6	0.5	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.6	0.5	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization			19.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: MIDDLE RD & MANOR RD

01/17/2022

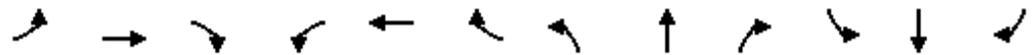


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	70	8	14	9	9	112
Future Volume (Veh/h)	70	8	14	9	9	112
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.92	0.92	0.66	0.66
Hourly flow rate (vph)	80	9	15	10	14	170
Pedestrians						
Lane Width (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	139	99	184			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	139	99	184			
tC, single (s)	6.4	6.6	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.6	2.3			
p0 queue free %	91	99	99			
cM capacity (veh/h)	842	867	1355			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	89	25	184			
Volume Left	80	15	0			
Volume Right	9	0	170			
cSH	845	1355	1700			
Volume to Capacity	0.11	0.01	0.11			
Queue Length 95th (ft)	9	1	0			
Control Delay (s)	9.8	4.6	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.8	4.6	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.3			
Intersection Capacity Utilization			23.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: TWOMEY AVE & MANOR ROAD/MANOR RD

01/17/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	50	68	3	2	127	6	10	2	4	6	1	32
Future Volume (Veh/h)	50	68	3	2	127	6	10	2	4	6	1	32
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.74	0.74	0.74	0.50	0.50	0.50	0.77	0.77	0.77
Hourly flow rate (vph)	57	77	3	3	172	8	20	4	8	8	1	42
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	180			80			417	378	78	384	376	176
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	180			80			417	378	78	384	376	176
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.4	7.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.8	4.9	3.4
p0 queue free %	96			100			96	99	99	98	100	95
cM capacity (veh/h)	1396			1531			505	533	988	498	411	854
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	137	183	32	51								
Volume Left	57	3	20	8								
Volume Right	3	8	8	42								
cSH	1396	1531	579	754								
Volume to Capacity	0.04	0.00	0.06	0.07								
Queue Length 95th (ft)	3	0	4	5								
Control Delay (s)	3.4	0.1	11.6	10.1								
Lane LOS	A	A	B	B								
Approach Delay (s)	3.4	0.1	11.6	10.1								
Approach LOS			B	B								
Intersection Summary												
Average Delay			3.4									
Intersection Capacity Utilization			27.0%		ICU Level of Service				A			
Analysis Period (min)			15									

Timings

4: SPLISH SPLASH DR/MANOR RD & MIDDLE COUNTRY RD/W MAIN ST

01/17/2022

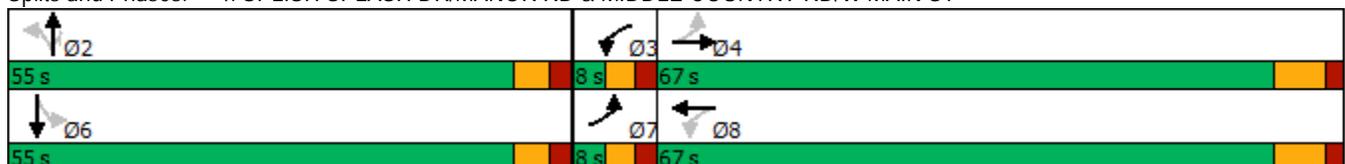


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗		↖	↗		↕
Traffic Volume (vph)	53	444	18	682	382	0	892	99	0
Future Volume (vph)	53	444	18	682	382	0	892	99	0
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	3.0	15.0	3.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	22.0	8.0	22.0	25.9	25.9	25.9	25.9	25.9
Total Split (s)	8.0	67.0	8.0	67.0	55.0	55.0	55.0	55.0	55.0
Total Split (%)	6.2%	51.5%	6.2%	51.5%	42.3%	42.3%	42.3%	42.3%	42.3%
Yellow Time (s)	3.0	5.0	3.0	5.0	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	5.0	7.0	5.0	7.0		5.9	5.9		5.9
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effct Green (s)	64.2	60.5	63.3	58.9		49.2	49.2		49.2
Actuated g/C Ratio	0.50	0.48	0.50	0.46		0.39	0.39		0.39
v/c Ratio	0.55	0.53	0.06	0.96		0.75	1.46		0.54
Control Delay	36.6	26.5	14.6	55.3		44.8	246.9		25.2
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	36.6	26.5	14.6	55.3		44.8	246.9		25.2
LOS	D	C	B	E		D	F		C
Approach Delay		27.5		54.3		186.3			25.2
Approach LOS		C		D		F			C

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 127.3
 Natural Cycle: 150
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.46
 Intersection Signal Delay: 106.6
 Intersection LOS: F
 Intersection Capacity Utilization 104.6%
 ICU Level of Service G
 Analysis Period (min) 15

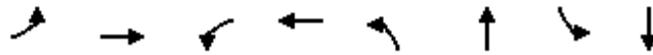
Splits and Phases: 4: SPLISH SPLASH DR/MANOR RD & MIDDLE COUNTRY RD/W MAIN ST



Timings

5: EDWARDS AVE & MIDDLE COUNTRY RD

01/17/2022

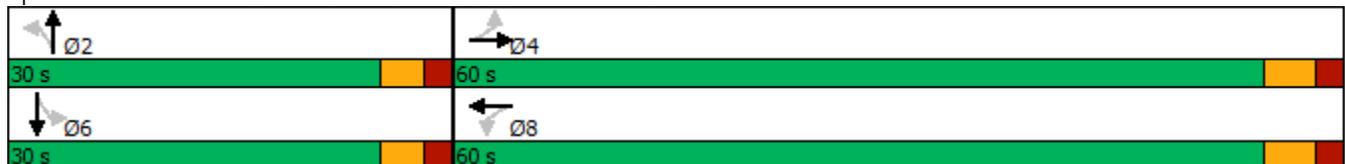


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	37	475	76	1008	112	126	35	198
Future Volume (vph)	37	475	76	1008	112	126	35	198
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	42.0	42.0	42.0	42.0	10.0	10.0	10.0	10.0
Minimum Split (s)	47.5	47.5	47.5	47.5	23.0	23.0	23.0	23.0
Total Split (s)	60.0	60.0	60.0	60.0	30.0	30.0	30.0	30.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	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
Total Lost Time (s)		5.5		5.5		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	None	None	None	None
Act Effect Green (s)		54.6		54.6		23.5		23.5
Actuated g/C Ratio		0.62		0.62		0.27		0.27
v/c Ratio		0.67		1.20		0.92		0.66
Control Delay		15.5		118.6		65.4		36.3
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		15.5		118.6		65.4		36.3
LOS		B		F		E		D
Approach Delay		15.5		118.6		65.4		36.3
Approach LOS		B		F		E		D

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 88.6	
Natural Cycle: 130	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.20	
Intersection Signal Delay: 75.6	Intersection LOS: E
Intersection Capacity Utilization 124.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 5: EDWARDS AVE & MIDDLE COUNTRY RD



HCM Unsignalized Intersection Capacity Analysis

6: EDWARDS AVE & RILEY AVE

01/17/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	58	0	148	76	0	199
Future Volume (Veh/h)	58	0	148	76	0	199
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.83	0.83	0.89	0.89
Hourly flow rate (vph)	64	0	178	92	0	224
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)	755					
pX, platoon unblocked						
vC, conflicting volume	448	224			270	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	448	224			270	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	89	100			100	
cM capacity (veh/h)	572	820			1254	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	64	270	224			
Volume Left	64	0	0			
Volume Right	0	92	0			
cSH	572	1700	1254			
Volume to Capacity	0.11	0.16	0.00			
Queue Length 95th (ft)	9	0	0			
Control Delay (s)	12.1	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	12.1	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			22.4%	ICU Level of Service	A	
Analysis Period (min)			15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	68	10	4	118	101	86
Future Volume (Veh/h)	68	10	4	118	101	86
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.83	0.83	0.71	0.71
Hourly flow rate (vph)	72	11	5	142	142	121
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	354	202	263			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	354	202	263			
tC, single (s)	6.4	6.2	4.4			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.5			
p0 queue free %	89	99	100			
cM capacity (veh/h)	641	843	1141			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	83	147	263			
Volume Left	72	5	0			
Volume Right	11	0	121			
cSH	662	1141	1700			
Volume to Capacity	0.13	0.00	0.15			
Queue Length 95th (ft)	11	0	0			
Control Delay (s)	11.2	0.3	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.2	0.3	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utilization			21.6%	ICU Level of Service	A	
Analysis Period (min)			15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	74	3	9	3	4	91
Future Volume (Veh/h)	74	3	9	3	4	91
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.66	0.66	0.62	0.62	0.79	0.79
Hourly flow rate (vph)	112	5	15	5	5	115
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	98	62	120			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	98	62	120			
tC, single (s)	6.4	6.7	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.8	2.2			
p0 queue free %	87	99	99			
cM capacity (veh/h)	895	883	1480			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	117	20	120			
Volume Left	112	15	0			
Volume Right	5	0	115			
cSH	894	1480	1700			
Volume to Capacity	0.13	0.01	0.07			
Queue Length 95th (ft)	11	1	0			
Control Delay (s)	9.6	5.6	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.6	5.6	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			4.8			
Intersection Capacity Utilization			18.3%	ICU Level of Service	A	
Analysis Period (min)			15			

Breezy Hill
3: TWOMEY AVE & MANOR ROAD/MANOR RD

SAT Summer Peak_No Build
04/16/2020 11:59 pm



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	48	66	4	4	89	10	12	0	7	7	2	41
Future Volume (Veh/h)	48	66	4	4	89	10	12	0	7	7	2	41
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.88	0.88	0.88	0.61	0.61	0.61	0.62	0.62	0.62
Hourly flow rate (vph)	69	94	6	5	101	11	20	0	11	11	3	66
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	112			100			419	357	97	362	354	106
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	112			100			419	357	97	362	354	106
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.3	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.7	4.0	3.4
p0 queue free %	95			100			96	100	99	98	99	93
cM capacity (veh/h)	1465			1505			487	544	965	538	545	926
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	169	117	31	80								
Volume Left	69	5	20	11								
Volume Right	6	11	11	66								
cSH	1465	1505	591	823								
Volume to Capacity	0.05	0.00	0.05	0.10								
Queue Length 95th (ft)	4	0	4	8								
Control Delay (s)	3.3	0.3	11.4	9.8								
Lane LOS	A	A	B	A								
Approach Delay (s)	3.3	0.3	11.4	9.8								
Approach LOS			B	A								
Intersection Summary												
Average Delay			4.4									
Intersection Capacity Utilization			23.3%	ICU Level of Service	A							
Analysis Period (min)			15									

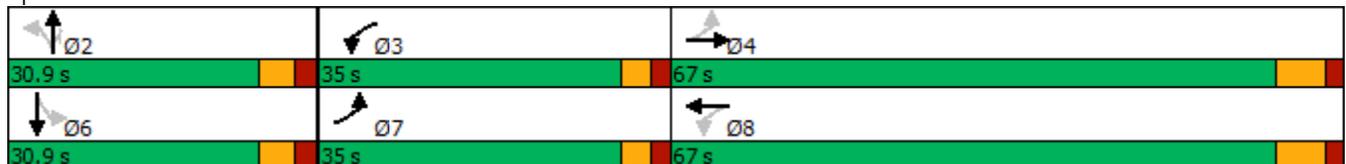


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗		↖	↗		↕
Traffic Volume (vph)	42	615	356	572	15	0	39	70	0
Future Volume (vph)	42	615	356	572	15	0	39	70	0
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	3.0	15.0	3.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	22.0	8.0	22.0	25.9	25.9	25.9	25.9	25.9
Total Split (s)	35.0	67.0	35.0	67.0	30.9	30.9	30.9	30.9	30.9
Total Split (%)	26.3%	50.4%	26.3%	50.4%	23.3%	23.3%	23.3%	23.3%	23.3%
Yellow Time (s)	3.0	5.0	3.0	5.0	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	5.0	7.0	5.0	7.0		5.9	5.9		5.9
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effect Green (s)	64.1	55.7	86.7	76.0		12.1	12.1		12.1
Actuated g/C Ratio	0.58	0.51	0.79	0.69		0.11	0.11		0.11
v/c Ratio	0.09	0.87	0.77	0.53		0.22	0.32		0.68
Control Delay	6.6	36.3	34.4	11.2		51.6	14.2		42.7
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	6.6	36.3	34.4	11.2		51.6	14.2		42.7
LOS	A	D	C	B		D	B		D
Approach Delay		34.7		19.5		24.6			42.7
Approach LOS		C		B		C			D

Intersection Summary

Cycle Length: 132.9
 Actuated Cycle Length: 110
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 27.5
 Intersection LOS: C
 Intersection Capacity Utilization 90.6%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 4: SPLISH SPLASH DR/MANOR RD & MIDDLE COUNTRY RD/W MAIN ST



Breezy Hill
5: EDWARDS AVE & MIDDLE COUNTRY RD

SAT Summer Peak_No Build
04/16/2020 11:59 pm

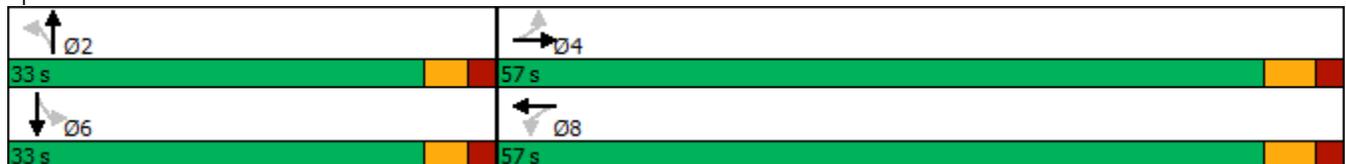


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	46	756	49	578	106	211	74	163
Future Volume (vph)	46	756	49	578	106	211	74	163
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	42.0	42.0	42.0	42.0	10.0	10.0	10.0	10.0
Minimum Split (s)	47.5	47.5	47.5	47.5	23.5	23.5	23.0	23.0
Total Split (s)	57.0	57.0	57.0	57.0	33.0	33.0	33.0	33.0
Total Split (%)	63.3%	63.3%	63.3%	63.3%	36.7%	36.7%	36.7%	36.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	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
Total Lost Time (s)		5.5		5.5		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	None	None	None	None
Act Effect Green (s)		51.5		51.5		28.0		28.0
Actuated g/C Ratio		0.57		0.57		0.31		0.31
v/c Ratio		1.01		0.85		0.99		0.83
Control Delay		52.8		26.3		71.8		46.1
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		52.8		26.3		71.8		46.1
LOS		D		C		E		D
Approach Delay		52.8		26.3		71.8		46.1
Approach LOS		D		C		E		D

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 47.1
 Intersection LOS: D
 Intersection Capacity Utilization 97.7%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 5: EDWARDS AVE & MIDDLE COUNTRY RD





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	88	6	242	86	4	192
Future Volume (Veh/h)	88	6	242	86	4	192
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.83	0.83	0.90	0.90
Hourly flow rate (vph)	101	7	292	104	4	213
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			720			
pX, platoon unblocked	0.89	0.89			0.89	
vC, conflicting volume	565	344			396	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	453	205			263	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	80	99			100	
cM capacity (veh/h)	503	750			1172	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	108	396	217			
Volume Left	101	0	4			
Volume Right	7	104	0			
cSH	514	1700	1172			
Volume to Capacity	0.21	0.23	0.00			
Queue Length 95th (ft)	20	0	0			
Control Delay (s)	13.9	0.0	0.2			
Lane LOS	B		A			
Approach Delay (s)	13.9	0.0	0.2			
Approach LOS	B					
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			29.9%		ICU Level of Service	A
Analysis Period (min)			15			

Summer Build Conditions

HCM Unsignalized Intersection Capacity Analysis

1: MIDDLE RD & DEEP HOLE RD

01/17/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	72	7	4	48	63	43
Future Volume (Veh/h)	72	7	4	48	63	43
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.82	0.82	0.73	0.73
Hourly flow rate (vph)	84	8	5	59	86	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	184	116	145			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	184	116	145			
tC, single (s)	6.4	6.2	4.6			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.7			
p0 queue free %	90	99	100			
cM capacity (veh/h)	801	942	1190			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	92	64	145			
Volume Left	84	5	0			
Volume Right	8	0	59			
cSH	812	1190	1700			
Volume to Capacity	0.11	0.00	0.09			
Queue Length 95th (ft)	10	0	0			
Control Delay (s)	10.0	0.7	0.0			
Lane LOS	A	A				
Approach Delay (s)	10.0	0.7	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			17.0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: MIDDLE RD & MANOR RD

01/17/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	47	13	18	1	3	72
Future Volume (Veh/h)	47	13	18	1	3	72
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.73	0.73	0.85	0.85	0.92	0.92
Hourly flow rate (vph)	64	18	21	1	3	78
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	85	42	81			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	85	42	81			
tC, single (s)	6.5	6.5	4.7			
tC, 2 stage (s)						
tF (s)	3.6	3.6	2.8			
p0 queue free %	93	98	98			
cM capacity (veh/h)	870	947	1211			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	82	22	81			
Volume Left	64	21	0			
Volume Right	18	0	78			
cSH	886	1211	1700			
Volume to Capacity	0.09	0.02	0.05			
Queue Length 95th (ft)	8	1	0			
Control Delay (s)	9.5	7.7	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.5	7.7	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			5.1			
Intersection Capacity Utilization			17.8%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: TWOMEY AVE & MANOR ROAD/MANOR RD

01/17/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	29	52	7	4	87	6	4	2	7	4	0	54
Future Volume (Veh/h)	29	52	7	4	87	6	4	2	7	4	0	54
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.81	0.81	0.81	0.60	0.60	0.60	0.72	0.72	0.72
Hourly flow rate (vph)	41	74	10	5	107	7	7	3	12	6	0	75
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	114			84			356	285	79	295	286	110
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	114			84			356	285	79	295	286	110
tC, single (s)	4.3			4.3			7.6	6.5	6.5	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			4.0	4.0	3.6	3.5	4.0	3.4
p0 queue free %	97			100			98	100	99	99	100	92
cM capacity (veh/h)	1370			1380			465	607	902	633	605	927
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	125	119	22	81								
Volume Left	41	5	7	6								
Volume Right	10	7	12	75								
cSH	1370	1380	660	896								
Volume to Capacity	0.03	0.00	0.03	0.09								
Queue Length 95th (ft)	2	0	3	7								
Control Delay (s)	2.7	0.3	10.6	9.4								
Lane LOS	A	A	B	A								
Approach Delay (s)	2.7	0.3	10.6	9.4								
Approach LOS			B	A								
Intersection Summary												
Average Delay			4.0									
Intersection Capacity Utilization			21.8%		ICU Level of Service				A			
Analysis Period (min)			15									

Timings

4: SPLISH SPLASH DR/MANOR RD & MIDDLE COUNTRY RD/W MAIN ST

01/17/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗		↖	↗		↕
Traffic Volume (vph)	49	694	543	346	16	1	36	89	1
Future Volume (vph)	49	694	543	346	16	1	36	89	1
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	3.0	15.0	3.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	22.0	8.0	22.0	25.9	25.9	25.9	25.9	25.9
Total Split (s)	35.0	67.0	35.0	67.0	30.9	30.9	30.9	30.9	30.9
Total Split (%)	26.3%	50.4%	26.3%	50.4%	23.3%	23.3%	23.3%	23.3%	23.3%
Yellow Time (s)	3.0	5.0	3.0	5.0	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	5.0	7.0	5.0	7.0		5.9	5.9		5.9
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effect Green (s)	68.7	60.1	97.1	85.8		18.9	18.9		18.9
Actuated g/C Ratio	0.54	0.47	0.76	0.68		0.15	0.15		0.15
v/c Ratio	0.10	1.14	1.19	0.36		0.16	0.24		0.79
Control Delay	8.2	107.4	139.1	11.2		47.8	11.5		71.8
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	8.2	107.4	139.1	11.2		47.8	11.5		71.8
LOS	A	F	F	B		D	B		E
Approach Delay		102.5		86.1		23.1			71.8
Approach LOS		F		F		C			E

Intersection Summary

Cycle Length: 132.9

Actuated Cycle Length: 127

Natural Cycle: 150

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.19

Intersection Signal Delay: 89.6

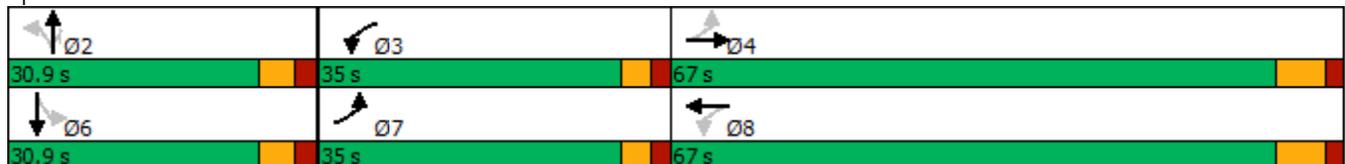
Intersection LOS: F

Intersection Capacity Utilization 110.3%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 4: SPLISH SPLASH DR/MANOR RD & MIDDLE COUNTRY RD/W MAIN ST



Timings

5: EDWARDS AVE & MIDDLE COUNTRY RD /MIDDLE COUNTRY RD

01/17/2022

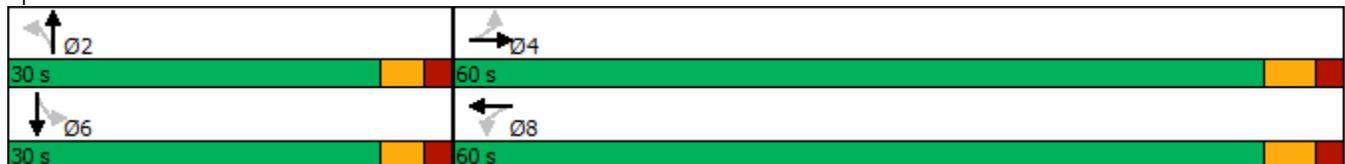


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	33	820	46	310	66	114	58	136
Future Volume (vph)	33	820	46	310	66	114	58	136
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	42.0	42.0	42.0	42.0	10.0	10.0	10.0	10.0
Minimum Split (s)	47.5	47.5	47.5	47.5	23.0	23.0	23.0	23.0
Total Split (s)	60.0	60.0	60.0	60.0	30.0	30.0	30.0	30.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	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
Total Lost Time (s)		5.5		5.5		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	None	None	None	None
Act Effect Green (s)		54.6		54.6		21.4		21.4
Actuated g/C Ratio		0.63		0.63		0.25		0.25
v/c Ratio		1.00		0.51		0.79		0.87
Control Delay		46.1		12.1		46.5		55.8
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		46.1		12.1		46.5		55.8
LOS		D		B		D		E
Approach Delay		46.1		12.1		46.5		55.8
Approach LOS		D		B		D		E

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 86.5	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 40.6	Intersection LOS: D
Intersection Capacity Utilization 85.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 5: EDWARDS AVE & MIDDLE COUNTRY RD /MIDDLE COUNTRY RD



HCM Unsignalized Intersection Capacity Analysis

6: EDWARDS AVE & RILEY AVE

01/17/2022



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	73	0	101	85	1	157
Future Volume (Veh/h)	73	0	101	85	1	157
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.57	0.57	0.72	0.72	0.84	0.84
Hourly flow rate (vph)	128	0	140	118	1	187
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			756			
pX, platoon unblocked						
vC, conflicting volume	388	199			258	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	388	199			258	
tC, single (s)	6.7	6.2			5.1	
tC, 2 stage (s)						
tF (s)	3.7	3.3			3.1	
p0 queue free %	78	100			100	
cM capacity (veh/h)	569	847			899	
Direction, Lane #						
	WB 1	NB 1	SB 1			
Volume Total	128	258	188			
Volume Left	128	0	1			
Volume Right	0	118	0			
cSH	569	1700	899			
Volume to Capacity	0.22	0.15	0.00			
Queue Length 95th (ft)	21	0	0			
Control Delay (s)	13.2	0.0	0.1			
Lane LOS	B		A			
Approach Delay (s)	13.2	0.0	0.1			
Approach LOS	B					
Intersection Summary						
Average Delay			3.0			
Intersection Capacity Utilization			21.2%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

7: TRUCK DRIVEWAY & MANOR RD

01/17/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	54	5	0	90	5	0
Future Volume (Veh/h)	54	5	0	90	5	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	59	5	0	98	5	0
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			64		160	62
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			64		160	62
tC, single (s)			4.1		7.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		4.4	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1538		649	1004
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	64	98	5			
Volume Left	0	0	5			
Volume Right	5	0	0			
cSH	1700	1538	649			
Volume to Capacity	0.04	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	10.6			
Lane LOS				B		
Approach Delay (s)	0.0	0.0	10.6			
Approach LOS				B		
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			14.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: MIDDLE RD & SITE DRIVEWAY

01/17/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	0	0	18	14	4
Future Volume (Veh/h)	1	0	0	18	14	4
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	0	0	20	15	4
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	37	17	19			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	37	17	19			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	975	1062	1597			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	1	20	19			
Volume Left	1	0	0			
Volume Right	0	0	4			
cSH	975	1597	1700			
Volume to Capacity	0.00	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	8.7	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.7	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization		13.3%		ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1: MIDDLE RD & DEEP HOLE RD

01/17/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	37	3	5	73	102	75
Future Volume (Veh/h)	37	3	5	73	102	75
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.73	0.73	0.70	0.70	0.74	0.73
Hourly flow rate (vph)	51	4	7	104	138	103
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	308	190	241			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	308	190	241			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	100	99			
cM capacity (veh/h)	685	857	1337			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	55	111	241			
Volume Left	51	7	0			
Volume Right	4	0	103			
cSH	695	1337	1700			
Volume to Capacity	0.08	0.01	0.14			
Queue Length 95th (ft)	6	0	0			
Control Delay (s)	10.6	0.5	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.6	0.5	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization			19.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: MIDDLE RD & MANOR RD

01/17/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	70	9	18	9	9	112
Future Volume (Veh/h)	70	9	18	9	9	112
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.92	0.92	0.66	0.66
Hourly flow rate (vph)	80	10	20	10	14	170
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	149	99	184			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	149	99	184			
tC, single (s)	6.4	6.6	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.6	2.3			
p0 queue free %	90	99	99			
cM capacity (veh/h)	828	867	1355			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	90	30	184			
Volume Left	80	20	0			
Volume Right	10	0	170			
cSH	832	1355	1700			
Volume to Capacity	0.11	0.01	0.11			
Queue Length 95th (ft)	9	1	0			
Control Delay (s)	9.8	5.2	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.8	5.2	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			25.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: TWOMEY AVE & MANOR ROAD/MANOR RD

01/17/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	50	74	3	2	136	6	10	2	4	6	1	32
Future Volume (Veh/h)	50	74	3	2	136	6	10	2	4	6	1	32
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.74	0.74	0.74	0.50	0.50	0.50	0.77	0.77	0.77
Hourly flow rate (vph)	57	84	3	3	184	8	20	4	8	8	1	42
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	192			87			436	398	86	404	395	188
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	192			87			436	398	86	404	395	188
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.4	7.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.8	4.9	3.4
p0 queue free %	96			100			96	99	99	98	100	95
cM capacity (veh/h)	1381			1522			490	520	979	483	399	841
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	144	195	32	51								
Volume Left	57	3	20	8								
Volume Right	3	8	8	42								
cSH	1381	1522	564	739								
Volume to Capacity	0.04	0.00	0.06	0.07								
Queue Length 95th (ft)	3	0	4	6								
Control Delay (s)	3.3	0.1	11.8	10.2								
Lane LOS	A	A	B	B								
Approach Delay (s)	3.3	0.1	11.8	10.2								
Approach LOS			B	B								
Intersection Summary												
Average Delay			3.3									
Intersection Capacity Utilization			27.8%		ICU Level of Service				A			
Analysis Period (min)			15									

Timings

4: SPLISH SPLASH DR/MANOR RD & MIDDLE COUNTRY RD/W MAIN ST

01/17/2022

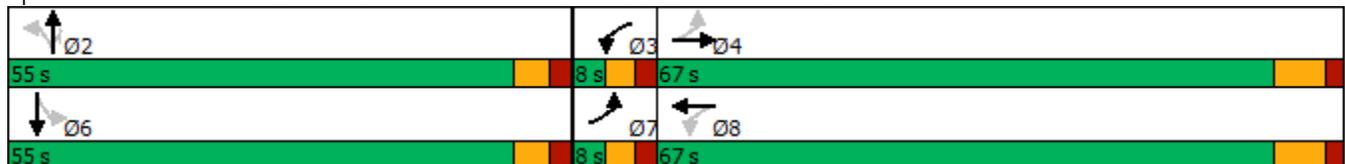


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗		↖	↗		↕
Traffic Volume (vph)	54	444	18	682	382	0	892	105	0
Future Volume (vph)	54	444	18	682	382	0	892	105	0
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	3.0	15.0	3.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	22.0	8.0	22.0	25.9	25.9	25.9	25.9	25.9
Total Split (s)	8.0	67.0	8.0	67.0	55.0	55.0	55.0	55.0	55.0
Total Split (%)	6.2%	51.5%	6.2%	51.5%	42.3%	42.3%	42.3%	42.3%	42.3%
Yellow Time (s)	3.0	5.0	3.0	5.0	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	5.0	7.0	5.0	7.0		5.9	5.9		5.9
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effect Green (s)	64.6	60.8	63.6	59.2		49.2	49.2		49.2
Actuated g/C Ratio	0.51	0.48	0.50	0.46		0.39	0.39		0.39
v/c Ratio	0.56	0.53	0.06	0.96		0.75	1.46		0.57
Control Delay	37.6	26.4	14.6	56.0		45.3	248.8		26.8
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	37.6	26.4	14.6	56.0		45.3	248.8		26.8
LOS	D	C	B	E		D	F		C
Approach Delay		27.6		55.1		187.7			26.8
Approach LOS		C		E		F			C

Intersection Summary

Cycle Length: 130
 Actuated Cycle Length: 127.6
 Natural Cycle: 150
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.46
 Intersection Signal Delay: 107.3
 Intersection Capacity Utilization 104.9%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service G

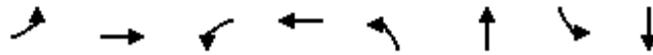
Splits and Phases: 4: SPLISH SPLASH DR/MANOR RD & MIDDLE COUNTRY RD/W MAIN ST



Timings

5: EDWARDS AVE & MIDDLE COUNTRY RD

01/17/2022

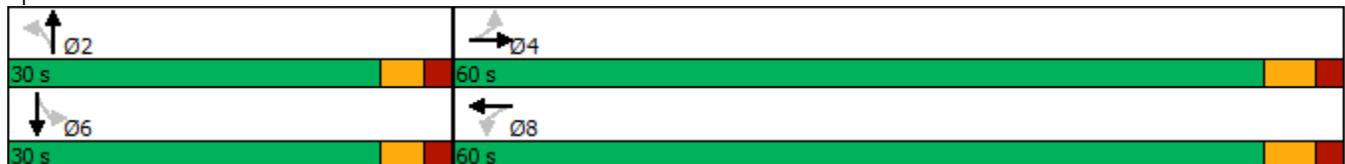


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	37	476	76	1009	112	126	35	198
Future Volume (vph)	37	476	76	1009	112	126	35	198
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	42.0	42.0	42.0	42.0	10.0	10.0	10.0	10.0
Minimum Split (s)	47.5	47.5	47.5	47.5	23.0	23.0	23.0	23.0
Total Split (s)	60.0	60.0	60.0	60.0	30.0	30.0	30.0	30.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	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
Total Lost Time (s)		5.5		5.5		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	None	None	None	None
Act Effect Green (s)		54.6		54.6		23.5		23.5
Actuated g/C Ratio		0.62		0.62		0.27		0.27
v/c Ratio		0.67		1.20		0.92		0.66
Control Delay		15.6		119.0		65.4		36.3
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		15.6		119.0		65.4		36.3
LOS		B		F		E		D
Approach Delay		15.6		119.0		65.4		36.3
Approach LOS		B		F		E		D

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 88.6	
Natural Cycle: 130	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.20	
Intersection Signal Delay: 75.8	Intersection LOS: E
Intersection Capacity Utilization 124.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 5: EDWARDS AVE & MIDDLE COUNTRY RD



HCM Unsignalized Intersection Capacity Analysis

6: EDWARDS AVE & RILEY AVE

01/17/2022

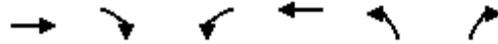


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	58	0	148	76	0	199
Future Volume (Veh/h)	58	0	148	76	0	199
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.83	0.83	0.89	0.89
Hourly flow rate (vph)	64	0	178	92	0	224
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None	None		
Median storage (veh)						
Upstream signal (ft)			755			
pX, platoon unblocked						
vC, conflicting volume	448	224			270	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	448	224			270	
tC, single (s)	6.4	6.2			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	89	100			100	
cM capacity (veh/h)	572	820			1254	
Direction, Lane #						
	WB 1	NB 1	SB 1			
Volume Total	64	270	224			
Volume Left	64	0	0			
Volume Right	0	92	0			
cSH	572	1700	1254			
Volume to Capacity	0.11	0.16	0.00			
Queue Length 95th (ft)	9	0	0			
Control Delay (s)	12.1	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	12.1	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			22.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

7: TRUCK DRIVEWAY & MANOR RD

01/17/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	75	5	0	140	5	0
Future Volume (Veh/h)	75	5	0	140	5	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	82	5	0	152	5	0
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			87		236	84
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			87		236	84
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1509		752	975
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	87	152	5			
Volume Left	0	0	5			
Volume Right	5	0	0			
cSH	1700	1509	752			
Volume to Capacity	0.05	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	9.8			
Lane LOS			A			
Approach Delay (s)	0.0	0.0	9.8			
Approach LOS			A			
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			17.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: MIDDLE RD & SITE DRIVEWAY

01/17/2022



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	0	0	20	11	1
Future Volume (Veh/h)	4	0	0	20	11	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	0	0	22	12	1
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	34	12	13			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	34	12	13			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	979	1068	1606			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	4	22	13			
Volume Left	4	0	0			
Volume Right	0	0	1			
cSH	979	1606	1700			
Volume to Capacity	0.00	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	8.7	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.7	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay	0.9					
Intersection Capacity Utilization	13.3%			ICU Level of Service	A	
Analysis Period (min)	15					



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	68	10	4	118	101	86
Future Volume (Veh/h)	68	10	4	118	101	86
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.83	0.83	0.71	0.71
Hourly flow rate (vph)	72	11	5	142	142	121
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	354	202	263			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	354	202	263			
tC, single (s)	6.4	6.2	4.4			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.5			
p0 queue free %	89	99	100			
cM capacity (veh/h)	641	843	1141			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	83	147	263			
Volume Left	72	5	0			
Volume Right	11	0	121			
cSH	662	1141	1700			
Volume to Capacity	0.13	0.00	0.15			
Queue Length 95th (ft)	11	0	0			
Control Delay (s)	11.2	0.3	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.2	0.3	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utilization			21.6%	ICU Level of Service	A	
Analysis Period (min)			15			

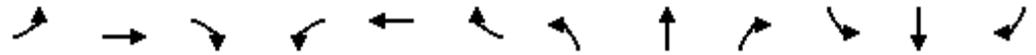


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	74	7	13	3	4	91
Future Volume (Veh/h)	74	7	13	3	4	91
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.66	0.66	0.62	0.62	0.79	0.79
Hourly flow rate (vph)	112	11	21	5	5	115
Pedestrians						
Lane Width (ft)						
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	110	62	120			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	110	62	120			
tC, single (s)	6.4	6.7	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.8	2.2			
p0 queue free %	87	99	99			
cM capacity (veh/h)	877	883	1480			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	123	26	120			
Volume Left	112	21	0			
Volume Right	11	0	115			
cSH	878	1480	1700			
Volume to Capacity	0.14	0.01	0.07			
Queue Length 95th (ft)	12	1	0			
Control Delay (s)	9.8	6.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.8	6.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			5.1			
Intersection Capacity Utilization			18.7%	ICU Level of Service	A	
Analysis Period (min)			15			

Breezy Hill
3: TWOMEY AVE & MANOR ROAD/MANOR RD

SAT Summer Peak_No Build

04/16/2020 11:59 pm



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	48	75	4	4	98	10	12	0	7	7	2	41
Future Volume (Veh/h)	48	75	4	4	98	10	12	0	7	7	2	41
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.88	0.88	0.88	0.61	0.61	0.61	0.62	0.62	0.62
Hourly flow rate (vph)	69	107	6	5	111	11	20	0	11	11	3	66
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	122			113			442	380	110	386	378	116
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	122			113			442	380	110	386	378	116
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.3	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.7	4.0	3.4
p0 queue free %	95			100			96	100	99	98	99	93
cM capacity (veh/h)	1453			1489			470	527	949	519	529	914
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	182	127	31	80								
Volume Left	69	5	20	11								
Volume Right	6	11	11	66								
cSH	1453	1489	573	808								
Volume to Capacity	0.05	0.00	0.05	0.10								
Queue Length 95th (ft)	4	0	4	8								
Control Delay (s)	3.1	0.3	11.6	9.9								
Lane LOS	A	A	B	A								
Approach Delay (s)	3.1	0.3	11.6	9.9								
Approach LOS			B	A								
Intersection Summary												
Average Delay			4.2									
Intersection Capacity Utilization			23.7%		ICU Level of Service				A			
Analysis Period (min)			15									

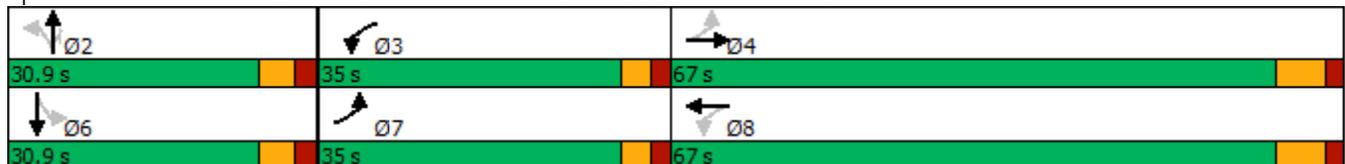


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗		↖	↗		↕
Traffic Volume (vph)	44	615	356	572	15	0	39	76	0
Future Volume (vph)	44	615	356	572	15	0	39	76	0
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4	3	8		2			6
Permitted Phases	4		8		2		2	6	
Detector Phase	7	4	3	8	2	2	2	6	6
Switch Phase									
Minimum Initial (s)	3.0	15.0	3.0	15.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	8.0	22.0	8.0	22.0	25.9	25.9	25.9	25.9	25.9
Total Split (s)	35.0	67.0	35.0	67.0	30.9	30.9	30.9	30.9	30.9
Total Split (%)	26.3%	50.4%	26.3%	50.4%	23.3%	23.3%	23.3%	23.3%	23.3%
Yellow Time (s)	3.0	5.0	3.0	5.0	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	5.0	7.0	5.0	7.0		5.9	5.9		5.9
Lead/Lag	Lead	Lag	Lead	Lag					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	Min	None	Min	None	None	None	None	None
Act Effect Green (s)	64.2	55.8	86.9	76.2		12.9	12.9		12.9
Actuated g/C Ratio	0.58	0.50	0.78	0.69		0.12	0.12		0.12
v/c Ratio	0.10	0.87	0.78	0.54		0.21	0.30		0.69
Control Delay	6.8	37.3	36.1	11.8		50.8	13.8		43.6
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	6.8	37.3	36.1	11.8		50.8	13.8		43.6
LOS	A	D	D	B		D	B		D
Approach Delay		35.6		20.4		24.1			43.6
Approach LOS		D		C		C			D

Intersection Summary

Cycle Length: 132.9
 Actuated Cycle Length: 111
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 28.4
 Intersection LOS: C
 Intersection Capacity Utilization 91.0%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 4: SPLISH SPLASH DR/MANOR RD & MIDDLE COUNTRY RD/W MAIN ST



Breezy Hill
5: EDWARDS AVE & MIDDLE COUNTRY RD

SAT Summer Peak_No Build
04/16/2020 11:59 pm

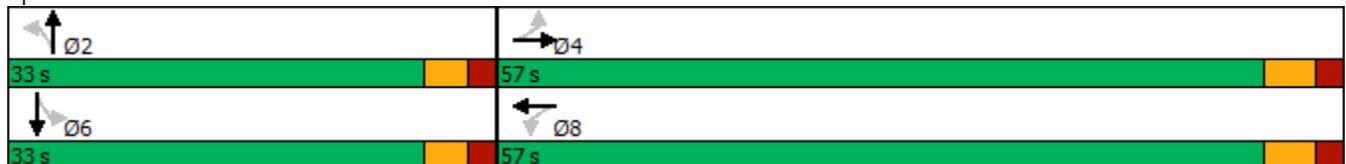


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕		↕		↕
Traffic Volume (vph)	46	757	49	579	106	211	74	163
Future Volume (vph)	46	757	49	579	106	211	74	163
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	42.0	42.0	42.0	42.0	10.0	10.0	10.0	10.0
Minimum Split (s)	47.5	47.5	47.5	47.5	23.5	23.5	23.0	23.0
Total Split (s)	57.0	57.0	57.0	57.0	33.0	33.0	33.0	33.0
Total Split (%)	63.3%	63.3%	63.3%	63.3%	36.7%	36.7%	36.7%	36.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	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
Total Lost Time (s)		5.5		5.5		5.0		5.0
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	None	None	None	None
Act Effct Green (s)		51.5		51.5		28.0		28.0
Actuated g/C Ratio		0.57		0.57		0.31		0.31
v/c Ratio		1.01		0.85		0.99		0.83
Control Delay		53.1		26.4		71.8		46.1
Queue Delay		0.0		0.0		0.0		0.0
Total Delay		53.1		26.4		71.8		46.1
LOS		D		C		E		D
Approach Delay		53.1		26.4		71.8		46.1
Approach LOS		D		C		E		D

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 47.2
 Intersection LOS: D
 Intersection Capacity Utilization 97.7%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 5: EDWARDS AVE & MIDDLE COUNTRY RD





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	88	6	242	86	4	192
Future Volume (Veh/h)	88	6	242	86	4	192
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.83	0.83	0.90	0.90
Hourly flow rate (vph)	101	7	292	104	4	213
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)	720					
pX, platoon unblocked	0.89	0.89			0.89	
vC, conflicting volume	565	344			396	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	453	205			263	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	80	99			100	
cM capacity (veh/h)	503	750			1172	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	108	396	217			
Volume Left	101	0	4			
Volume Right	7	104	0			
cSH	514	1700	1172			
Volume to Capacity	0.21	0.23	0.00			
Queue Length 95th (ft)	20	0	0			
Control Delay (s)	13.9	0.0	0.2			
Lane LOS	B		A			
Approach Delay (s)	13.9	0.0	0.2			
Approach LOS	B					
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			29.9%	ICU Level of Service	A	
Analysis Period (min)			15			

Breezy Hill
7: TRUCK DRIVEWAY & MANOR RD

SAT Summer Peak_No Build
04/16/2020 11:59 pm



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	83	5	0	106	5	0
Future Volume (Veh/h)	83	5	0	106	5	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	90	5	0	115	5	0
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			95		208	92
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			95		208	92
tC, single (s)			4.1		7.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		4.4	3.3
p0 queue free %			100		99	100
cM capacity (veh/h)			1499		605	965
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	95	115	5			
Volume Left	0	0	5			
Volume Right	5	0	0			
cSH	1700	1499	605			
Volume to Capacity	0.06	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	11.0			
Lane LOS			B			
Approach Delay (s)	0.0	0.0	11.0			
Approach LOS			B			
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			15.6%	ICU Level of Service		A
Analysis Period (min)			15			

Breezy Hill
8: MIDDLE RD & SITE DRIVEWAY

SAT Summer Peak_No Build
04/16/2020 11:59 pm



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	0	0	6	11	0
Future Volume (Veh/h)	4	0	0	6	11	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	0	0	7	12	0
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	19	12	12			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	19	12	12			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	998	1069	1607			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	4	7	12			
Volume Left	4	0	0			
Volume Right	0	0	0			
cSH	998	1607	1700			
Volume to Capacity	0.00	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	8.6	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.6	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization		13.3%		ICU Level of Service		A
Analysis Period (min)			15			

ATTACHMENT 5
**Revised DEIS Figure 1-6/Potential Environmental
Justice Area**
NYSDEC

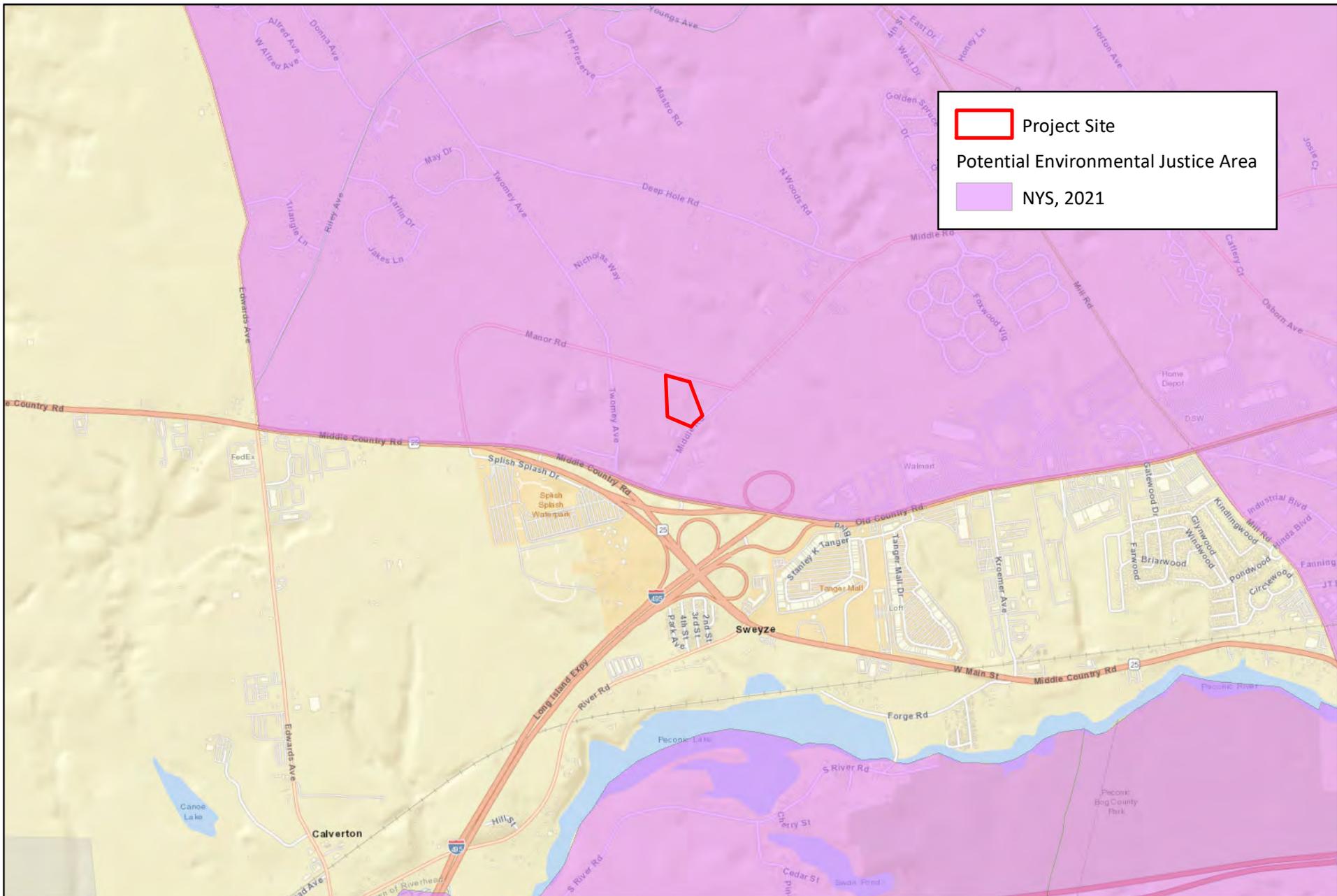


FIGURE 1-6

POTENTIAL ENVIRONMENTAL JUSTICE AREAS, NYSDEC

Source: ESRI WMS; NYSDEC Env. Justice data, 2020

Scale: 1 inch = 2,000 feet



Breezy Hill Group, LLC
Calverton

Draft EIS