



ROBERT M. PALMIERI  
MAYOR

# CITY OF UTICA

URBAN & ECONOMIC DEVELOPMENT

1 KENNEDY PLAZA, UTICA, NEW YORK 13502

PH.315-792-0181 FAX. 315-797-6607

BRIAN THOMAS, AICP  
COMMISSIONER

## PLANNING BOARD AGENDA Common Council Chambers September 15, 2022 – 4:30 PM

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PB Case No.: 06-22  
Address: 700 Broad Street  
Applicant: Carmina Wood Design c/o Paul Lang  
Owner: Liberty Affordable Housing Inc.

Zone: Industrial Mixed  
Requested Action: Site Plan Approval

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Pursuant to the City of Utica Zoning Code, the applicant is seeking Site Plan Approval for a proposed project at the aforementioned address.

This project entails the complete renovation and adaptive reuse of 700 Broad Street per the Department of Interior Standards for Historic Preservation as the project will be seeking Historic Tax Credits under the review of New York SHPO and the National Park Service. The building's existing, open floor plan will be divided into 74 new apartment units ranging from one to two-bedrooms. The building's masonry facades will be repaired, repointed, areas of non-historic paint removed, and cleaned. Historic wood windows along the north facade will be restored while the remainder of the building's steel and wood windows, most of which have been removed and/or covered, will be replaced in-kind. The building's extant roof will be replaced with a new membrane roofing system.

The building's three southern additions will remain in use. A new two-story connection will be constructed between the southeast addition and the south face of the primary building. The large extant gravel parking/loading area along the east side of the building, extending from Broad to Catherine, will be converted into a formal, paved parking lot holding 57 parking spaces. Existing curb cuts on Broad and Catherine will be utilized to access the parking area. Extant loading dock at the east face to be extended as a large exterior community space. The paved area adjacent to the southwest corner of the building and the east addition will remain paved and be used for garbage collection and maintenance access.

A Short Environmental Assessment Form (SEAF) has been submitted. The Planning Board tabled further review of this application at its May meeting to allow for coordinated review. The SHPO has reviewed the project and provided a letter indicated that they do not have concerns with the proposed project.

PB Case No.:	13-22	Zone:	Planned Development
Address:	601 State Street	Requested Action:	Special Permit Use/ Site Plan Approval
Applicant:	Central Utica Building LLC		
Owner:	Mohawk Valley Health Systems		

Pursuant to the City of Utica Zoning Code, the applicant is seeking a Special Use Permit and Site Plan Approval for a proposed project at the aforementioned address.

The applicant is proposed to construct a three-story medical office building on the southeast corner of the intersection of State and Columbia Streets. Vehicular access is provided via curb cuts on both State and Columbia Streets with a drop-off for patients on the eastern side of the building. A total of sixteen (16) parking spaces are provided on-site with additional parking available nearby including on-street spaces, public parking areas, MVHS-owned surface parking lots and the County-owned parking garage that is currently under construction.

The project was proposed as part of the overall development of the Wynn Hospital and was included in the Generic Environmental Impact Statement under SEQRA. Defined within the City’s zoning code as a medical care facility, the project requires Planning Board approval of both a special use permit and site plan.

Further review of this project was tabled by the Planning Board at its August meeting as a public hearing is required by the City’s zoning ordinance for the special use permit.

PB Case No.:	15-22	Zone:	Neighborhood Mixed Use
Address:	2632 & 2634 Genesee Street	Requested Action:	Special Use Permit / Site Plan Approval
Applicant:	Stewart’s Shops Corp.		
Owner:	Vincent Carfagno (2632) JVCAJ Corp and Jeffrey Lamandia (2634)		

Pursuant to the City of Utica Zoning Code, the applicant is seeking a Special Use Permit and Site Plan Approval for a proposed project at the aforementioned address.

The applicant is proposing to demolish the two existing buildings on both properties and consolidate the two lots for the purpose of constructing a gasoline / convenience station. The proposed plan includes the construction of a 3,975 square foot, wood-framed building, three gasoline pump islands and twenty-four parking spaces; much of the asphalt parking lot that currently exists on the 2634 Genesee Street lot will be removed and replaced with topsoil and grass. Ingress and egress for the proposed project will be via single curb cuts on both Genesee Street and Woodlawn Avenue – West.

Per NYCRR §617.5(c)(9), as this project involves the construction of a primary, non-residential structure of less than 4,000 square feet, this project is considered a Type II action under the State Environmental Quality Review Act and no further action is required by the Planning Board. Additionally, compliance with the §239-1, m and n of General Municipal Law is not required as the project site is not located within 500 feet of any of the listed structures or uses.

The proposed site is located within the City’s locally-designated Scenic & Historic District; as such, referral to the Scenic & Historic Preservation District will be necessary. As gasoline / convenience stations are specially permitted uses within the Neighborhood Mixed Use zoning district at the time this application was received, a public hearing will be required and will be conducted once the S&H Commission has completed their review.

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PB Case No.: 16-22

Zone:

Address: 1005 Downer Avenue

Requested Action: Curb Cut Variance

Applicant: Tatyana Shepelevich

Owner: Tatyana Shepelevich

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Pursuant to Section 2-29-21(b)(4) of the City of Utica Zoning Code, the applicant is seeking a curb cut variance at the aforementioned address.

The maximum width for a residential driveway, per §2-2-123 of the City's Code of Ordinances, is 20 feet. The applicant currently has a driveway that is 18 feet wide; she is proposing to increase that width by 9 additional feet, thereby exceeding the permitted maximum width by 7 feet.

**PB Case # 15-22**

**2632 & 2634 Genesee Street**



August 24, 2022

Mr. Joseph Burke, Chairman  
City of Utica Planning Board  
1 Kennedy Plaza  
Utica, New York 13502

Chairman Burke and Members of the Utica Planning Board,

Stewart's Shops is pleased to submit its Site Plan and Special Use Permit application for the redevelopment of 2632 and 2634 Genesee St. (SBLs: 329.11-5-61 and 62) respectively. These parcels are both zoned Neighborhood Mixed Use (NMU) which allows, "Gasoline/Convenience Station" use subject to Site Plan and Special Use Permit approval by the Planning Board. The definition of "Gasoline/Convenience Station" is provided in §2-29-7 and shown in the Use Table §2-29-25 (below).

Sec. 2-29-125 Use Table.

	Use Table				
	CBD	UMU	NMU	RM	R1
Shopping center		D	D		
Service establishment	P	P	D	SP	
Theater	S	S	S		
Vending lot	SP	SP	SP		
Marijuana dispensaries/retail	SP	SP			
<b>d. Automotive</b>					
Auto repair		S			
Auto body repair		S			
Car wash		S			
Gasoline/convenience station		SP	SP		

Supplemental regulations are also provide for Automotive Uses in §2-29-344 where (d) addresses the specific elements concerned with Gasoline/Convenience Stations. Stewart's proposal is compliant with (a) and (d) of the section.

**SEQRA Status**

An Environmental Assessment Form (EAF) is being provided to the Planning Board for Application



completeness. However, the proposed project constitutes a Type II Action under SEQRA regulation pursuant to §617.5(c)(9) which states: “construction or expansion of a primary or accessory/appurtenant, non-residential structure or facility involving less than 4,000 square feet of gross floor area and not involving a change in zoning or a use variance and consistent with local land use controls, but not radio communication or microwave transmission facilities.”

While previous applications before the City of Utica for Stewart’s stores have involved SEQR review, this is because those projects required the issuance of Use Variances and were correctly classified as SEQRA Unlisted Actions. As this complies with the Use restrictions of the City Zoning Law and no Use Variance are necessary, this Action is a Type II Action and is exempt from SEQRA review..

**Site Plan Criteria §2-29-302**

- (a) Location of the tract by an insert map at a scale of not less than one-inch equals 2,000 feet indicating scaled coordinates referred to by the U.S.G.S. quadrangles or state grid north and such information as the names and numbers of adjoining roads, streams and bodies of water, railroad subdivisions, or other landmarks sufficient to clearly identify the location of the property. [S-1]
- (b) Every site plan shall show the name and address of the owner of developer, the district, county, state, north point, date and scale of drawing, and number of sheets. In addition, it shall reserve a blank space, three inches wide and five inches high, for the use of the reviewing authority. [Title Block – All Sheets]
- (c) A boundary survey of the tract with an error of closure within the limit of one in 10,000 related to the true meridian and showing the location and type of boundary evidence. [S-1]
- (d) All horizontal dimensions shown on the site plan shall be in feet and decimal fractions of a foot to the closest 1/100 of a foot, and all bearings in degrees, minutes and seconds to the nearest 10 seconds. [S-1]
- (e) Certificate signed by a licensed surveyor and a licensed engineer or architect setting forth the source of title of the owner of the tract and the place of record of the last instrument in the chain of title. [Copy provided to staff]
- (f) All existing and proposed streets and easements, their names, numbers and widths; existing and proposed utilities; watercourses and their names; owners, zoning and present use of all adjoining properties. [S-1 and S-2]
- (g) A landscape plan, drawn to scale, including dimensions, distances and the location, size and description of all proposed landscape materials. [S-3]
- (h) Existing vegetation, proposed removal of vegetation, and proposed replacement of vegetation. [S-3]
- (i) Location, type, size and height of fencing, retaining walls and screen planting as may be required by Article VII of this chapter. [S-1 and S-3]
- (j) All off-street parking, related driveways, loading spaces and walkways, indicating type of surfacing, size, angle of stalls, width aisles and a specific schedule showing the number of parking spaces provided and the number required by this chapter. [S-1]
- (k) The location, size and height of all existing and proposed signs on the site. A detailed drawing of each sign shall also be submitted, showing the colors of the sign, content of the sign and the exact size and style of the lettering. [T-1]



(l) The proposed location, general use, number of floors, height and the net and gross floor area for each building, to include outside display areas, and where applicable the number, size and type of dwelling units. [S-1]

§2-29-302(m)-(s) – many of these elements are design component specific, upon Planning Board feedback for site orientation Stewart’s will address specific elements.

(t) Location and design of existing and proposed outdoor lighting facilities, furniture, and similar facilities. [S-1 and S-4]

(u) The completed environmental assessment form (EAF) in compliance with the State Environmental Quality Review Act (SEQRA). [Attached]

### **§ 2-29-313 Preliminary Site Plan Review**

(a) Adequacy and arrangement of vehicular traffic access and circulation, including intersections, road widths, pavement surfaces, dividers and traffic control. [S-2]

(b) Adequacy and arrangement of pedestrian traffic access and circulation, walkway structures, control of intersections with vehicular traffic and overall pedestrian convenience. [S-2]

(c) Location, arrangement, appearance and sufficiency of off-street parking and loading. [S-2]

(d) Location, arrangement, size, design and general site compatibility of buildings, lighting and signs. [Attached Renderings]

(e) Adequacy of stormwater and drainage facilities. [Finalized in future submission. Site represents opportunity to increase greenspace from existing condition]

(f) Adequacy of water and sewage disposal facilities. [Site represents opportunity for water demand reduction under assumption restaurant operating, facilities sized based on existing stores]

(g) Adequacy, type and arrangement of trees, shrubs and other landscaping constituting a visual and/or noise buffer between the applicant’s and adjoining lands, including the maximum retention of existing vegetation. [S-2 and S-3]

(h) In the case of multifamily dwellings, the adequacy of usable open space for play areas and informal recreation. [NA]

(i) Protection of adjacent or neighboring properties against noise, glare, unsightliness or other objectionable features. [S-2]

(j) Adequacy of fire lanes and other emergency zones and the provisions of fire hydrants. [Proposed utilization of the hydrant near railroad on same side of Genesee]

(k) Special attention to the adequacy of structures, roadways, and landscaping in areas with susceptibility to ponding, flooding and/or erosion. [Future submission will include contour level plan required in §2-29-302]

(l) Overall sensitivity to the environment. [Site design was completed with intention of minimizing adjoining properties to site lighting(S-6) and dumpster location (S-1)]

### **Special Use Criteria (§2-29-333)**

(a) Compatibility of the proposed use with the principles of the district, the purposes set forth in this chapter, and the goals of the Master Plan.

**Stewart's Response:** The 2011 Master Plan accessed through the City's website did not provide specific guidance for the subject properties. In 2021, the adopted zoning law designated the properties Neighborhood Mixed Use (NMU). The purpose of this designation, as described in §2-29-114 of the zoning law, is as follows: "This district reflects the walkable and historic nature of Utica's neighborhoods. Commercial uses in the NMU District compliment the dense residential neighborhoods in the adjacent RM neighborhoods". Stewart's proposes the very type of commercial use which supports nearby residential uses and furthers the City's clear intention to promote this type of complimentary commercial use near residential properties. To ensure its compatibility, Stewart's will utilize downlit LED fixtures and proposes sidewalk connections from approaches on both Genesee St and Woodlawn to further promote walkability.

(b) Compatibility of the proposed use with adjoining properties and with the natural and man-made environment.

**Stewart's Response:** In terms of use, Stewart's Shop is designed to provide a convenient location where area residents can find necessary household items together with other desired products. In terms of overall design, Stewart's is proposing to decrease the depth of the overall development to more appropriately blend with the changes in development as you travel along Woodlawn Avenue from Genesee Street to Sunset Avenue.

(c) Compatibility of the height of buildings, walls, fences and the nature and extent of landscaping on the site are such that the use will not hinder or discourage the appropriate development and use of adjacent land and buildings.

**Stewart's Response:** To address this consideration, Stewart's has attempted to match the existing Raspberries building height in its proposed building elevation. Placing the building where it has been, minimizes the visual impact by moving the gasoline canopy closer to the commercial activity of Genesee Street.

(d) Adequacy of parking, vehicular circulation, and infrastructure for the proposed use, including accessibility to fire, police, and emergency vehicles and sufficient water supply and appurtenances for firefighting purposes.

**Stewart's Response:** Based upon significant experience in operating this type of use, the proposed parking is known to be adequate. In addition, the inclusion of an additional point of entry together with the orientation and location of fuel pumps helps promote appropriate vehicular circulation for patrons and emergency vehicles alike. Regarding utilities, Stewart's believes water and sewer demand will be lower than the current restaurant and multi-family residence particularly because no on-site cooking will be conducted.

(e) The overall impact on the site and its surroundings considering environmental, social and economic impacts of traffic, noise, dust, odors, release of harmful substances, solid waste disposal, glare, or any other nuisances.

Stewart's Response is broken down into individual sections to appropriately address each topic.

**Traffic:** Creighton Manning Engineering (CME) was retained by Stewart's Shops to ensure that the existing roadway network can accommodate the proposed traffic demand. The CME report indicates the



proposed use has a 63% pass by assignment which indicates that the use is not driven by destination or original trips but instead those already on the roadway network. This is supported by Table 3 of the study (pasted below) which shows that there will be not be a change in Level of Service (LOS) for any of the approaches to the site.

Table 3 – Level of Service Summary

Intersection	Control	AM Peak Hour			PM Peak Hour		
		2022 Existing	2023 No-Build	2023 Build	2022 Existing	2023 No-Build	2023 Build
Genesee Street/Woodlawn Avenue		S					
Genesee Street EB	LT,TR	A (9.1)	A (9.2)	A (9.2)	A (9.1)	A (9.1)	A (9.2)
Genesee Street WB	LT,TR	A (8.7)	A (8.7)	A (8.7)	A (9.2)	A (9.2)	A (9.3)
Woodlawn Avenue NB	LTR	B (13.8)	B (13.8)	B (13.8)	B (13.8)	B (13.8)	B (13.8)
Woodlawn Avenue SB	LTR	B (14.1)	B (14.1)	B (14.1)	B (14.3)	B (14.3)	B (14.3)
Overall		A (9.5)	A (9.5)	A (9.6)	A (9.7)	A (9.7)	A (9.8)
Genesee Street/Site Driveway		U					
Genesee Street EB	L	--	--	A (8.2)	--	--	A (8.6)
Site Driveway SB	LR	--	--	B (13.8)	--	--	C (15.2)
Woodlawn Avenue/Site Driveway		U					
Woodlawn Avenue NB	L	--	--	A (7.3)	--	--	A (7.3)
Site Driveway EB	LR	--	--	A (8.8)	--	--	A (8.9)

After participating in an August 9<sup>th</sup> community forum, Stewart’s has requested CME develop a supplement that addresses specific concerns of participating neighbors by assessing the existing traffic along Sunset and Woodlawn Avenues. Stewart’s has requested that its consultant provide the counts. However, no restrictions exist in the zoning ordinance pursuant to §2-16-372 nor §2-16-373.

**Harmful Substances:** There will be no impact due to any harmful substances. As this use includes sale of gasoline, there will obviously be petroleum stored on-site. However, Petroleum Bulk Storage is regulated by NYSDEC and there is no prohibition to storage at this location either under 6 NYCRR PART 613 or City Zoning Law and gasoline service is clearly permitted in this zoning district, nor is there any reason to believe that the sale of gasoline on this or any other site is harmful. §2-29-344 establishes the Supplemental Regulations for automotive uses and specifically outlines Convenience/Gasoline Station requirements in subsection (a) and (d), where Stewart’s proposed project is compliant with both provisions.

In addition to the City’s Zoning Ordinance, Stewart’s has attached its Petroleum Bulk Design, Installation and Maintenance for this Board’s convenience. This document was developed by Tim Johncox, P.G. who manages the Environmental Compliance program for Stewart’s. In his correspondence Mr. Johncox speaks to the Benzene issue raised at the August 9<sup>th</sup> neighborhood forum.

**Solid Waste Disposal:** The proposed dumpster location has been placed as far south as possible keeping it away from the residentially zoned properties and in proximity to other NMU zoned parcels.

**Glare:** Stewart’s proposes the use of downlit LED fixtures for both pole lights, canopy and soffit lighting as seen on the Proposed Photometric Plan (S-6). Both canopy and soffit mounted fixtures are proposed to



be flush mounted. Yard lights are also proposed to be LED and those abutting the residentially zoned neighbors are back shielded fixtures which only cast light forward.

**Economic:** Stewart's has reviewed residential sales within a half mile radius of the two existing stores in the city and no recognizable pattern exists relates to the proximity to the store and home value. To further ensure this is appropriately observed, Stewart's has retained Conti Appraisal and Consulting for a professional opinion and will be able to supplement its Application once additional information obtained.

While not strictly a Planning Board issue at the August 9<sup>th</sup> neighborhood forum Stewart's was repeatedly asked if it was going to request a PILOT (Payment In Lieu of Taxes) for the proposed location and repeatedly responded it has not sought a PILOT for either of the first two locations nor will it seek one for this location.

**Social:** The site predominantly consists of a commercial restaurant and Stewart's is not aware of any detrimental social impacts that may occur due to the planned redevelopment of the site to better serve the needs of the community. In addition, has submitted a FOIL request to the City Clerk's office (attached) to determine if any code enforcement violations or neighborhood complaints exist from either of the two existing store in the City.

(f) Restrictions and/or conditions on design of structures or operation of the use (including hours of operation) necessary either to ensure compatibility with the surrounding uses and neighborhood or to protect the natural or scenic resources of the City.

**Stewart's Response:** Stewart's is not proposing a 24-hour store and feels the 5AM-11PM proposed hours are in line with the store on Culver Ave which is open from 4:30AM-11:30PM.

(g) Consistency of the location of the proposed use with the goal of creating a healthy mix of uses that enhances the viability of the City.

**Stewart's Response:** Through its Zoning Law, the City has provided guidance on what types of uses are desirable in creating a vibrant mix of uses to enhance the viability of the City.

§2-29-126(c) emphasizes that this zoning district "mix of residential dwelling unit types, commercial services, parks and community facilities. This district reflects the walkable and historic nature of Utica's neighborhoods. Commercial uses in the NMU District compliment the dense residential neighborhoods in the adjacent RM neighborhoods." Stewart's provides direct support to residential uses as it provides household necessities and other desirable household products. Convenience stores are routinely incorporated into residential settings for this very reason. In addition, the inclusion of sidewalk approaches from both Genesee Street and Woodlawn are in line with the pedestrian accommodations desired in the section. These improvements are not only supported by the Zoning Ordinance but also an outside book based on urban redevelopment which is the "Sprawl Repair Manual" by Galina Tachieva. The book speak speaks to the significance of convenience stores on Page 46 when developing the structure of a neighborhood and the inclusion of sidewalk on Page 28.

Currently, the Raspberries parcel are underutilized and inconsistent with the Comprehensive Plan.

Stewart's has designed the site with the intention of keeping lighting (S-6) from impacting adjoining properties by using backlit LED fixtures particularly on pole lights and by locating the dumpster away from residences.

And, as discussed in (e) above, there will be no LOS change as a result of this redevelopment.

(h) Compatibility with the historic character and use of the structure or structures and the historic character of the site and in the surrounding area, if applicable.

**Stewart's Response:** Stewart's has retained the services of Hudson Cultural Resources a firm with expertise in archaeology and historic preservation. This information will be provided to the City once received. However, Stewart's is not aware of any impact to historical character as a result of project advancement.


Stewart's offers the following attachments to this cover letter:

- Site Plan Application
- Special Use Permit Application
- Short Environmental Assessment Form (SEAF)
- Stewart's Plan Set including:
  - Title Sheet (T-1)
  - Existing Site/Demolition Plan (S-1)
  - Proposed Site Plan (S-2)
  - Proposed Landscape Plan (S-6)
  - Proposed Photometric Plan (S-4)
- In-situ Renderings
- City of Utica FOIL Requests and Responses
- Creighton Manning Engineering (CME) Traffic Impact Study
- Stewart's "Petroleum Storage Equipment – Design, Installation and Maintenance" Narrative
- Correspondence from Tim Johncox, P.G. regarding Petroleum Bulk Storage and Benzene Emission
- Comparable Sales Surrounding 1210 Culver Ave and 425 Court St

Through its participation in an August 9<sup>th</sup> neighborhood forum, Stewart's understands the profile of this application may be slightly elevated from others before the Board. Stewart's understands and fully expects that this Board will thoroughly review the application materials submitted and may seek additional information from Stewart. In addition, there are materials still forthcoming that, while not required to be part of any Application, are still potentially relevant and helpful to this Board's review. Therefore, Stewart's believes that an additional meeting may be beneficial before a Public Hearing is scheduled and hereby requests that the Public Hearing not be scheduled until this Board's October meeting. This will allow further development of the Record, inclusion of items still forthcoming, and will allow the Board to seek and obtain further clarification of any preliminary issues before the Public Hearing.

If you need additional material or have any questions, please reach me at (518) 581-1201 ext 4435.

Respectfully submitted,



Charles "Chuck" Marshall  
Stewart's Shops Corp.

# Site Plan Review Application



# CITY OF UTICA PLANNING BOARD STANDARD APPLICATION

It is the responsibility of the applicant to complete this form in its entirety, including all required attachments, as precisely as possible prior to submitting your application. **Incomplete applications will not be accepted**

### APPLICATION TYPE

- Commercial Site Plan Review       Subdivision Review  
 Residential Site Plan Review       Floodplain Development Review

### PROPERTY ADDRESS

2632 and 2634 Genesee Street

### APPLICANT INFORMATION

NAME Stewart's Shops Corp. ADDRESS P.O. Box 435  
PHONE (518) 581-1201 ext 4435 Saratoga Springs, New York 12866  
City State Zip  
FAX (518) 581-1209 E-MAIL cmarshall@stewartshops.com

### OWNER INFORMATION (complete only if applicant is not the owner of the property)

NAME 2634 Genesee St - JVCAJ Corp and Jeffrey Lamandia ADDRESS \_\_\_\_\_  
2632 Genesee St - Vincent Carfagno  
PHONE 2634 Genesee St - Joe Hobika Jr., Esq - (315) 724-1600  
2632 Genesee St - Ryan Miosek, Esq. - (607) 282-4447  
City State Zip  
FAX \_\_\_\_\_ E-MAIL 2634 Genesee St - Joe Hobika Jr., Esq - joejr@hobikalawfirm.com  
2632 Genesee St - Ryan Miosek, Esq. - rmiosek@mioseklaw.com

### CONTRACTOR INFORMATION

NAME Stewart's will serve as General Contractor ADDRESS \_\_\_\_\_  
PHONE \_\_\_\_\_  
City State Zip  
FAX \_\_\_\_\_ E-MAIL \_\_\_\_\_

### OFFICE USE ONLY

RECEIVED BY: \_\_\_\_\_ DATE/TIME RECEIVED: \_\_\_\_\_  
FEE AMOUNT: \_\_\_\_\_ CHECK/MONEY ORDER #: \_\_\_\_\_  
ZONING: \_\_\_\_\_ FEE TRANSMITTAL DATE: \_\_\_\_\_  
FILING DATE: \_\_\_\_\_ AGENDA DATE: \_\_\_\_\_

**BRIEF HISTORY OF PROPERTY**

(historic use of property, ownership history, prior approvals, etc.)

What has been represented to Stewart's is that the current Raspberries was a former Friendly's dine in restaurant converted to the existing use while the residence has always been used as single or multi-family. The submitted FOIL request did not generate information indicating previous land use board approvals.

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**DESCRIPTION OF PROPOSED ACTION**

(include specific use proposed, size of construction or addition proposed, details of proposed access, parking provisions and signage, etc.)

A Project Narrative is attached. However the basic description is a 3,975 square-foot convenience store which would be a wood-framed building covered with Hardi Board (concrete clap board) and a stone veneer. Lighting will be achieved through downlit LED fixtures that are flush mounted to building soffits or the gasoline canopy. Despite providing 24 parking space, Stewart's is proposing a reduction in the amount of impervious pavement than currently present.

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**COMPATIBILITY WITH NEIGHBORHOOD**

(describe the manner by which the proposed development will be consistent with adjoining development and will not cause substantial injury to neighboring properties)

Please refer to Project Narrative.

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**APPLICATION COMPONENTS**

To ensure appropriate and timely review of the application, please provide the following additional documentation in support of the application. Failure to provide all of the applicable materials listed below may result in refusal of your application.



**Application Fee** (check or money order only payable to City of Utica)

**Site Plan Review**

Residential	\$ 150.00
Commercial	\$ 250.00

**Subdivision Review**

Residential	\$ 150.00
Commercial	\$ 250.00

**Floodplain Development**

\$ 100.00\*

\*Please note that an application for preliminary site plan review and approval shall be accompanied by a fee in the amount specified in Article II.

Anticipated costs which the Planning Board expects to incur due to consulting services or other review costs shall be paid by the applicant and placed in an escrow account. Any unspent funds shall be returned to the applicant within five days of the Planning Board action on the final site plan.



**4 Sets of Detailed Site Plans in 24" X 36" format to include:**  
(for site plan review applications only)

An area map at the scale of one inch equals 2,000 feet showing the parcel under consideration for site plan review, and all properties, water bodies, streets, and easements within 200 feet of the property boundaries.

A map of site topography at no more than five-foot contour intervals. If general site grades exceed 5% or portions of the site have susceptibility to erosion, flooding, or ponding, a soils overlay and a topographic map showing contour intervals of not more than two feet of elevation should be provided.

Adequacy and arrangement of vehicular traffic access and circulation, including intersections, road widths, pavement surfaces, dividers and traffic control.

Adequacy and arrangement of pedestrian traffic access and circulation, walkway structures, control of intersections with vehicular traffic and overall pedestrian convenience.

Location, arrangement, appearance and sufficiency of off-street parking and loading.

Location, arrangement, size, design and general site compatibility of buildings, lighting and signs.

Adequacy of stormwater and drainage facilities.

Adequacy of water and sewage disposal facilities.

Adequacy, type and arrangement of trees, shrubs and other landscaping constituting a visual and/or noise buffer between the applicant's and adjoining lands, including the maximum retention of existing vegetation.

In the case of multifamily dwellings, the adequacy of usable open space for play areas and informal recreation.

Protection of adjacent or neighboring properties against noise, glare, unsightliness or other objectionable features

Adequacy of fire lanes/other emergency zones and the provisions of fire hydrants.

Special attention to the adequacy of structures, roadways, and landscaping in areas with susceptibility to ponding, flooding and/or erosion.

Overall sensitivity to the environment.

1 set of the above plans in 11"x17" format.

1 set of plans in a .pdf format e-mailed to [clawrence@cityofutica.com](mailto:clawrence@cityofutica.com)



**4 Sets of Subdivision Plans in 24" X 36" format to include:**  
*(for subdivision applications only)*

Existing property survey

Sketch subdivision plan, including topography, easements, existing & proposed streets, utilities on and adjacent to the tract, ground elevations

Final subdivision plan

1 set of the above plans in 11"x17" format.

1 set of plans in a .pdf format email to [clawrence@cityofutica.com](mailto:clawrence@cityofutica.com)



**Photographs of Existing Conditions**



**SEQRA (State Environmental Quality Review Act)**

**Short or Full** Environmental Assessment Form (EAF)

*\*\*\*\*\*Applicants must consult Planning Staff to determine minimum compliance requirements and appropriate form\*\*\*\*\**

If a Full EAF is required, it is the responsibility of the applicant to complete Parts I & II



**Floodplain Development Permit Application**

According to Zoning Code Section 2-10-12:

All applications for a floodplain development permit shall be accompanied by an application fee of \$100. In addition, the applicant shall be responsible for reimbursing the City of Utica for any additional costs necessary for review, inspection and approval of this project.

The local administrator may require a deposit of no more than \$500 to cover these additional costs.



**Stormwater Pollution Prevention Plan (SWPPP)**

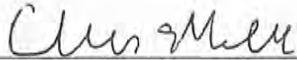
Applicants proposing a project involving the disturbance of one (1) acre of land or greater will be required to submit a SWPPP along with their application.



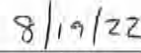
**OWNER AFFIRMATION**

I, THE UNDERSIGNED, DO HEREBY AFFIRM THAT THE INFORMATION CONTAINED IN THIS APPLICATION IS TRUE TO THE BEST OF MY KNOWLEDGE AND I FURTHER UNDERSTAND THAT INTENTIONALLY PROVIDING FALSE OR MISLEADING INFORMATION IS GROUNDS FOR IMMEDIATE DENIAL OF MY APPLICATION.

FURTHERMORE, I UNDERSTAND THAT I (OR A DESIGNATED REPRESENTATIVE) MUST BE PRESENT AT THE MEETING TO REPRESENT THE APPLICATION AND RESPOND TO ANY QUESTIONS FROM THE PLANNING BOARD MEMBERS.



Signature of Applicant



Date

**IF APPLICANT IS NOT THE OWNER OF RECORD FOR SUBJECT PARCEL:**

I, THE UNDERSIGNED, HEREBY AFFIRM THAT I AM THE OWNER OF RECORD FOR THE SUBJECT PARCEL AT THE TIME OF APPLICATION. FURTHERMORE, I AM FAMILIAR WITH THE REQUEST BY THE APPLICANT AND AUTHORIZE SAID APPLICANT TO REPRESENT THE INTEREST OF THE OWNER(S) IN FURTHERANCE OF THE REQUEST.



Signature of Owner

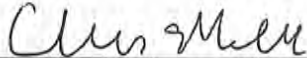


Date

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Signature of Applicant

8/19/22

Date

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Signature of Owner

9-19-22

Date

# Special Use Permit Application



# CITY OF UTICA PLANNING BOARD SPECIAL USE PERMIT APPLICATION

It is the responsibility of the applicant to complete this form in its entirety, including all required attachments, as precisely as possible prior to submitting your application. **Incomplete applications will not be accepted!**

## PROPERTY ADDRESS

2632 and 2634 Genesee St

## APPLICANT INFORMATION

NAME Stewart's Shops Corp ADDRESS P.O. Box 435  
PHONE (518) 581-1201 ext 4435 Saratoga Springs, New York 12866  
City State Zip  
FAX (518) 581-1209 E-MAIL cmarshall@stewartsshops.com

## OWNER INFORMATION

(complete **only** if applicant is not the owner of the property)

NAME 2634 Genesee St - JVCAJ Corp and Jeffrey Lamandia ADDRESS \_\_\_\_\_  
2632 Genesee St - Vincent Carfagno  
PHONE 2634 Genesee St - Joe Hobika Jr., Esq - (315) 724-1600 \_\_\_\_\_  
2632 Genesee St - Ryan Miosek, Esq. - (607) 282-4447 City State Zip  
FAX \_\_\_\_\_ E-MAIL 2634 Genesee St - Joe Hobika Jr., Esq - joejr@hobikalawfirm.com  
2632 Genesee St - Ryan Miosek, Esq. - rmiosek@mioseklaw.com

## CONTRACTOR INFORMATION

NAME Stewart's will serve as General Contractor ADDRESS \_\_\_\_\_  
PHONE \_\_\_\_\_ City State Zip  
FAX \_\_\_\_\_ E-MAIL \_\_\_\_\_

## OFFICE USE ONLY

RECEIVED BY: \_\_\_\_\_ DATE/TIME RECEIVED: \_\_\_\_\_  
FEE AMOUNT: \_\_\_\_\_ CHECK/MONEY ORDER #: \_\_\_\_\_  
ZONING: \_\_\_\_\_ FEE TRANSMITTAL DATE: \_\_\_\_\_  
FILING DATE: \_\_\_\_\_ AGENDA DATE: \_\_\_\_\_

**DETAILS OF SITE DEVELOPMENT FOR PROPOSED USE** (include description of available off-street parking facilities, access to the parking area, signage needs, and modifications to existing buildings)

Stewart's is proposing to raze the existing Raspberries restaurant along with the residence on the corner of Woodlawn and Genesee Street. The razing of the house will enable a driveway on Woodlawn and a singular Genesee Street connection.

As previously noted, despite proposing 24 parking spaces, Stewart's is reducing the overall amount impervious area. A detailed Site Plan, Landscape Plan, Photometric Plan and building elevations are also provided with this application. The building elevations have also been used to develop to scale, in-situ rendered images.

**COMPATIBILITY WITH NEIGHBORHOOD** (describe the manner by which the proposed development will be consistent with adjoining development and will not cause substantial injury to neighboring properties)

The zoning map provided in the 2011 adopted Master Plan showed that 2632 was zoned Office Professional/Residential (O-P/R) and 2634 was zoned Neighborhood Commercial (N-C). The adopted zoning map from February 2021, indicates the zoning for the two parcels has been changed to match and now both are designated Neighborhood Mixed Use (NMTU) and a convenience store with gasoline filling permitted via Site Plan and Special Use Permit.

Furthermore, the 2021 enacted zoning provides Supplemental Regulations in §2-29-344 for automotive uses and Stewart's adheres to these standards.

Stewart's has provided a map of comparable sales surrounding the existing two stores in the City at 1210 Culver Ave and 425 Court Street to show the intended use will not have an impact on potential sales of existing homes. Additionally, Stewart's has retained Conti Appraisal and Consulting to further the investigation. Stewart's has also submitted a FOIL request (attached with acknowledgement from the City) to determine if either have generated code enforcement violations or neighborhood complaints.

Finally, a traffic study was conducted by Creighton Manning Engineering (CME). The original data collection was completed showing Genesee Street could adequately handle the proposed generation without a degradation in the Level of Service for the roadways. A similar analysis is being conducted for Woodlawn. It should be noted that Woodlawn does not have access restrictions via §2-16-372 and §2-16-373.

**APPLICATION COMPONENTS**

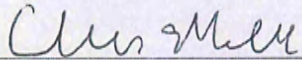
To ensure appropriate and timely review of the application, please provide the following additional documentation in support of the application. **Failure to provide all of the applicable materials listed below may result in refusal of your application.**

- \$150.00 Application Fee (check or money order only payable to City of Utica)
- Detailed Site Plan (see example on following page)
- Detailed Drawings for Parking Layout, Landscaping and Signage
- Photographs of Existing Conditions

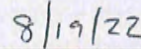
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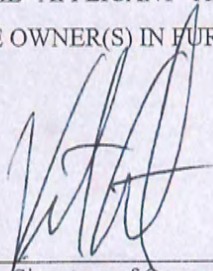
Signature of Applicant




Date

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Signature of Owner

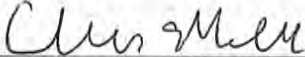


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\_\_\_\_\_  
Signature of Applicant

8/17/22  
\_\_\_\_\_  
Date

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\_\_\_\_\_  
Signature of Owner

**9-19-22**  
\_\_\_\_\_  
Date

Short Environmental  
Assessment Form  
(SEAF)



# Short Environmental Assessment Form

## Part 1 - Project Information

### Instructions for Completing

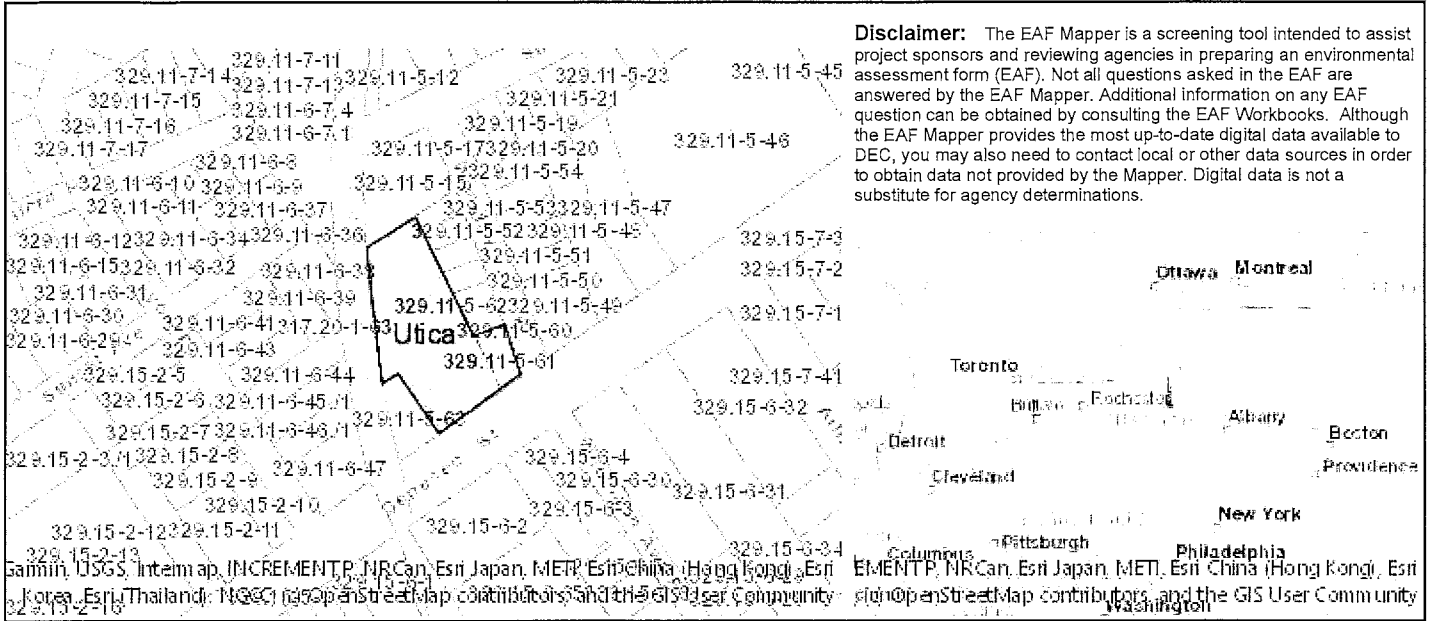
**Part 1 – Project Information.** The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available.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

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

<b>Part 1 – Project and Sponsor Information</b>				
Stewart's Shops Corp.				
Name of Action or Project: Stewart's Shops Genesee St				
Project Location (describe, and attach a location map): 2632 and 2634 Genesee St				
Brief Description of Proposed Action: Stewart's is proposing to raze the existing residential property at 2632 Genesee Street along with the existing Raspberries Restaurant at 2634 Genesee St for the development of a new Stewart's Shop (convenience store) along with a canopy for self-service gasoline filling. The proposed Stewart's store will be 3,975 square-feet and will be a wood framed construction that will be covered in Hardi board (concrete clapboard) and a stone veneer. All lighting throughout the site will be downlit LED fixtures that will be flush mounted to the soffit or canopy. Yard lights will be also be downlit LED and in specific instances, the bulbs will be backshilded to only allow light to cast forward.				
Name of Applicant or Sponsor: Stewart's Shops Corp.		Telephone: (518) 581-1201 ext 4435 E-Mail: cmarshall@stewartsshops.com		
Address: P.O. Box 435				
City/PO: Saratoga Springs		State: New York	Zip Code: 12866	
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.			NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval:			NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>
3. a. Total acreage of the site of the proposed action?		1.13 acres		
b. Total acreage to be physically disturbed?		0.73 acres		
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor?		1.13 acres		
4. Check all land uses that occur on, are adjoining or near the proposed action:				
5. <input checked="" type="checkbox"/> Urban <input type="checkbox"/> Rural (non-agriculture) <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Residential (suburban) <input type="checkbox"/> Forest <input type="checkbox"/> Agriculture <input type="checkbox"/> Aquatic <input type="checkbox"/> Other(Specify): <input type="checkbox"/> Parkland				

5. Is the proposed action,	NO	YES	N/A
a. A permitted use under the zoning regulations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Consistent with the adopted comprehensive plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	NO	YES	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area?	NO	YES	
If Yes, identify: _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. a. Will the proposed action result in a substantial increase in traffic above present levels?	NO	YES	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b. Are public transportation services available at or near the site of the proposed action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Does the proposed action meet or exceed the state energy code requirements?	NO	YES	
If the proposed action will exceed requirements, describe design features and technologies:			
Meets but does not exceed _____	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
_____			
10. Will the proposed action connect to an existing public/private water supply?	NO	YES	
If No, describe method for providing potable water: _____	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
_____			
11. Will the proposed action connect to existing wastewater utilities?	NO	YES	
If No, describe method for providing wastewater treatment: _____	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
_____			
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places?	NO	YES	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency?	NO	YES	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody?	<input type="checkbox"/>	<input type="checkbox"/>	
If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____			
_____			
_____			

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply:		
<input type="checkbox"/> Shoreline <input type="checkbox"/> Forest <input type="checkbox"/> Agricultural/grasslands <input type="checkbox"/> Early mid-successional <input type="checkbox"/> Wetland <input type="checkbox"/> Urban <input type="checkbox"/> Suburban		
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16. Is the project site located in the 100-year flood plan?	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17. Will the proposed action create storm water discharge, either from point or non-point sources?	NO	YES
If Yes,	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a. Will storm water discharges flow to adjacent properties?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If Yes, briefly describe:		
The site currently lacks any on-site stormwater control which is proposed to be introduced. After on-site control, the site might drain to established conveyance within Genesee St.		
18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)?	NO	YES
If Yes, explain the purpose and size of the impoundment:	<input type="checkbox"/>	<input type="checkbox"/>
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility?	NO	YES
If Yes, describe:	<input checked="" type="checkbox"/>	<input type="checkbox"/>
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste?	NO	YES
If Yes, describe:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Neither parcels of the subject property are included and we believe the NYSDEC database reference is for: V00418 - Cupola and Son Automotive, Inc located at 2814 Genesee St		
<b>I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE</b>		
Applicant/sponsor/name: <u>Stewart's Shops Corp</u> Date: <u>8/24/27</u>		
Signature: <u>Chris Marshall (Charles Marshall)</u> Title: <u>Senior Real Estate Rep</u>		



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

City of Utica FOIL  
Requests and Responses



# CITY OF UTICA

## OFFICE OF THE CITY CLERK

1 Kennedy Plaza, Utica, New York 13502  
Department of Legislation  
(315)792-0117 Fax (315)792-0220

**ROBERT M. PALMIERI**  
MAYOR

**Melissa Sciortino**  
CITY CLERK

Charles Marshall  
Po Box 435  
Saratoga Springs , NY 12866

**RE:           FOIL Reference #22-390**  
**Urban & Economics Dept Codes Dept. -**

### FREEDOM OF INFORMATION

08/19/2022

Dear Charles Marshall,

*We are in receipt of your recent request made pursuant to the Freedom of Information Law (FOIL). your request is denied for the following reason:*

*Based on a search of our records, the only application that was made for either of these addresses was in 1983. A Byron W. Eliza submitted an application for review and approval of a porch repair at 2634 Genesee Street. The application was scheduled to go before the Planning Board on July 14, 1983. That is all the information that we have in this matter.*

*If you have any questions, or require further information, please do not hesitate to contact me.*

*Thank you*

City Clerk's Office  
1 Kennedy Plaza  
Utica, New York 13502

---

Melissa Sciortino  
Records Access Officer  
City of Utica









# CITY OF UTICA

## OFFICE OF THE CITY CLERK

1 Kennedy Plaza, Utica, New York 13502

Department of Legislation

(315)792-0117 Fax (315)792-0220

**ROBERT M. PALMIERI**  
MAYOR

**Melissa Sciortino**  
CITY CLERK

Charles Marshall  
Po Box 435  
Saratoga Springs , NY 12866

**RE: FOIL Reference #22-373**  
**Codes Dept - 425 Court Street and 1210 Culver Ave Utica NY**

### **FREEDOM OF INFORMATION- ACKNOWLEDGEMENT LETTER**

08/10/2022

Dear Charles Marshall:

Your FOIL request dated 08/10/2022 was received by the City of Utica on 08/10/2022. The request is being reviewed and I anticipate you will be contacted regarding your request on or about 09/07/2022.

Access to the records, in whole or part, will be determined in accordance with Article 89 section 5 of the Freedom of Information Law.

Once the research has been completed, I will notify you of the results of the records search and, if necessary, set a time and date for pick up of the copies if available.

Pursuant to FOIL, a fee of \$.25 per page for photocopies not exceeding 9"x14" will be charged. All other fees will be based on the material requested. You may make an appointment to view the records prior to copying to avoid cumbersome fees.

Thank you in advance for your cooperation. If you have any questions, or require further information, please do not hesitate to contact me.

Sincerely,

---

Melissa Sciortino  
Records Access Officer  
City of Utica

Stewart's Petroleum Storage  
Equipment – Design and  
Maintenance Narrative



## **Petroleum Storage Equipment – Design, Installation & Maintenance**

As a family- and employee-owned business that owns its real estate, Stewart's puts a tremendous investment into our high standards for petroleum storage equipment and its maintenance. We live in the communities we serve, and keep a steady focus on compliance excellence to protect the environment and our drinking water sources.

All of our newly installed gasoline facilities meet and/or well exceed all relevant codes and regulations including NYS DEC codes 6NYCRR part 613, NFPA (National Fire Protection Association) codes, and the New York State Uniform Fire Prevention and Building Code. We are proud to lead the industry in New York State for petroleum storage compliance.

### Tanks:

To protect our shared natural resources, our new systems utilize the latest in double-walled Fiberglass-Reinforced Plastic (FRP) tank design, system-wide secondary containment, 24/7 electronic monitoring, leak detection, overflow protection, spill prevention, and remote alarm reporting. We have not experienced a release to the environment from similar FRP systems in the 16 years we've been installing them.

Our FRP tanks by their very nature are corrosion-proof, and thereby do not experience degradation from contact with soil or groundwater. This ensures a long-lasting tank with walls that retain their structure and tightness for decades. Our tanks are also double-walled, or in other words are constructed as a "tank within a tank", with an interstitial space that is brine-filled and monitored electronically for any change 24 hours a day, 7 days a week. In the rare event of a leak in either the inner (primary) or outer (secondary) wall, the change in brine level will instantly alert us of an issue. Any alarms triggered by our system are visible and audible at the shop, and are also visible at our headquarters via web console and email/mobile phone for the fastest possible response. And the double-walled construction ensures that the product stored never reaches the environment, allowing time to empty the vessel and make a lasting, quality repair.

The FRP tanks deliver stored fuel via submersible turbine pumps (STPs) to our dispensers under pressure. The STPs and ancillary tank-top equipment are enclosed within secondary containment sumps sealed to the top of the tanks. If a leak were to occur in this equipment, it would be fully contained by the sump and would not reach the environment. All STP sumps are monitored 24/7 by liquid sensors, which instantly trigger an alarm at the shop and our headquarters as above in the presence of liquid (even water).

Our FRP tanks are also specially equipped to prevent overflowing during a fuel delivery via an automatic shut-off mechanism which stops the flow of fuel into the tank when it reaches 95% capacity (but does allow the deliverer to safely empty the delivery hose into the tank before disconnecting). A 15-gallon spill bucket surrounds the fill port so that, in the event of a mishap during hose handling, any spilled fuel is immediately contained and will not reach the environment. Venting of the tanks includes Stage I Vapor Recovery, which returns any gasoline vapors from our tanks to the truck during delivery to prevent the unwanted release of petroleum vapors to the air.

### Piping:

Flexible double-walled piping is used on all of our underground systems. The flexible design not only avoids the stress failures that befall rigid piping, but also gives the piping layout a seamless design from the tanks all the way to the dispensers. Fewer fittings means fewer opportunities for a leak. The interstitial space between the two piping walls is monitored electronically 24/7 and would allow a leak to drain safely back to the tank sump without ever reaching the environment. The piping is also installed in a 4" diameter conduit, giving a de-facto

triple containment construction and providing greater physical protection to the outer wall. The pressurized inner wall which carries the petroleum to the dispensers is also monitored 24/7 by an electronic line leak detector, which in the event of a pressure loss not only triggers alarms at the shop and our headquarters, but also shuts down the flow of fuel from the associated tanks to stop product loss.

#### Dispensers:

Our dispensers also contain spill prevention designs. Beneath every dispenser is a secondary containment sump which catches and contains any leaks or drips that might occur inside the dispenser cabinet, thus preventing the release of petroleum to the environment. Liquid within this sump is allowed to communicate through the interstitial space of the piping back to the tank's STP sump, there triggering the liquid sensor alarm at the shop and our headquarters for a rapid response and repair.

Breakaway fittings are installed on the dispenser hoses which allow all hoses to safely release from the dispenser and stop the flow of fuel in the event of a drive-off where the nozzle is still in a customer's tank. Nozzles are all equipped with an automatic shutoff feature to alert the customer that their tank is almost full, thereby reducing the likelihood of an overflow. Shear (or "impact") valves are installed in piping beneath the dispensers and are designed to break or shear at a controlled point in the event of a car-dispenser accident, automatically shut off the flow of fuel from the tanks, and prevent backflow from within the affected dispenser.

#### Electronic Safeguards:

Besides the line leak detectors, sump liquid sensors, and interstitial liquid sensors mentioned above, our system operation is monitored continuously by an automatic tank gauge (ATG) which acts as the "brain". It receives and relays input 24/7 from the various sensors and probes, monitors inventory levels, measures deliveries, senses for water, and alerts Stewart's of any unusual operating conditions or alarms. Our systems are also equipped with one-touch "E-Stop" buttons that allow a user to instantly stop the flow of fuel and disconnect all power and communication circuits to the dispensers in the event of an emergency.

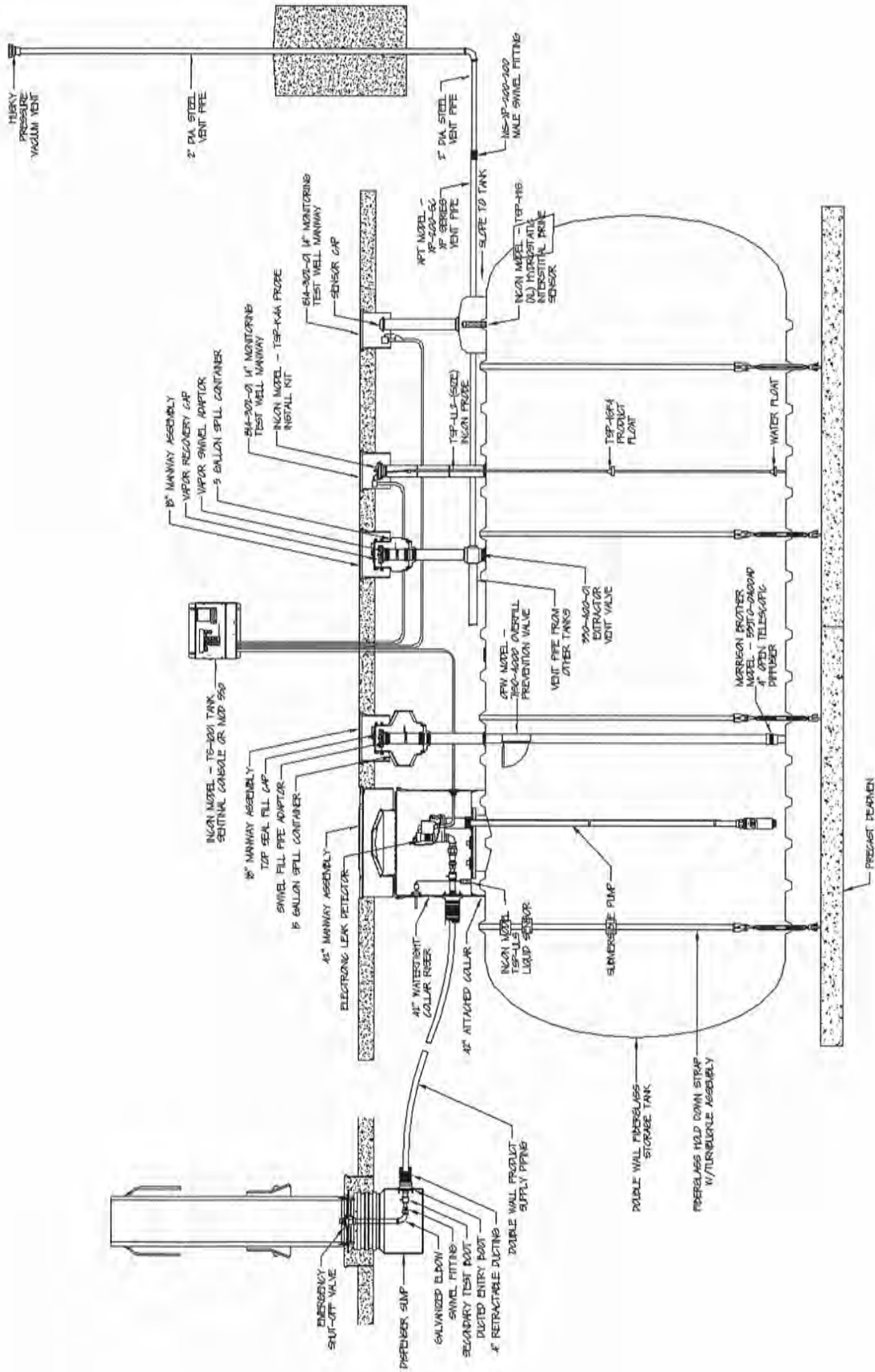
#### Maintenance, Training & Inspection:

Once a facility is in operation, multiple measures are taken to maintain a safe facility. Our procedures include constant automatic gauging of fuel storage tanks to reconcile inventory daily. We know every day if our physical inventory of fuel matches what our records show we should have, and any deviations are vigorously investigated. Fuel dispensers are calibrated regularly, and the Department of Weights and Measures checks the calibration of the pumps on a routine basis. This ensures that an accurate inventory reconciliation is possible.

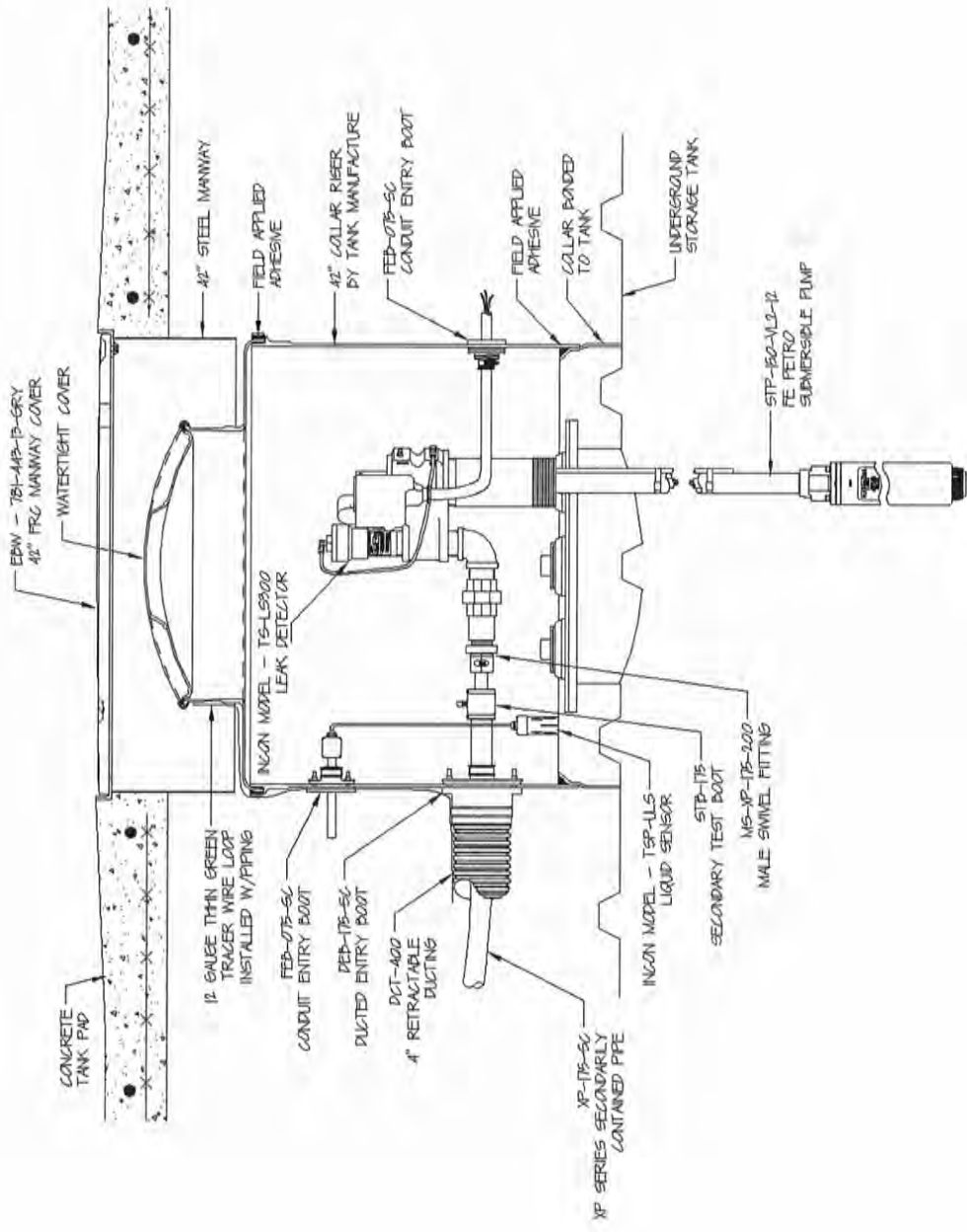
Although we are years ahead of the EPA deadline for performing this, Stewart's is currently inspecting and hydrostatically testing its secondary containment and overflow protection equipment to prove functionality in the unlikely event of a primary containment failure. Tank top sumps, under-dispenser sumps and fill port spill buckets are carefully inspected and then filled with water for a set time period to prove tightness. Overflow protection devices such as automatic shut-off are pulled, inspected, and their shutoff functionality is confirmed. This is all repeated every 3 years.

We provide initial and continuous Class C Operator training to our shop personnel and maintenance employees in order to equip them to properly operate a petroleum bulk storage facility with emphasis on protection of human health and the environment. Employees are trained to stop, contain, clean, and report all surface spills to a Corporate Spill Responder and involve emergency responders as needed. All shops stock spill clean-up materials. This training program will become mandatory in late 2016, however Stewart's Shops Corp. has been training this way since 2003. We also fully inspect our systems and inventory records on a monthly basis and then audit those inspections annually. Our inspections go far beyond the NYSDEC inspection scope, which occurs every 3 years. Abbreviated monthly inspections will be required by NYS after this year, but Stewart's has been conducting thorough monthly inspections for the past 13 years.

We simply cannot overstate our commitment to operate safe, compliant, well-maintained underground storage tank systems for the protection of our neighborhoods and local environment.



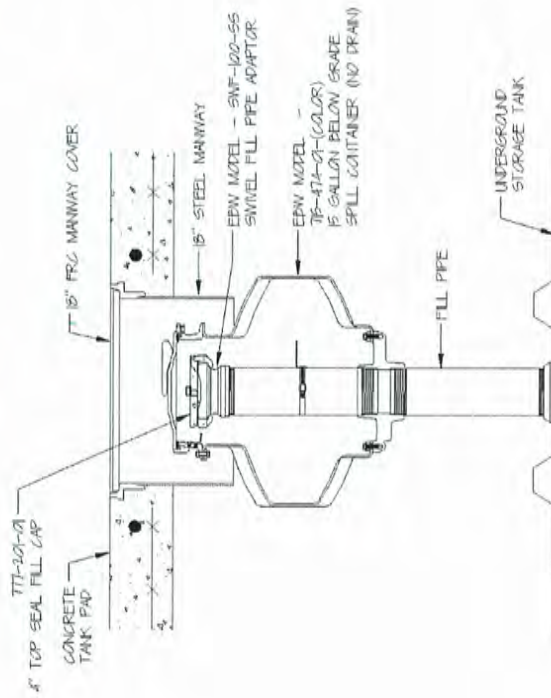
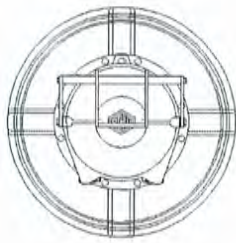
5 TYPICAL ILLUSTRATIVE APPLICATION DETAIL  
 SCALE 3/8"=1'  
 6-1  
 CROSS REFERENCE NOTE



3 SUBMERSIBLE PUMP / MANHOLE DETAIL

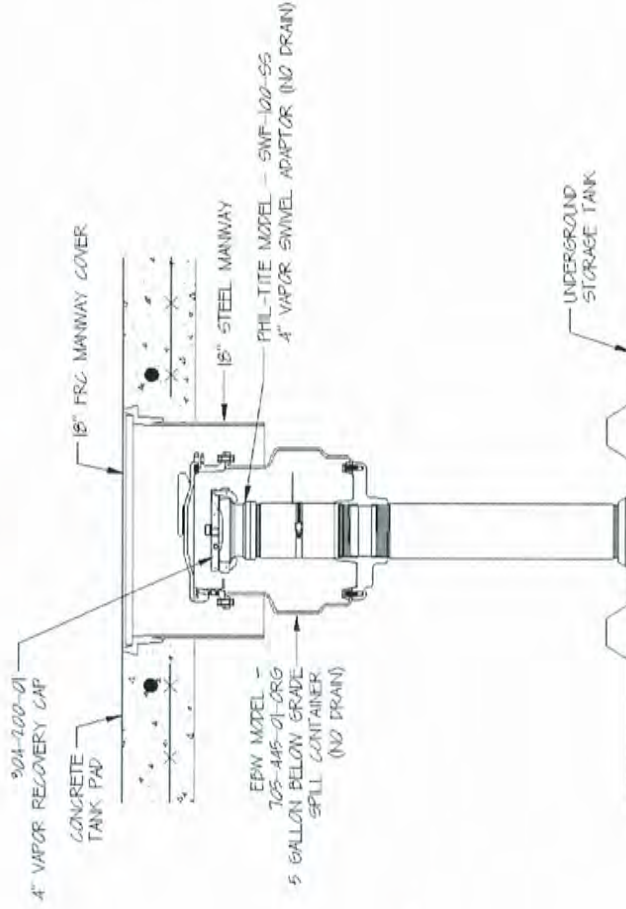
SCALE 1/2"=1'-0"  
 CROSS REFERENCE: NONE





**4 TANK FILL DETAIL**

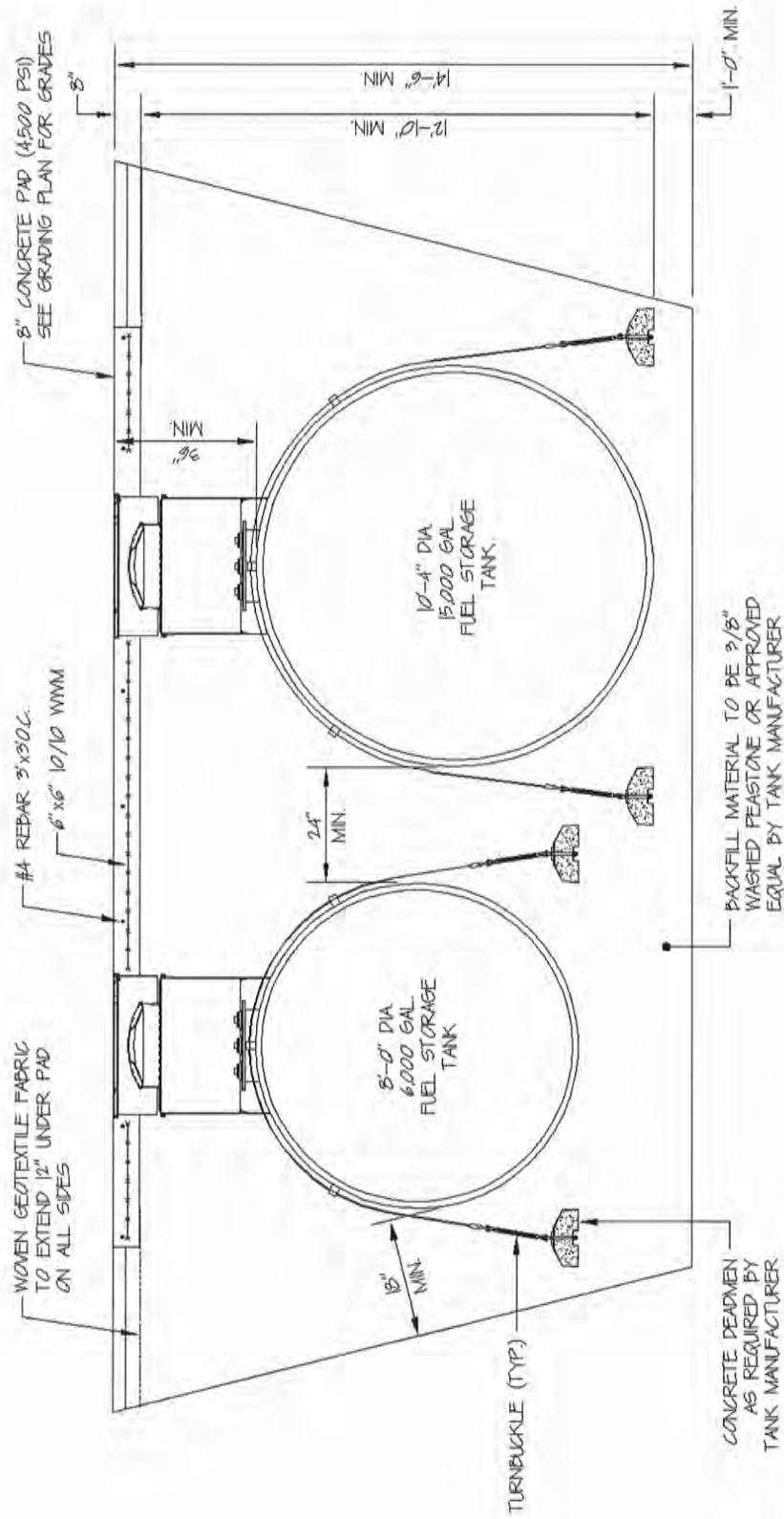
SCALE 1/4" = 1'-0"  
GROSS REFERENCE: NONE



**6 VAPOR RECOVERY DETAIL**

SCALE 1/4" = 1'-0"  
GROSS REFERENCE: NONE





4  
6-1

### TANK CROSS-SECTION DETAIL

SCALE: 1/4"=1'-0"  
CROSS REFERENCE: NONE



Correspondence from:  
Tim Johncox, P.G.  
Stewart's Manager for  
Environmental Compliance

# Stewart's

August 23, 2022

Chairman Burke and Members of the Utica Planning Board,

I learned from Chuck Marshall of my office that there is concern about the petroleum bulk storage installation for the proposed Stewart's at 2632 and 2634 Genesee Street. After Chuck's participation in a neighborhood forum where a number of topics raised, I have delineated two of the broadest in an attempt to address.

## **Prohibitions or Restriction on Petroleum Bulk Storage**

As we understand it, outside the zoning elements which are currently under review, there are no city-wide regulations prohibitive of this action. The governing regulation regarding petroleum bulk storage is **6 NYCRR Part 613**. In speaking with Chuck, he indicated that the "Petroleum Storage Equipment – Design, Installation and Maintenance" documents which outlines the framework of the Stewart's compliance program will be submitted with this correspondence.

## **Benzene Emission and Air Quality**

Please understand that **6 NYCRR Part 613** does not regulate Benzene emissions. Instead, Benzene emissions are regulated through **6 NYCRR Part 612**. This regulation places New York in line with the California Clean Air Standards. Here, facilities pumping in excess of 1.2 million gallons of gasoline annually are required to install additional equipment for air quality assurance (under **NESHAP Rule Part CCCCCC**) and that equipment must be tested triennially for full functionality and vapor tightness. The purpose of this is to ensure that high throughput gasoline-dispensing facilities prevent fugitive vapors from exiting the facility via fill ports, vent stacks or any system fittings. While the goal is zero fugitive vapors, there is no specific standard or threshold regulated for emissions through New York State from such a facility, since the equipment standards and test procedures are intended to preclude such releases in the first place. Fill ports are equipped with California Air Resources Board-compliant vapor-tight drop tubes, vapor connections are equipped with check valve "poppits", vent stacks are fitted with Pressure/Vacuum vent caps with specified and controlled "cracking" pressures, and all fittings and appurtenances are sealed and vapor tight. Tankers offloading fuels during delivery are all equipped with Stage I vapor recovery systems which return displaced vapors to the tanker truck during delivery rather than venting to the atmosphere (these vapors are later returned to the terminal when the tanker re-loads). Modern passenger vehicles fueling at the facility are also equipped with EPA-mandated onboard refueling vapor recovery systems which successfully sequester vapors during fueling to be burned via internal combustion later while driving. Further, the NYSDEC conducts routine compliance inspections on behalf of the Environmental Protection Agency (EPA) and Stewart's has not had a single violation on its petroleum bulk storage or vapor tightness program in any of the facilities in the Utica area since installation.

If you wish to discuss further, please don't hesitate to call me at (518) 581-1201 ext 4259.

Sincerely,  
Stewart's Shops Corp.



Timothy C. Johncox, P.G.  
Environmental Compliance & Remediation



P.O. Box 435 Saratoga Springs, NY 12866

Residential Sales Surrounding:

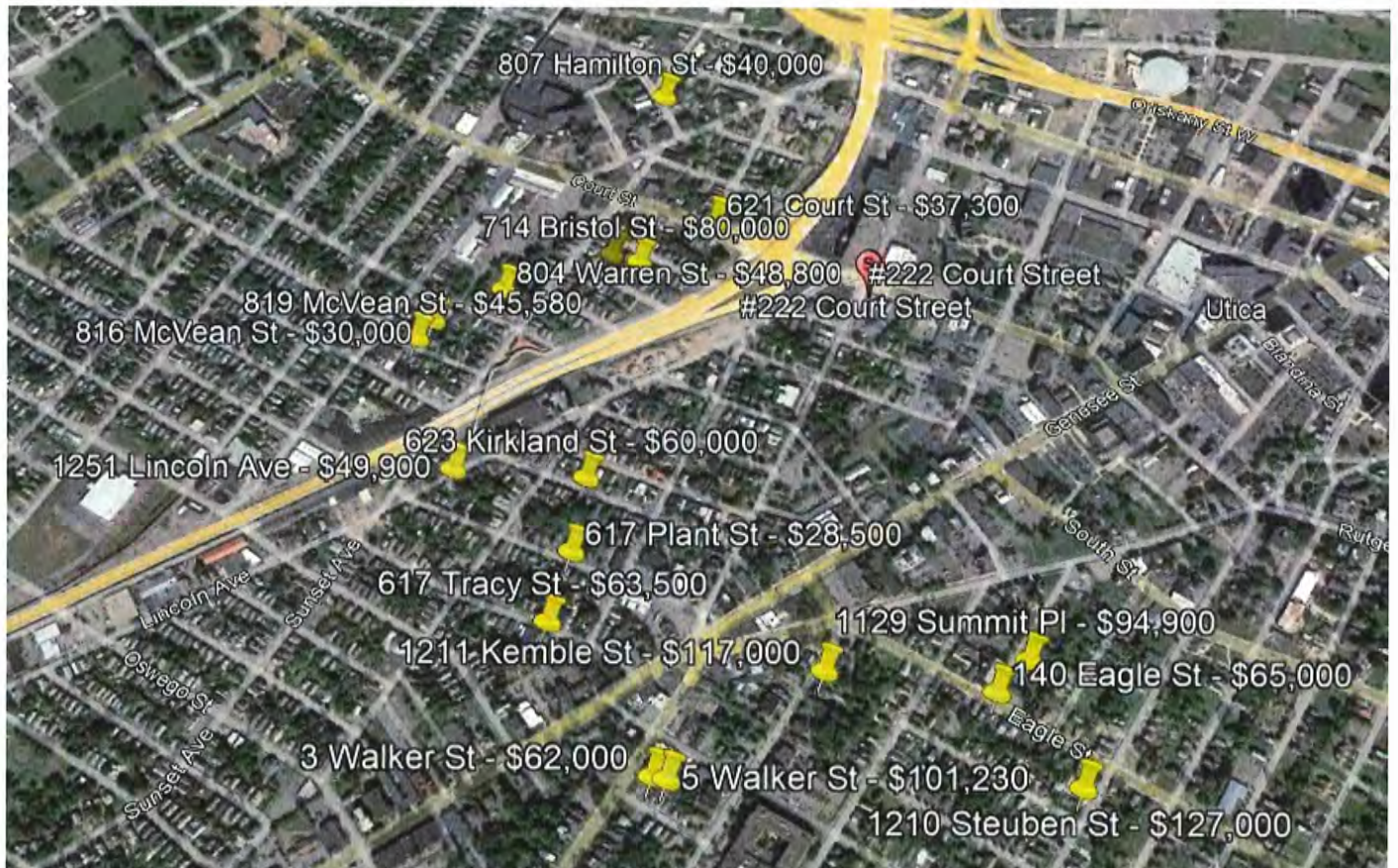
1210 Culver Ave

425 Court St

Locations of Existing Stewart's

# Residential Sales Within 1/2 Mile of 425 Court St Stewart's Shops #222

Distance	#	ML #	Stk	Price ↑	List Office	Address	Area	Days	Baths	Sqft Type
0.5 mi	1	SI111351	5	\$195,000	CDP006	905 Park AVE	Sylvan Beach-Village-306401	3	2.0	1,274 RES
0.5 mi	2	SI133189	5	\$127,000	COLF010	1210 Steuben ST	Utica-City-301600	3	2.3	2,052 RES
0.4 mi	3	SI064191	5	\$119,900	CDP008	11 Calder AVE	Yorkville-Village-307505	3	1.0	1,450 RES
0.4 mi	4	SI105400	5	\$117,000	HURE011	1211 Kemble ST	Utica-City-301600	9	5.2	4,500 RES
0.5 mi	5	SI100213	5	\$101,230	ABSC010	5 Walker ST	Utica-City-301600	4	1.0	1,231 RES
0.4 mi	6	SI120011	5	\$94,900	ONER011	1129 Summit Pl.	Utica-City-301600	5	1.1	2,534 RES
0.2 mi	7	SI239243	5	\$80,000	SEXT010	714 Bristol ST	Utica-City-301600	3	3.0	1,896 RES
0.2 mi	8	1701420	5	\$77,380	COLF010	15 Calder AVE	Utica-City-301600	2	1.0	819 RES
0.4 mi	9	SI130809	5	\$65,000	RIN012	140 Eagle ST	Utica-City-301600	4	2.1	3,648 RES
0.4 mi	10	1293010	5	\$63,500	COLF010	617 Tracy ST	Utica-City-301600	3	1.1	1,903 RES
0.5 mi	11	SI120691	5	\$62,000	COLF010	3 Walker ST	Utica-City-301600	2	1.1	1,120 RES
0.5 mi	12	SI133314	5	\$60,000	RUSAD1INV	1 Arlington ST	Utica-City-301600	4	2.0	1,767 RES
0.3 mi	13	SI120197	5	\$60,000	COLF010	623 Kirkland ST	Utica-City-301600	3	1.1	1,386 RES
0.5 mi	14	SI102007	5	\$53,000	ABSC010	3 Walker ST	Utica-City-301600	2	1.1	1,120 RES
0.4 mi	15	SI133211	5	\$49,900	ABSC010	1251 Lincoln AVE	Utica-City-301600	2	1.1	1,074 RES
0.3 mi	16	1401902	5	\$48,800	ROYA010	804 Warren	Utica-City-301600	5	1.0	1,234 RES
0.4 mi	17	SI107291	5	\$45,580	COLF010	819 McVean ST	Utica-City-301600	4	1.1	1,760 RES
0.3 mi	18	SI127562	5	\$45,000	ABSC010	726 Bristol ST	Utica-City-301600	3	1.0	1,594 RES
0.3 mi	19	SI243547	5	\$40,000	KLKW010	807 Hamilton ST	Utica-City-301600	3	1.0	864 RES
0.2 mi	20	SI120291	5	\$37,300	RUSAD1INV	621 Court ST	Utica-City-301600	4	2.0	2,000 RES
0.4 mi	21	SI275110	5	\$35,000	ABSC010	705 Kirkland ST	Utica-City-301600	4	2.0	1,670 RES
0.2 mi	22	SI136910	5	\$34,000	DOMI010	632 Spring ST W	Utica-City-301600	2	1.0	1,248 RES
0.4 mi	23	SI251659	5	\$30,000	HPRN010	816 McVean ST	Utica-City-301600	3	1.1	1,664 RES
0.4 mi	24	1807540	5	\$28,500	COLF010	617 Plant ST	Utica-City-301600	5	3.0	2,724 RES
0.5 mi	25	SI151297	5	\$23,000	HURE011	5 Walker ST	Utica-City-301600	4	1.0	1,231 RES
0.4 mi	26	SI102455	5	\$19,000	MVCH010	1018 Steuben ST	Utica-City-301600	4	1.0	2,236 RES
0.3 mi	27	SI130194	5	\$15,000	RUSAD04	926 Sunset AVE	Utica-City-301600	3	1.1	1,282 RES
0.5 mi	28	SI100207	5	\$10,000	COLF010	917 Saratoga ST	Utica-City-301600	3	1.0	1,000 RES



# Residential Sales Within 1/2 Mile of 1210 Culver Ave

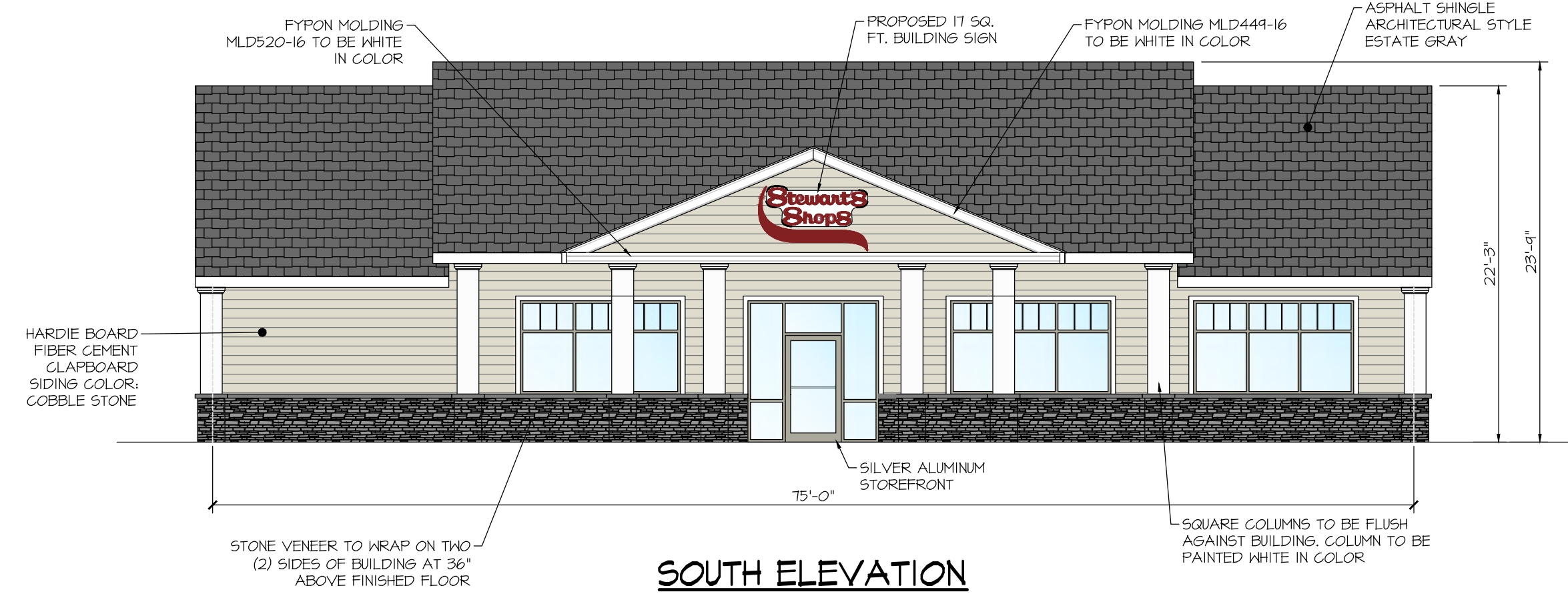
## Stewart's Shops #450

0.1 mi	2	\$1324998	5	\$230,000	SEXT010	1808 Crouse ST	Utica-City-301600	3	1.1	2,002 RES	
0.5 mi	3	\$1373801	5	\$225,000	SEXT010	1130 Hoover AVE	Utica-City-301600	4	2.0	1,528 RES	
0.5 mi	4	\$1340112	5	\$220,000	CBPR011	1144 Hoover AVE #2	Utica-City-301600	5	3.1	3,600 RES	
0.1 mi	5	\$1391926	5	\$215,000	ABSC010	1807 Crouse ST	Utica-City-301600	4	2.0	1,624 RES	
0.2 mi	5	\$1397290	5	\$205,000	COLF010	1810 Girard ST	Utica-City-301600	3	1.1	1,364 RES	
0.4 mi	7	\$1350595	5	\$195,000	DIAM01	2204 Portal RD	Utica-City-301600	3	1.1	1,560 RES	
0.4 mi	8	\$1393829	5	\$185,500	COLF010	1410 Albany ST	Utica-City-301600	5	2.1	2,199 RES	
0.3 mi	9	\$1373519	5	\$175,000	ONER012	1609 Girard ST	Utica-City-301600	3	2.0	1,733 RES	
0.3 mi	10	\$1389745	5	\$175,000	COLF010	1505 Roberta LN	Utica-City-301600	3	1.1	1,260 RES	
0.4 mi	11	\$1344271	5	\$175,000	PTRSN01	1800 Gardner ST	Utica-City-301600	3	0.2	1,100 RES	
0.4 mi	12	\$1310049	5	\$175,000	ABSC010	1317 South ST	Utica-City-301600	3	1.3	1,176 RES	
0.4 mi	13	\$1342083	5	\$170,000	ABSC010	1124 Westmore ST	Utica-City-301600	2	1.1	1,146 RES	
0.3 mi	14	\$1333605	5	\$170,000	HURE012	1609 Copperfield ST	Utica-City-301600	3	1.0	1,008 RES	
0.3 mi	15	\$1290584	5	\$170,000	KLRW010	1828 South ST	Utica-City-301600	3	2.0	1,632 RES	
0.3 mi	16	\$1296181	5	\$170,000	COLF010	1150 Tilden AVE	Utica-City-301600	4	2.0	1,624 RES	
0.3 mi	17	\$1352801	5	\$167,000	ABSC010	1205 Tilden AVE	Utica-City-301600	3	1.0	1,212 RES	
0.5 mi	18	\$1235728	5	\$164,000	SCRE010	14 Parkview DR	Utica-City-301600	3	1.1	1,656 RES	
0.5 mi	19	\$1242933	5	\$159,000	PAVR010	1148 Hoover AVE	Utica-City-301600	4	2.0	1,656 RES	
0.2 mi	20	\$1359152	5	\$155,800	ABSC010	1203 Tilden AVE	Utica-City-301600	3	1.0	952 RES	
0.3 mi	21	\$1308229	5	\$147,000	COLF010	1616 Girard ST	Utica-City-301600	4	1.1	2,149 RES	
0.4 mi	22	\$1235310	5	\$146,000	CBPR011	19 Rosemary ST	Utica-City-301600	3	2.0	942 RES	
0.3 mi	23	\$1286358	5	\$145,750	COLF010	1310 Ontario ST	Utica-City-301600	3	2.0	1,215 RES	
0.4 mi	24	\$1321542	5	\$145,000	PAVR010	1014 Ontario ST	Utica-City-301600	3	1.0	1,058 RES	
0.3 mi	25	\$1234993	5	\$145,000	COLF010	1108 Tilden AVE	Utica-City-301600	4	2.1	2,080 RES	
0.3 mi	26	\$1272645	5	\$143,000	COLF010	1118 Tilden AVE	Utica-City-301600	3	1.2	1,144 RES	
0.3 mi	27	\$1365600	5	\$140,000	PAVR010	1819 South ST	Utica-City-301600	3	1.0	1,148 RES	
0.5 mi	28	\$1192091	5	\$139,000	PMW020	13 Rosemary ST	Utica-City-301600	3	2.0	1,092 RES	
0.5 mi	29	\$1388891	5	\$137,200	SEXT010	12 Parkview DR	Utica-City-301600	7	1.0	936 RES	
0.4 mi	30	\$1247821	5	\$132,500	ABSC010	1123 Hoover AVE	Utica-City-301600	4	1.1	1,361 RES	
0.4 mi	31	\$1330589	5	\$131,000	HURE011	1809 Guelich ST	Utica-City-301600	2	1.0	985 RES	
0.5 mi	32	\$1273943	5	\$130,000	ABSC010	1421 Albany ST	Utica-City-301600	3	1.1	1,300 RES	
0.4 mi	33	\$1212312	5	\$130,000	WUSA011MW	1420 Albany ST	Utica-City-301600	3	2.0	1,326 RES	

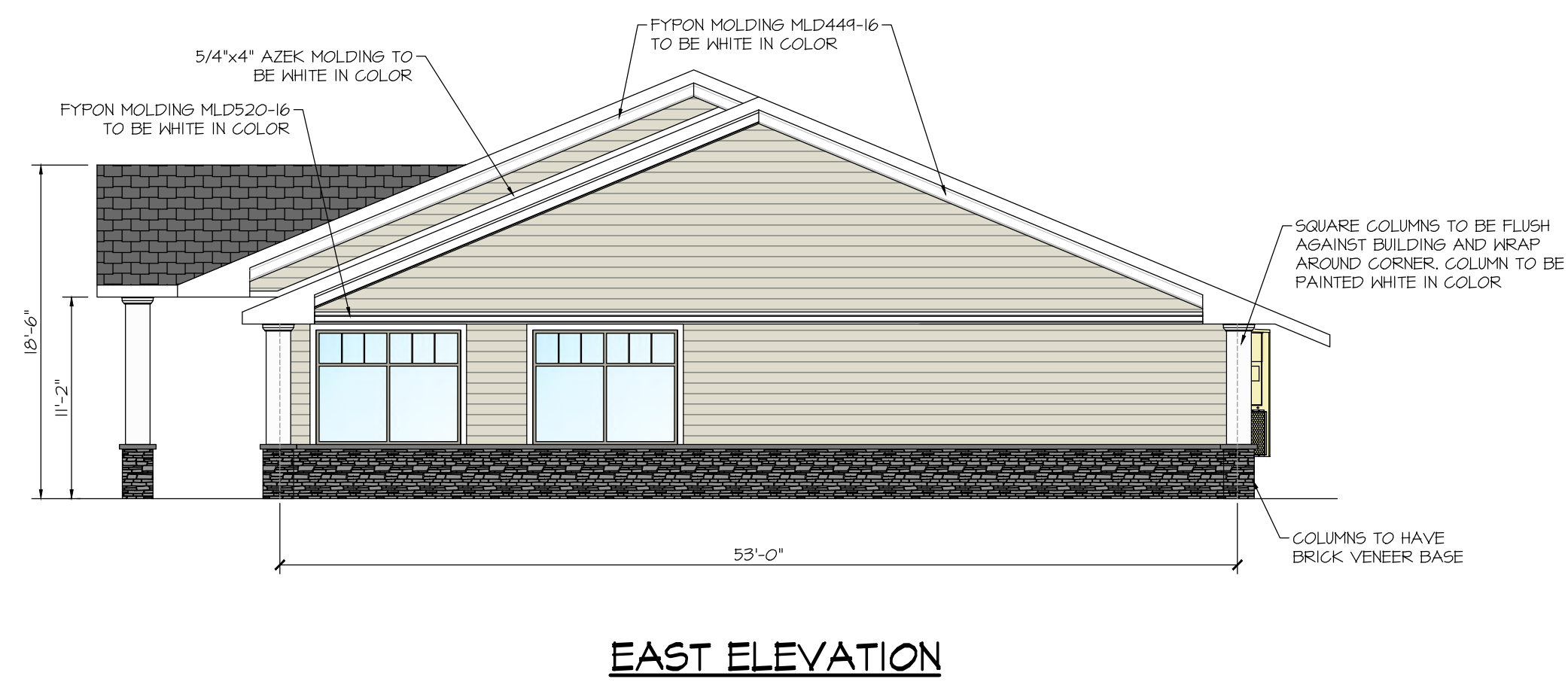


# PROPOSED STEWART'S SHOP

2634 GENESEE STREET, UTICA, NY

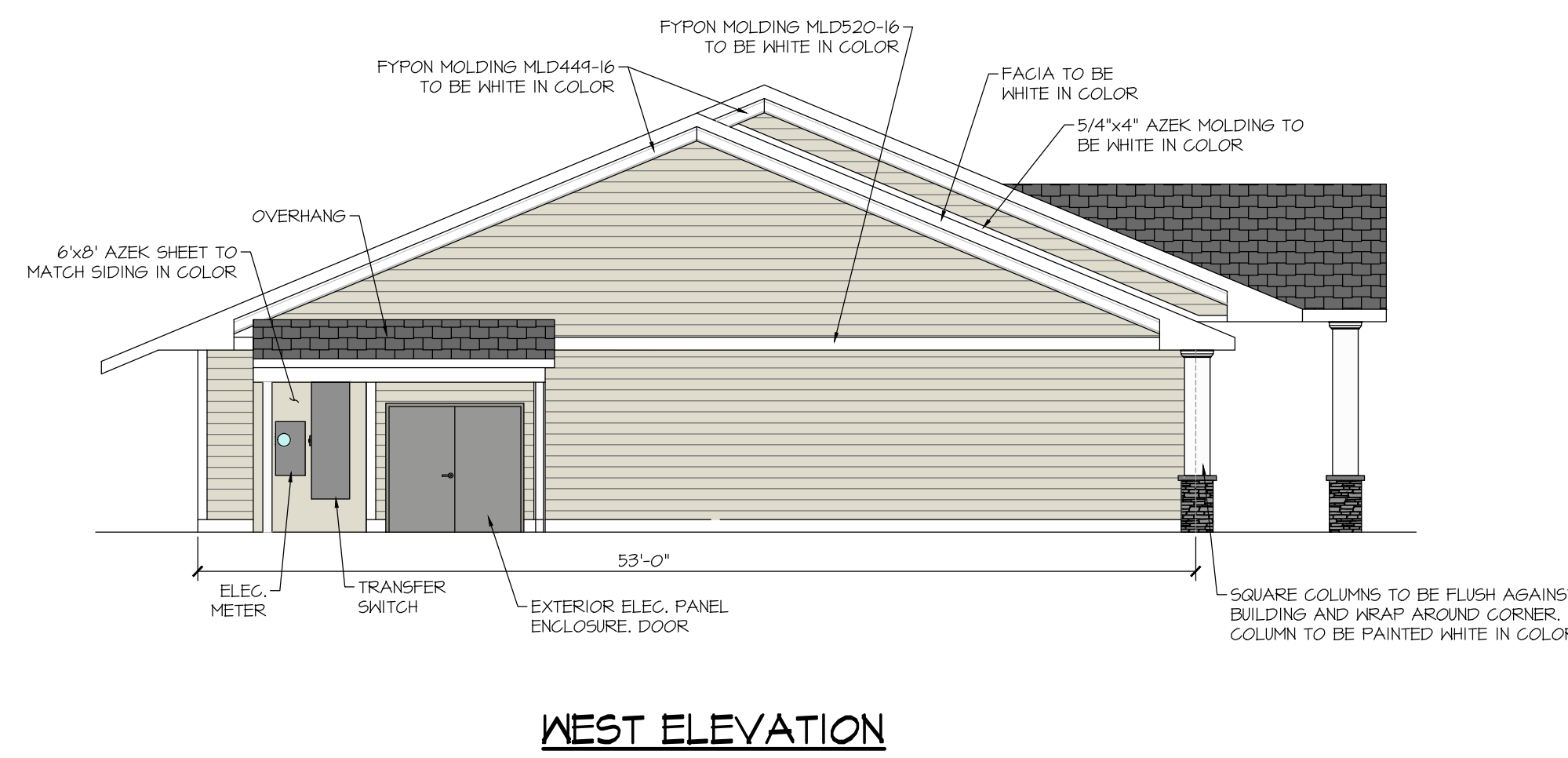


**SOUTH ELEVATION**

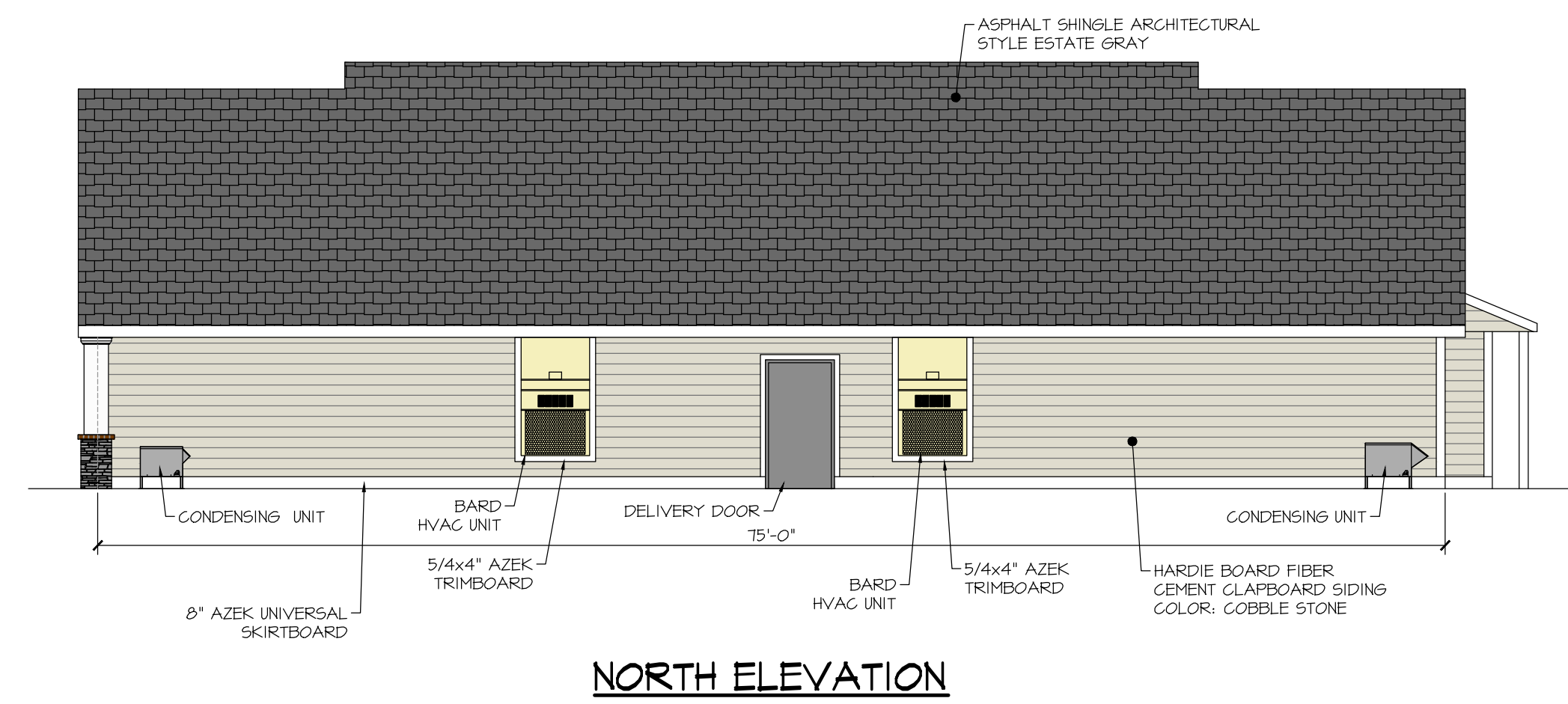


**EAST ELEVATION**

SHEET NO.	DRAWING NAME	DESCRIPTION
1	T-1	TITLE SHEET
2	S-1	EXISTING SITE/DEMO PLAN
3	S-2	PROPOSED SITE PLAN
4	S-3	LANDSCAPING PLAN
5	S-4	LIGHTING PLAN



**WEST ELEVATION**



**NORTH ELEVATION**



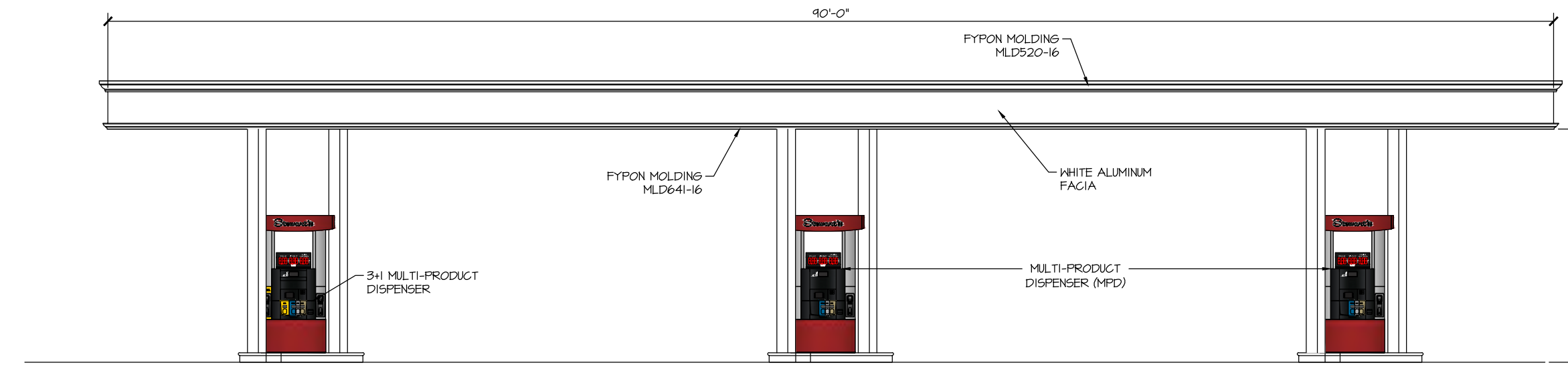
**PROPOSED FREESTANDING SIGN**

- SIZE: - 7'-10" x 8" = 63 SQ. FT.
- LETTERS: - 1/8" FLEXIGLASS FACE ON 4-1/2" THICK CAN
- ILLUMINATION: - INTERNALLY ILLUMINATED WITH LED LIGHTING
  - BURGUNDY LETTERS
  - WHITE COLOR BACKGROUND
  - 16" RED LED GAS PRICE NUMBERS
  - 16" GREEN LED DIESEL PRICE NUMBERS

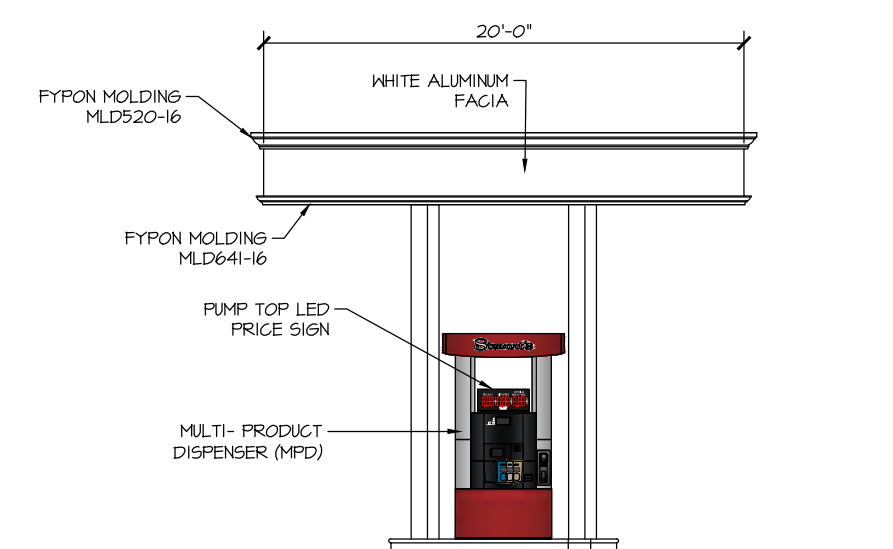


**TYPICAL BUILDING SIGN**

- SIZE: - 17 SQ. FT.
- LETTERS: - 1/8" FLEXIGLASS FACE ON 4-1/2" THICK CAN
- ILLUMINATION: - INTERNALLY ILLUMINATED WITH LED LIGHTING
  - BURGUNDY LETTERS
  - WHITE COLOR BACKGROUND



**GAS CANOPY SOUTH ELEVATION**



**GAS CANOPY EAST ELEVATION**

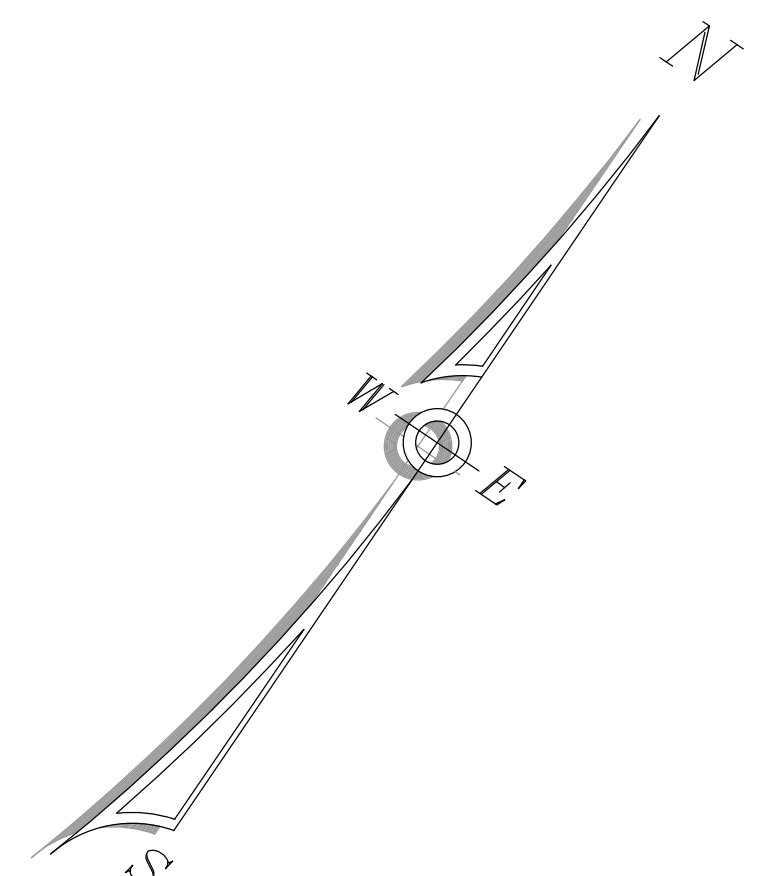
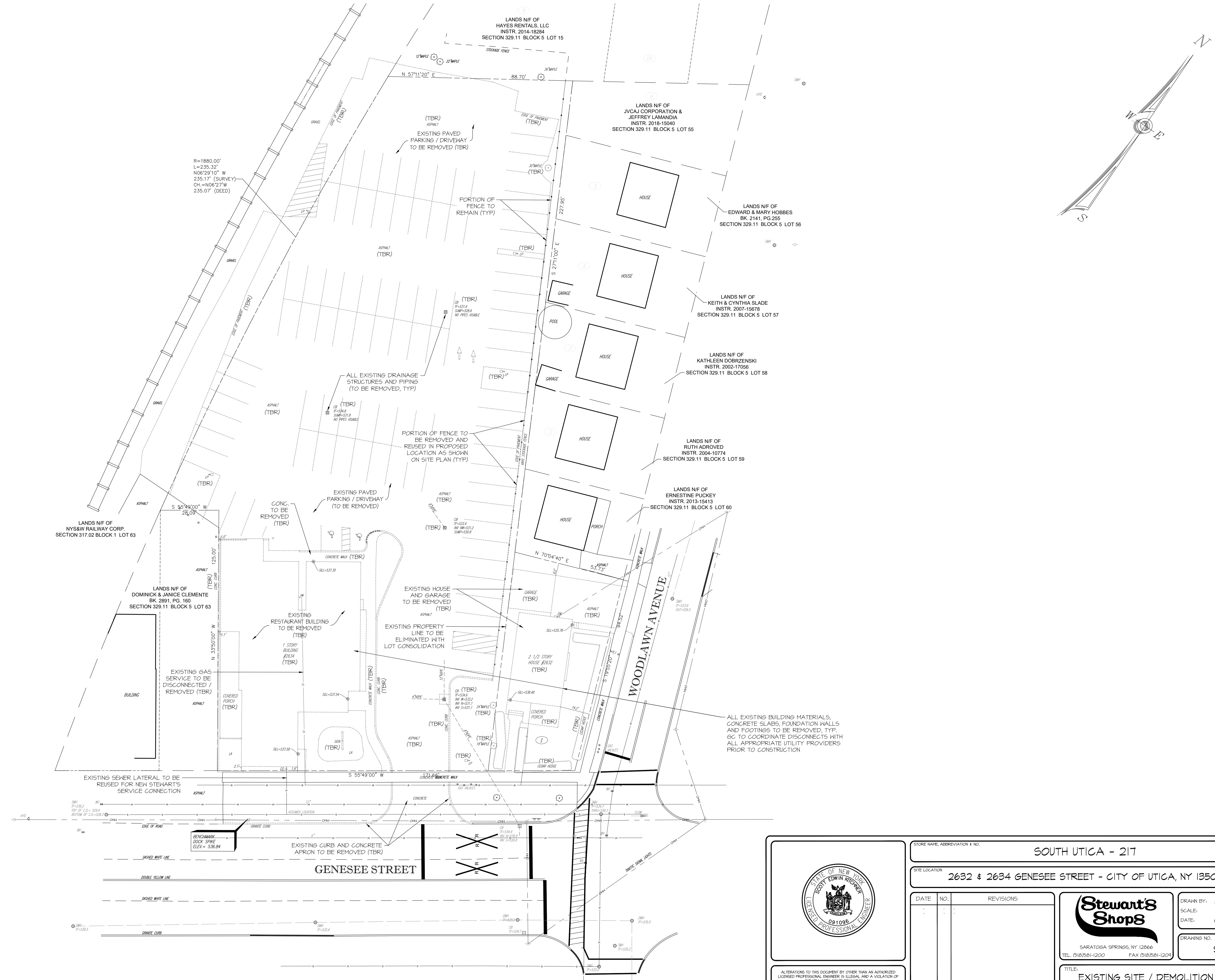
STORE NAME, ABBREVIATION & NO.		SOUTH UTICA - 217	
SITE LOCATION		2632 & 2634 GENESEE STREET - CITY OF UTICA, NY 13502	
DATE	NO.	REVISIONS	
DRAWN BY: JRG		SCALE: AS SHOWN	
DATE: 6/29/22		DRAWING NO. T-1	
SARATOGA SPRINGS, NY 12866		TEL: (518)581-1200 FAX: (518)581-1209	
TITLE:		TITLE SHEET	

ALTERATIONS TO THIS DOCUMENT BY OTHER THAN AN AUTHORIZED LICENSED PROFESSIONAL ENGINEER IS ILLEGAL AND A VIOLATION OF THE NEW YORK STATE EDUCATION LAW

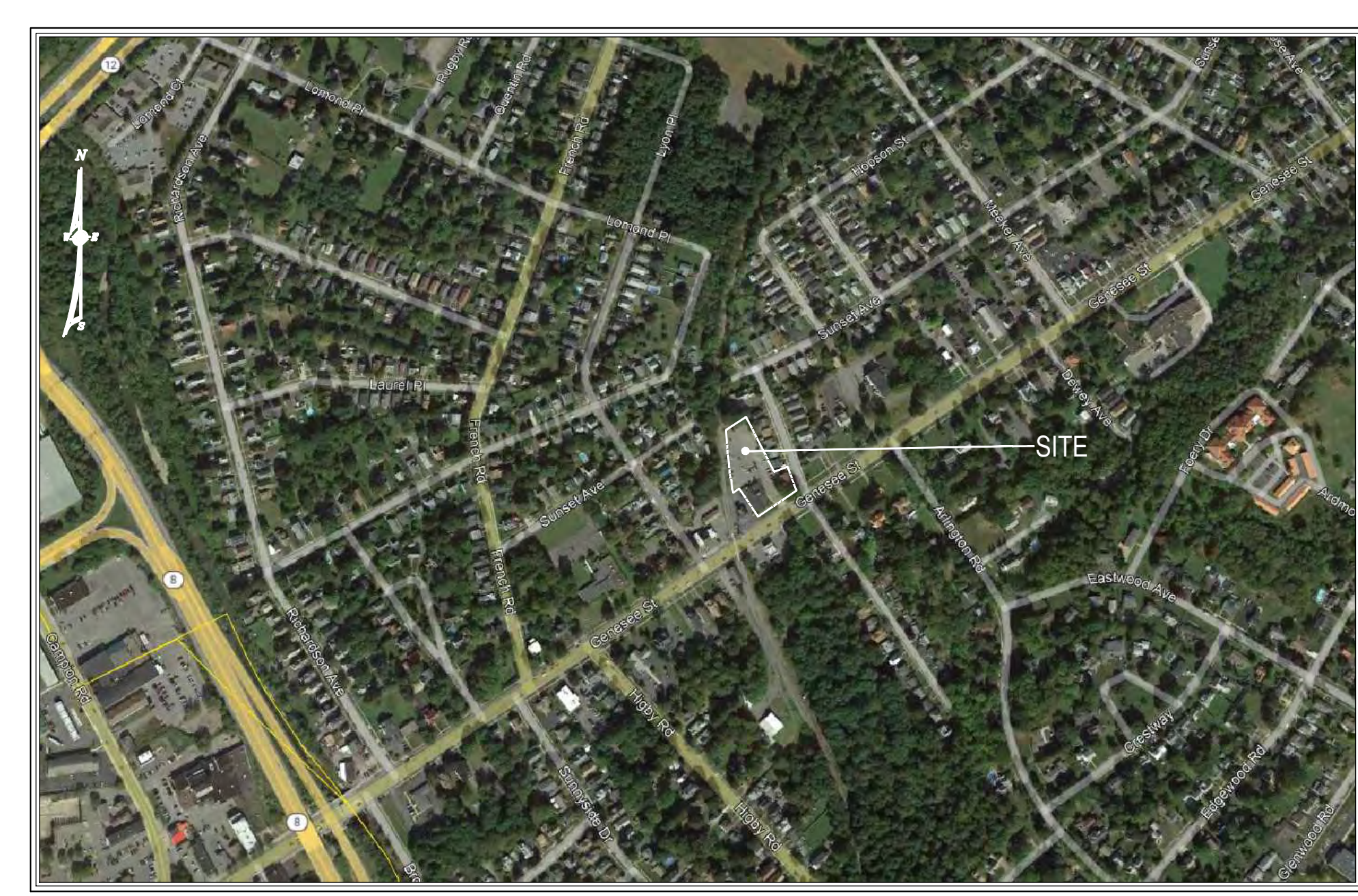
**LEGEND**

PROPERTY LINE	
FIRE HYDRANT	
WATER VALVE	
GAS VALVE	
SEWER MANHOLE	
SEWER CLEANOUT	
CURB INLET	
CATCH BASIN	
GUY WIRE	
UTILITY POLE	
SIGNPOST	
TRAFFIC SIGNAL CONTROL BOX	
POLE LIGHT	
WELL	
BOLLARD	
IRRIGATION SLEEVE	
OVERHEAD UTILITIES	
WATER SERVICE, 1" TYPE "K" COPPER	
SEWER SERVICE, 4" SDR 26	
STORM PIPE, PROPOSED, HDPE	
STORM PIPE, EXISTING	
STOCKADE FENCE	
CHAINLINK FENCE	
SPLITRAIL FENCE	
U/G ELECTRICAL/TELE SERVICE	
U/G ELECTRICAL CONDUIT	
U/G GAS LINE	
U/G CAMERAL CONDUIT	
DIESEL PRODUCT LINE	
SUPER PRODUCT LINE	
UNLEADED PRODUCT LINE	
EXISTING MAJOR CONTOUR	
EXISTING MINOR CONTOUR	
PROPOSED MAJOR CONTOUR	
PROPOSED MINOR CONTOUR	
PROPOSED SPOT ELEVATION	
EXISTING UNCHANGED SPOT ELEVATION	

NOTES:  
 1. SOME FEATURES IN LEGEND MAY NOT HAVE BEEN USED.  
 2. DASHED LINES INDICATE NEW WORK.  
 3. DOTTED LINES INDICATE REMOVED ITEMS.



		STORE NAME, ABBREVIATION & NO.		SOUTH UTICA - 217	
		SITE LOCATION		2632 & 2634 GENESEE STREET - CITY OF UTICA, NY 13502	
DATE	NO.	REVISIONS			DRAWN BY: JR6 SCALE: 1"=40' DATE: 6/29/22
ALTERATIONS TO THIS DOCUMENT BY OTHER THAN AN AUTHORIZED LICENSED PROFESSIONAL ENGINEER IS ILLEGAL AND A VIOLATION OF THE NEW YORK STATE EDUCATION LAW				SARATOGA SPRINGS, NY 12866 TEL: (518)581-1200 FAX: (518)581-1209	
TITLE: EXISTING SITE / DEMOLITION PLAN					



**SITE LOCATION MAP**  
SCALE: N.T.S.

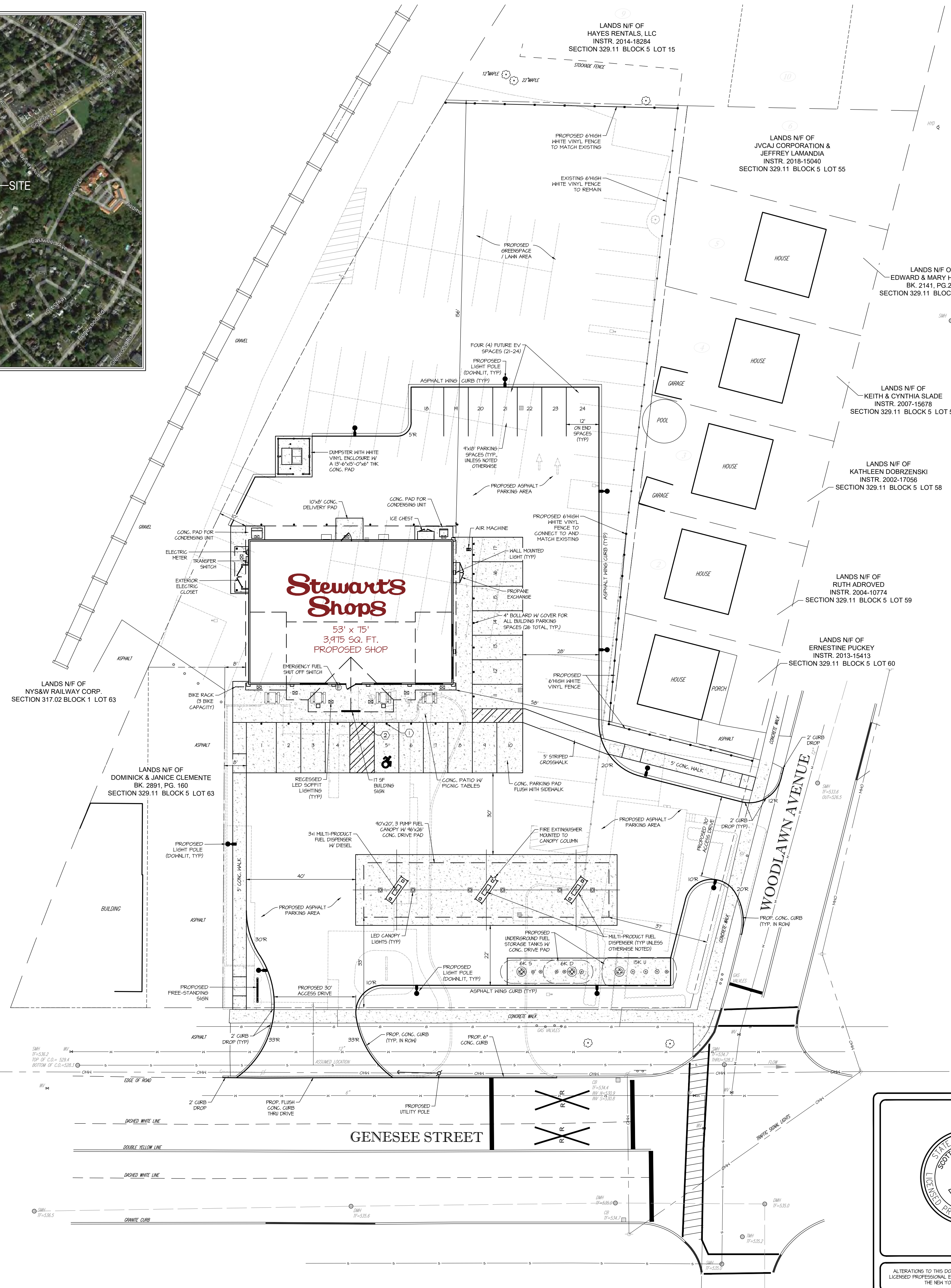
LEGEND	
PROPERTY LINE	---
FIRE HYDRANT	
WATER VALVE	
GAS VALVE	
SEWER MANHOLE	
SEWER CLEANOUT	
CURB INLET	
CATCH BASIN	
GUY WIRE	
UTILITY POLE	
SIGNPOST	
TRAFFIC SIGNAL CONTROL BOX	
POLE LIGHT	
WELL	
BOLLARD	
IRRIGATION SLEEVE	
OVERHEAD UTILITIES	--- OHW ---
WATER SERVICE, 1" TYPE "K" COPPER	--- WK ---
SEWER SERVICE, 4" SDR 35	--- SK ---
STORM PIPE, PROPOSED, HDPE	--- SH ---
STORM PIPE, EXISTING	--- SH ---
STOCKADE FENCE	---
CHAINLINK FENCE	---
SPLITRAIL FENCE	---
U/G ELECTRICAL/TELE SERVICE	--- UE/UT ---
U/G ELECTRICAL CONDUIT	--- UE ---
U/G GAS LINE	--- G ---
U/G CAMERAL CONDUIT	--- CAM ---
DIESEL PRODUCT LINE	--- DSL ---
SUPER PRODUCT LINE	--- SUP ---
UNLEADED PRODUCT LINE	--- UNL ---
EXISTING MAJOR CONTOUR	
EXISTING MINOR CONTOUR	
PROPOSED MAJOR CONTOUR	
PROPOSED MINOR CONTOUR	
PROPOSED SPOT ELEVATION	
EXISTING UNCHANGED SPOT ELEVATION	

**NOTES:**  
1. SOME FEATURES IN LEGEND MAY NOT HAVE BEEN USED.  
2. DARGER LINES INDICATE NEW WORK.  
3. DOTTED LINES INDICATE REMOVED ITEMS.

**SIGN KEY:**

- ALL SIGNS ARE TO CONFORM WITH N.Y.S.D.O.T. STANDARD SECTION 645.
- SIGN POST TO BE SECURED IN BOLLARD WITH SAND.
- SIGNS SHALL BE MOUNTED TO GALVANIZED U CHANNEL POSTS IN THE LOCATIONS INDICATED ON THE PLAN.

	HANDICAP SIGN R7-1 12"x18" R7-2A 12"x18" 6'-0" MOUNTING HEIGHT MIN. SEE PLAN FOR LOCATION
	NO PARKING SIGN R7-1 12"x18" 6'-0" MOUNTING HEIGHT MIN. SEE PLAN FOR LOCATION

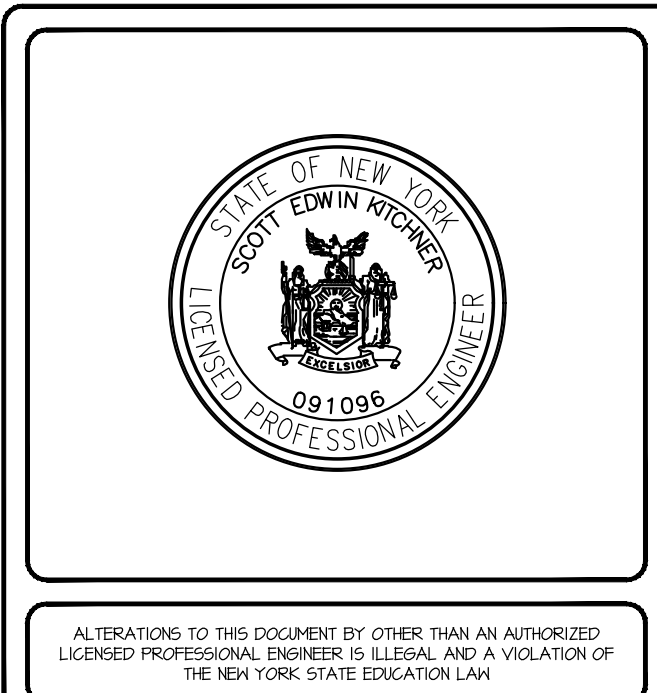


CITY OF UTICA - ONEIDA COUNTY  
TAX MAP S.B.L.# 32411-5-61 & 62  
ZONING DISTRICT - NMU - NEIGHBORHOOD MIXED USE

	REQUIRED	PROPOSED
LOT AREA (MIN)	1000 SF	1,141+ ACRES
LOT WIDTH (MIN/MAX)	10 FT / 100 FT	X FT
LOT COVERAGE (MAX - CORNER)	70% - 90%	X%
FRONT YARD (MIN/MAX)	AVERAGE	X FT
FACADE LENGTH (MAX)	60 FT	X FT
SIDE YARD (MIN TOTAL)	10 FT	X FT
REAR YARD (MIN)	10 FT	X FT
PARKING SETBACK	4 STORIES	1 STORY - 24 FT
BUILDING HEIGHT (MAX)	4 FT	4 FT-8 IN
FIRST STORY MINIMUM HEIGHT	50%	X %
GROUND FLOOR TRANSPARENCY, FRONT FACADE (MIN)	30%	X %
MAIN ENTRANCE LOCATION (REQUIRED)	FACING SIDEWALK	FACING SIDEWALK
FRONTAGE UNBUILT (MAX)	12 FT	NA
VEHICLE PARKING	2 PER 1000 SQ. FT. OF GFA 3.475/1000 (2) = 8 SPACES	24 SPACES
BIicycle PARKING	1 PER 10 PARKING SPACES 24/10 = 3 SPACES	3 SPACES

**SITE STATISTICS:**

EXISTING SITE USAGE DATA	PROPOSED SITE USAGE DATA
GREENSPACE 6,141 SQ. FT. 12%	GREENSPACE 11,141 SQ. FT. 36%
BUILDING 6,744 SQ. FT. 14%	BUILDING 3,475 SQ. FT. 8%
CONC./PAVE/PORCH 36,662 SQ. FT. 74%	FUEL CANOPY 1,800 SQ. FT. 4%
	CONC./PAVE 26,074 SQ. FT. 52%



STORE NAME, ABBREVIATION & NO. **SOUTH UTICA - 217**

SITE LOCATION **2632 & 2634 GENESEE STREET - CITY OF UTICA, NY 13502**

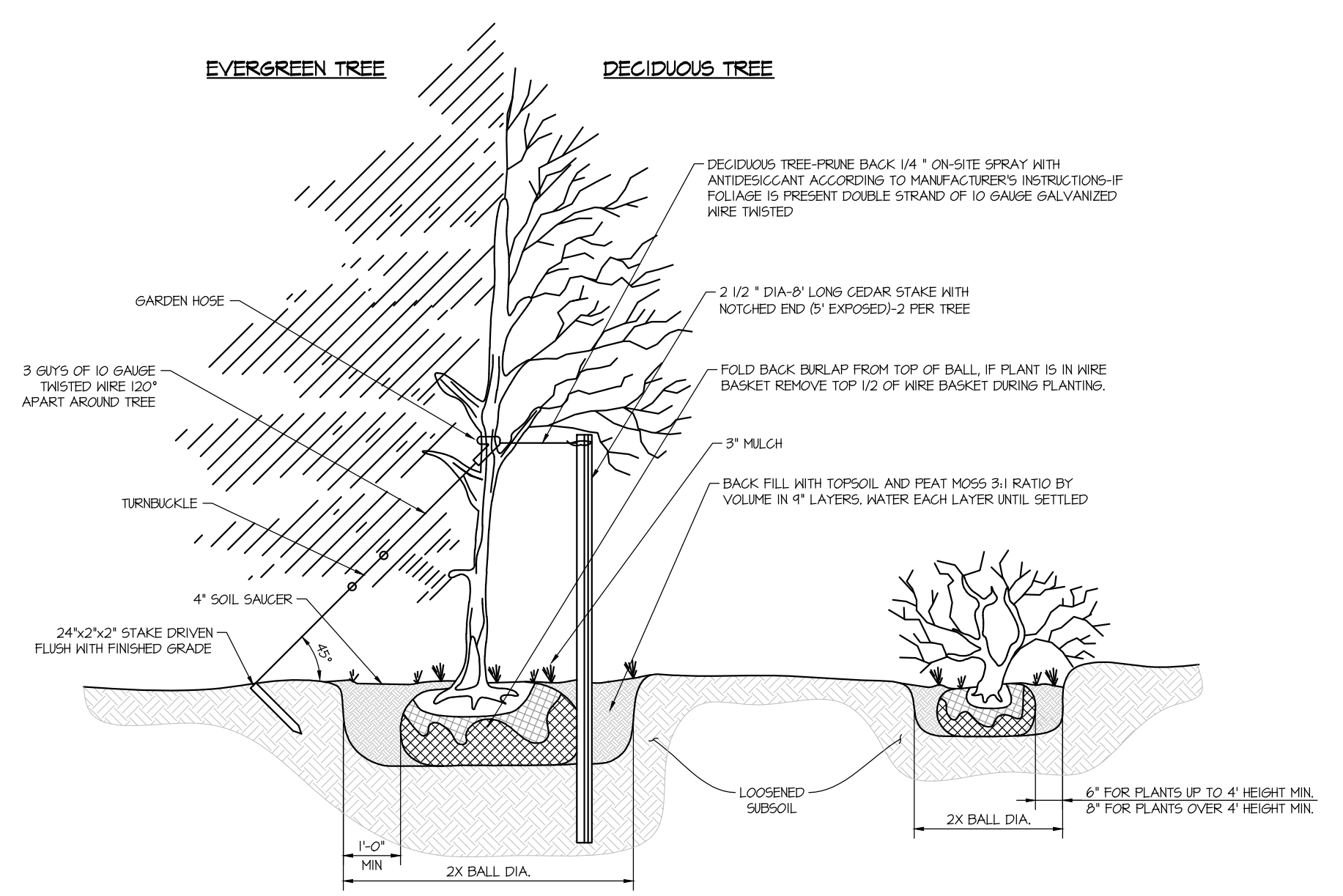
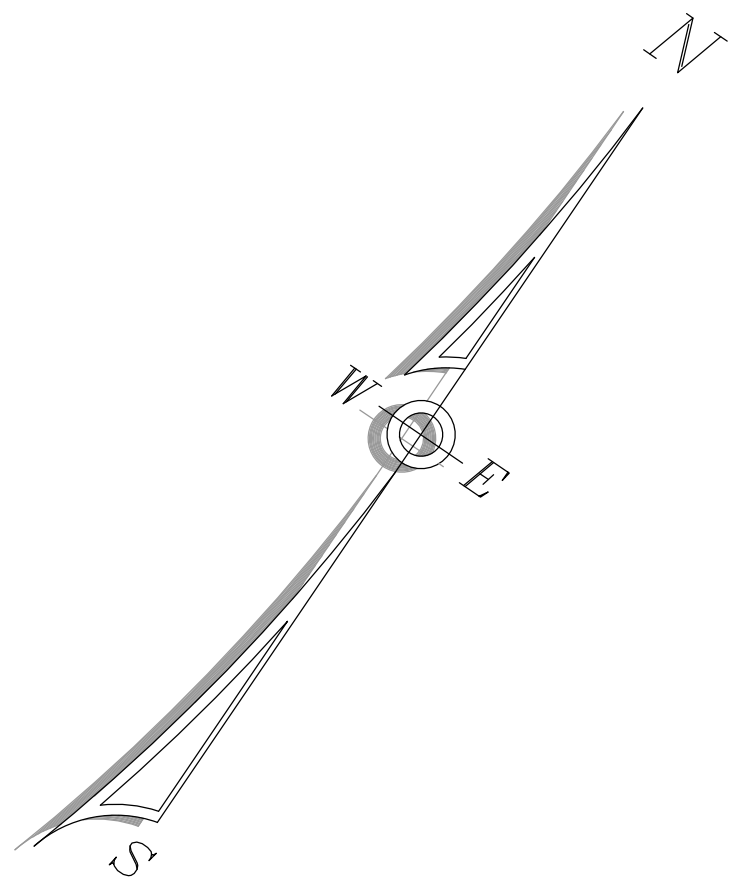
DATE	NO.	REVISIONS

DRAWN BY: JR6  
SCALE: 1"=20'  
DATE: 6/24/22  
DRAWING NO. **5-2**

**Stewart's Shops**  
SARATOGA SPRINGS, NY 12866  
TEL: (518)581-1200 FAX: (518)581-1204

TITLE: **PROPOSED SITE PLAN**



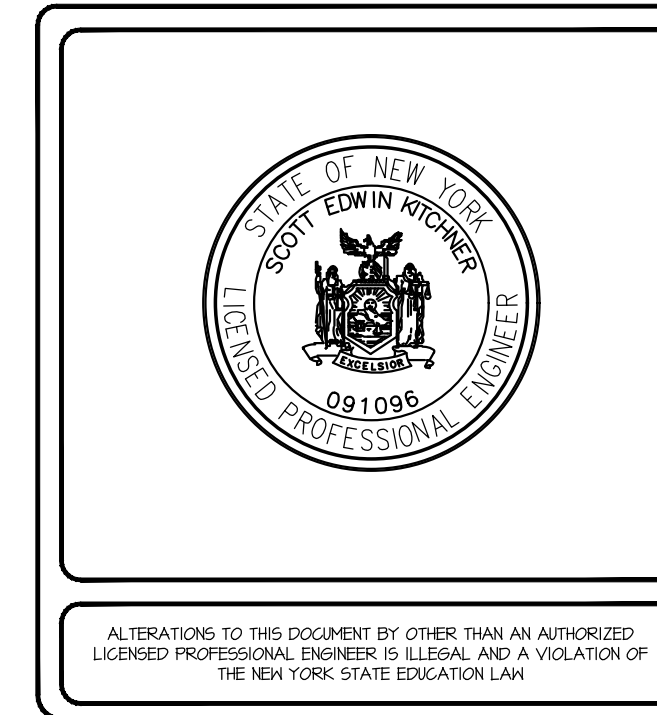


- PLANTING NOTES:**
1. DECIDUOUS PLANTING SEASONS  
 SPRING: APRIL 1 - MAY 20  
 FALL: OCTOBER 1 - NOVEMBER 15
  2. ALL PLANTS SHALL BE GUARANTEED AND MAINTAINED FOR A PERIOD OF 1 YEAR AFTER BEING PROPERLY PLANTED.
  3. REPLACEMENT PLANTS SHALL BE PLANTED IN CONFORMANCE WITH THE SAME SPECIFICATIONS AS THE ORIGINAL PLANTS.
  4. WRAP DECIDUOUS TREES OVER 1" CAL. WITH PLASTIC TREE GUARDS  
 - REMOVE TREE GUARDS AFTER A MIN. OF 2 WINTERS AND BEFORE A MAX. OF 5 WINTERS
  5. EVERGREEN TREE-GROUND LINE TO BE THE SAME AS EXISTED AT THE NURSERY
  6. TREE CALIPER IS TO BE MEASURED AT A HEIGHT OF 4'
  7. ALL STAKES AND GUY WIRES TO BE REMOVED 2 YEARS AFTER INITIAL PLANTING.

**PLANTING DETAIL**  
SCALE: N.T.S.

**PLANT LIST**

	ABRV	BOTANICAL NAME	COMMON NAME	QTY	SIZE	SPACING
PERENNIALS	HS	HEMEROCALLIS 'STELLA DE ORO'	DAYLILY - STELLA DE ORO	14	2 GAL.	AS SHOWN
	RF	RUDBECKIA FILIFIDA	BLACK-EYED SUSAN	19	2 GAL.	AS SHOWN
	EP	EGHINACEA PURPUREA 'RUBY STAR'	CONEFLOWER - PURPLE	7	2 GAL.	AS SHOWN
	PF	PENNISETUM FUSCUM	GRASS - PIGLET FOUNTAIN	7	2 GAL.	AS SHOWN
	AG	ASTILBE X ARENDSONII 'GRANAT'	GRANAT ASTILBE	13	2 GAL.	AS SHOWN
	RPJ	RHOODOENDRON 'PJM'	PJM RHOODOENDRON	6	14"-18"	AS SHOWN
SHRUBS	SJ	SPIRAEA JAPONICA	LITTLE PRINCESS SPIREA	16	14"-18"	AS SHOWN
	PC	FRINX X CISTENA	PURPLE LEAF SANDCHERRY	14	18"-24"	AS SHOWN
	SG	SPIRAEA GOLDMOUND	GOLDMOUND SPIREA	15	14"-18"	AS SHOWN
	ARR5	ACER RUBRUM 'RED SUNSET'	RED SUNSET RED MAPLE	2	3" - 3-1/2" CAL.	AS SHOWN
TREES	BN	BETULA NIGRA	MULTI STEM RIVER BIRCH	2	10"-12" MIN.	AS SHOWN
	CF	CORNUS FLORIDA 'CHEROKEE CHIEF'	RED FLOWERING DOGWOOD	3	3" - 3-1/2" CAL.	AS SHOWN



STREET NAME, ABBREVIATION & NO. **SOUTH UTICA - 217**

SITE LOCATION **2632 & 2634 GENESEE STREET - CITY OF UTICA, NY 13502**

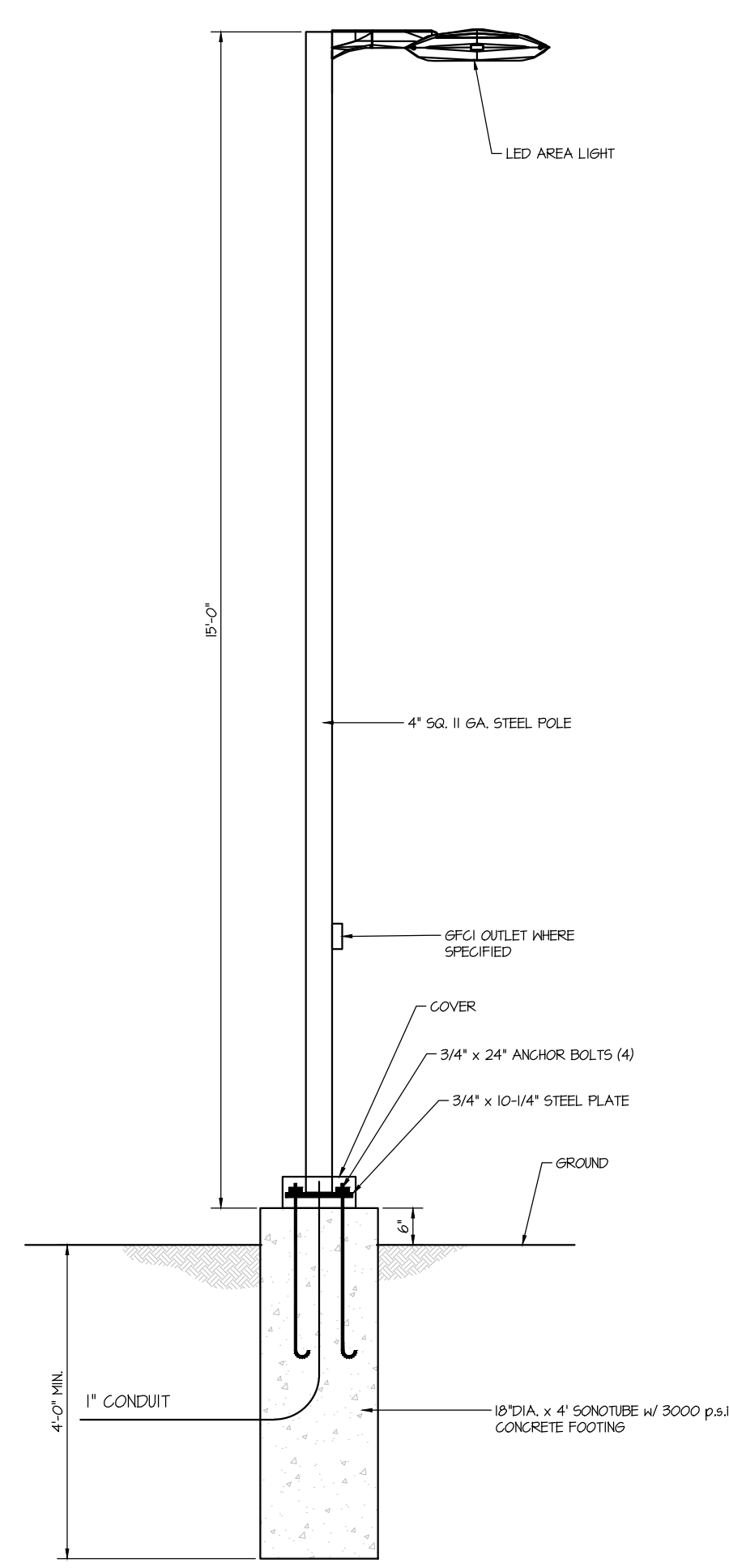
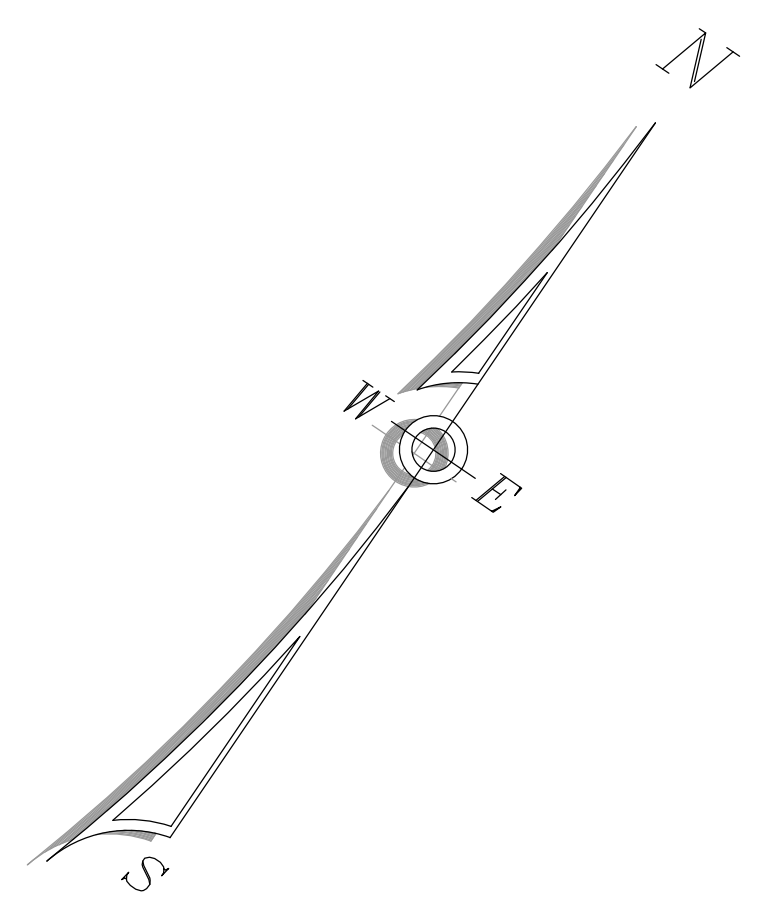
DATE	NO.	REVISIONS

DRAWN BY: JR6  
 SCALE: 1"=20'  
 DATE: 6/29/22  
 DRAWING NO. **5-3**

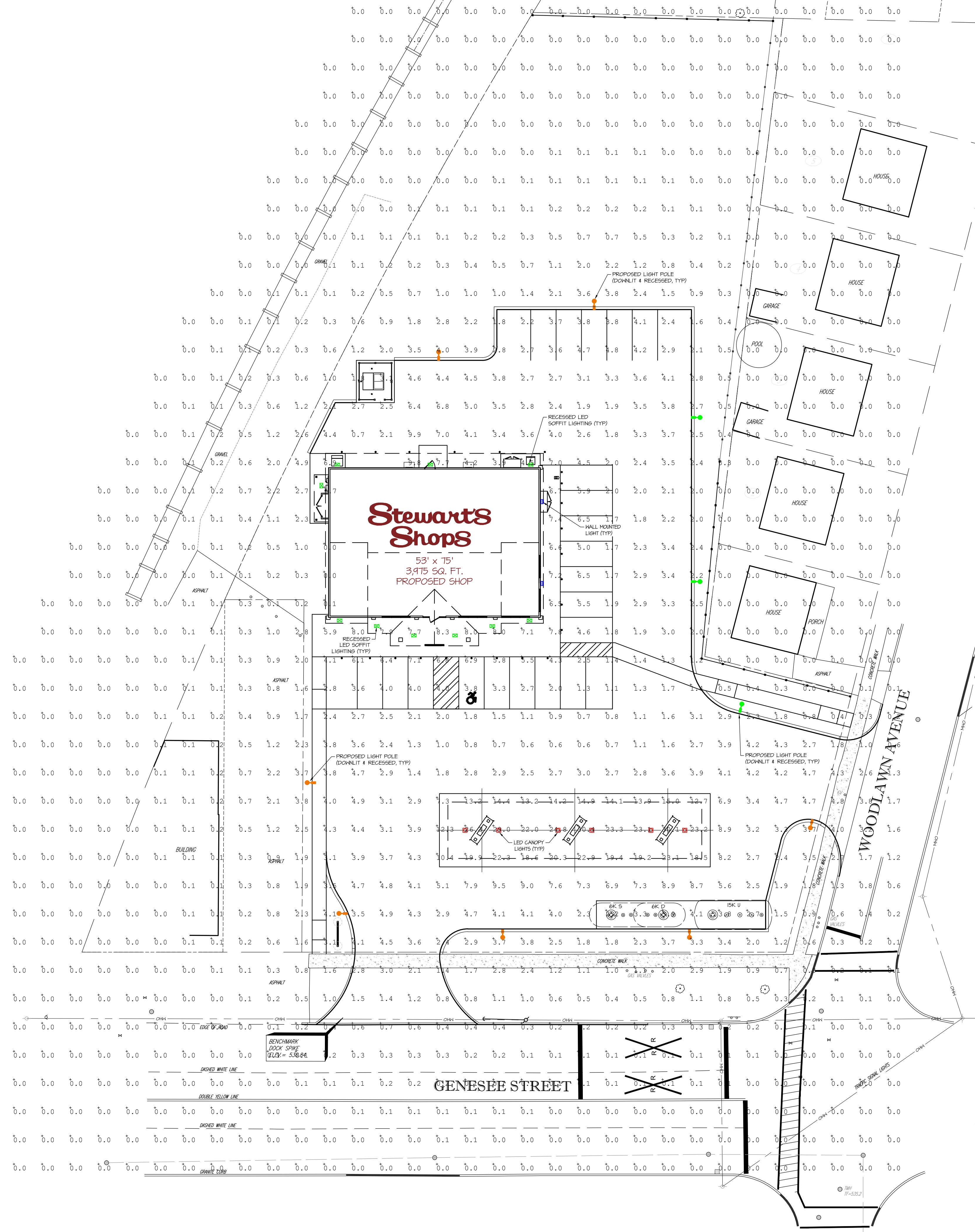
SARATOGA SPRINGS, NY 12866  
 TEL: (518)581-1200 FAX: (518)581-1209

TITLE: **LANDSCAPE PLAN**

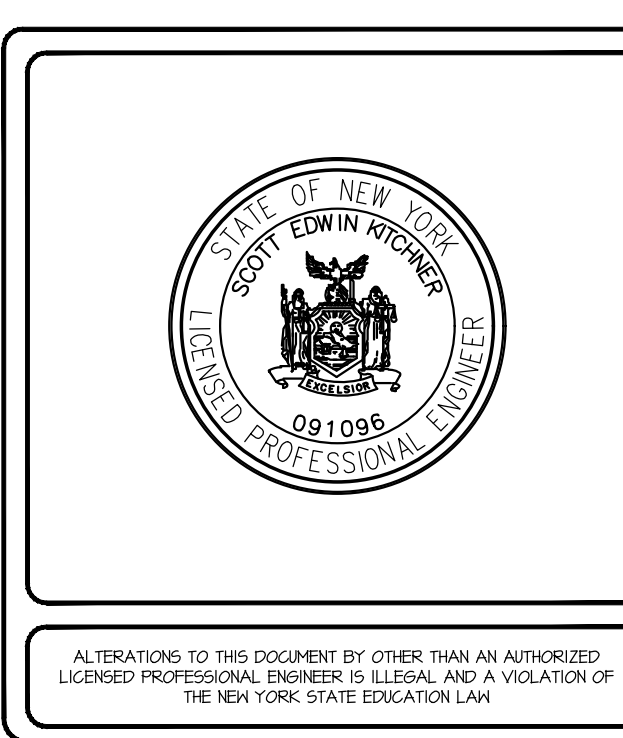
ALTERATIONS TO THIS DOCUMENT BY OTHER THAN AN AUTHORIZED LICENSED PROFESSIONAL ENGINEER IS ILLEGAL AND A VIOLATION OF THE NEW YORK STATE EDUCATION LAW



**LIGHT POLE DETAIL**



Symbol	Qty	Label	Arrangement	Description	Lum. Watts	Lum. Lumens
	1	ARE-EDG-3M-DA-06-E-UL-BZ-100	SINGLE	POLE LIGHT, 60 WHITE LED, 100mA DRIVER, DIRECT ARM MOUNT	136.3	4146
	3	ARE-EDG-3MB-DA-06-E-UL-BZ-100	SINGLE	POLE LIGHT, 60 WHITE LED, BACK SHIELDED, 100mA DRIVER, DIRECT ARM MOUNT	134	2841
	6	CAN-304-PS-RS-06-E-UL-VH-525	SINGLE	CANOPY LIGHT, 60 WHITE LED, 525mA DRIVER, RECESSED MOUNT	100	10862
	2	SEC-EDG-3M-NM-04-E-UL-VH-525	SINGLE	SECURITY LIGHT, 40 WHITE LED, 525mA DRIVER, WALL MOUNTED	68	5674
	10	SFT-228-5M-RM-03-E-UL-VH-525	SINGLE	SOFFIT LIGHT, 30 WHITE LED, 525mA DRIVER, RECESSED MOUNT	54	4436

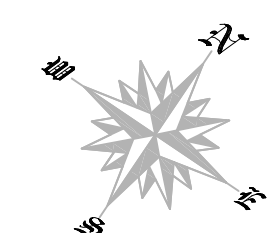


STORE NAME, ABBREVIATION & NO.		SOUTH UTICA - 217	
SITE LOCATION		2632 & 2634 GENESEE STREET - CITY OF UTICA, NY 13502	
DATE	NO.	REVISIONS	
DRAWN BY: JR6		SCALE: 1"=20'	
DATE: 6/29/22		DRAWING NO. S-4	
SARATOGA SPRINGS, NY 12866		TEL: (518)581-1200 FAX: (518)581-1204	
TITLE:		PHOTOMETRIC PLAN	

ALTERATIONS TO THIS DOCUMENT BY OTHER THAN AN AUTHORIZED LICENSED PROFESSIONAL ENGINEER IS ILLEGAL AND A VIOLATION OF THE NEW YORK STATE EDUCATION LAW

**LEGEND:**

- CATCH BASIN
- HYDRANT
- LIGHT POLE
- SANITARY MANHOLE
- STORM MANHOLE
- ELECTRIC MANHOLE
- WATER VALVE
- TELEPHONE PEDESTAL
- UTILITY POLE
- GAS LINE
- SANITARY LINE
- STORM LINE
- WATER LINE
- TELEPHONE LINE
- ELECTRIC LINE
- OVERHEAD WIRES
- LANDSCAPED AREA
- ROOF DRAIN
- + 357.2' SPOT ELEVATION
- SOIL BORING
- MONITORING WELL
- GAS MARKER POST
- ELECTRIC METER
- GAS METER



**TAX PARCEL NUMBER:**

CITY OF UTICA, ONEIDA COUNTY, NEW YORK  
SEC. 329.11 - BLK. 5 - PARCELS 61 & 62

**MAP REFERENCES:**

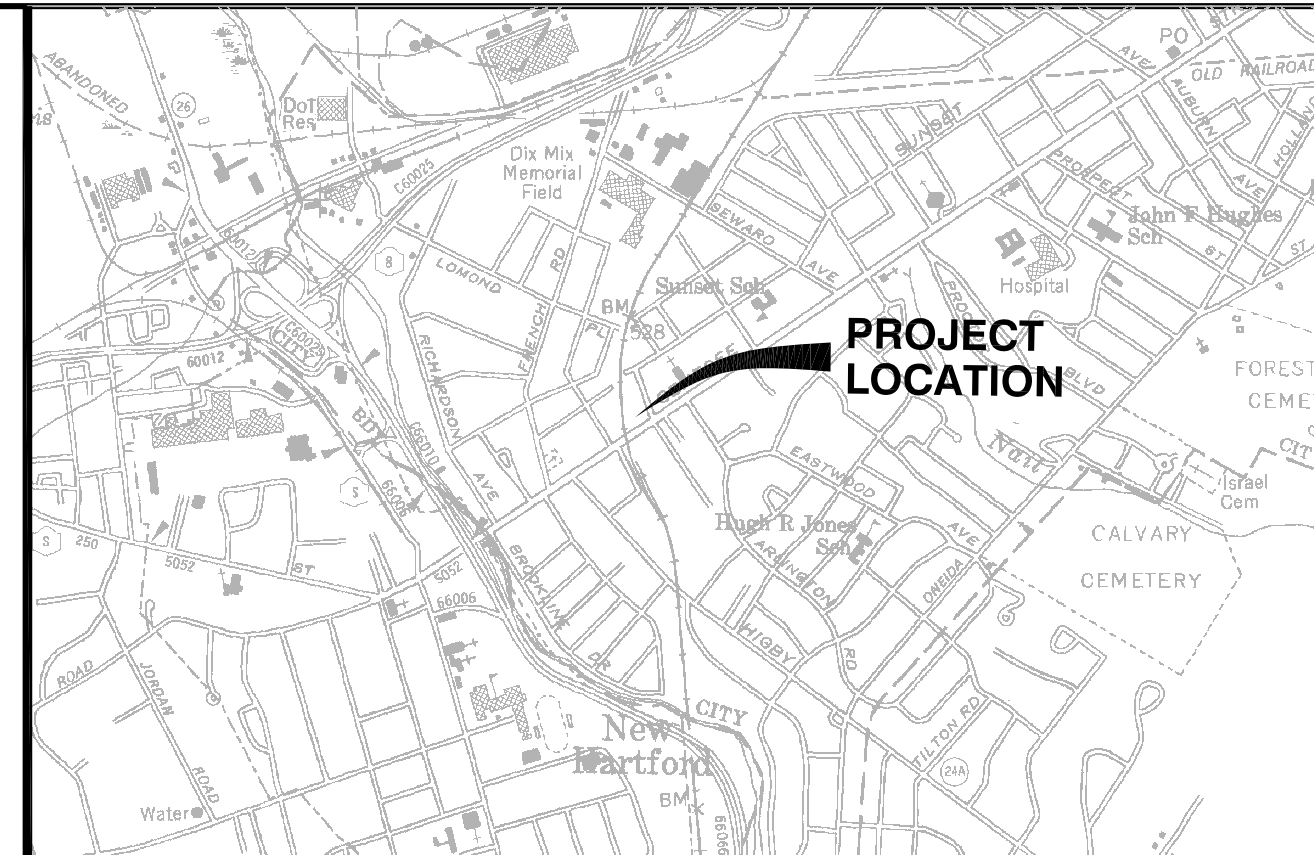
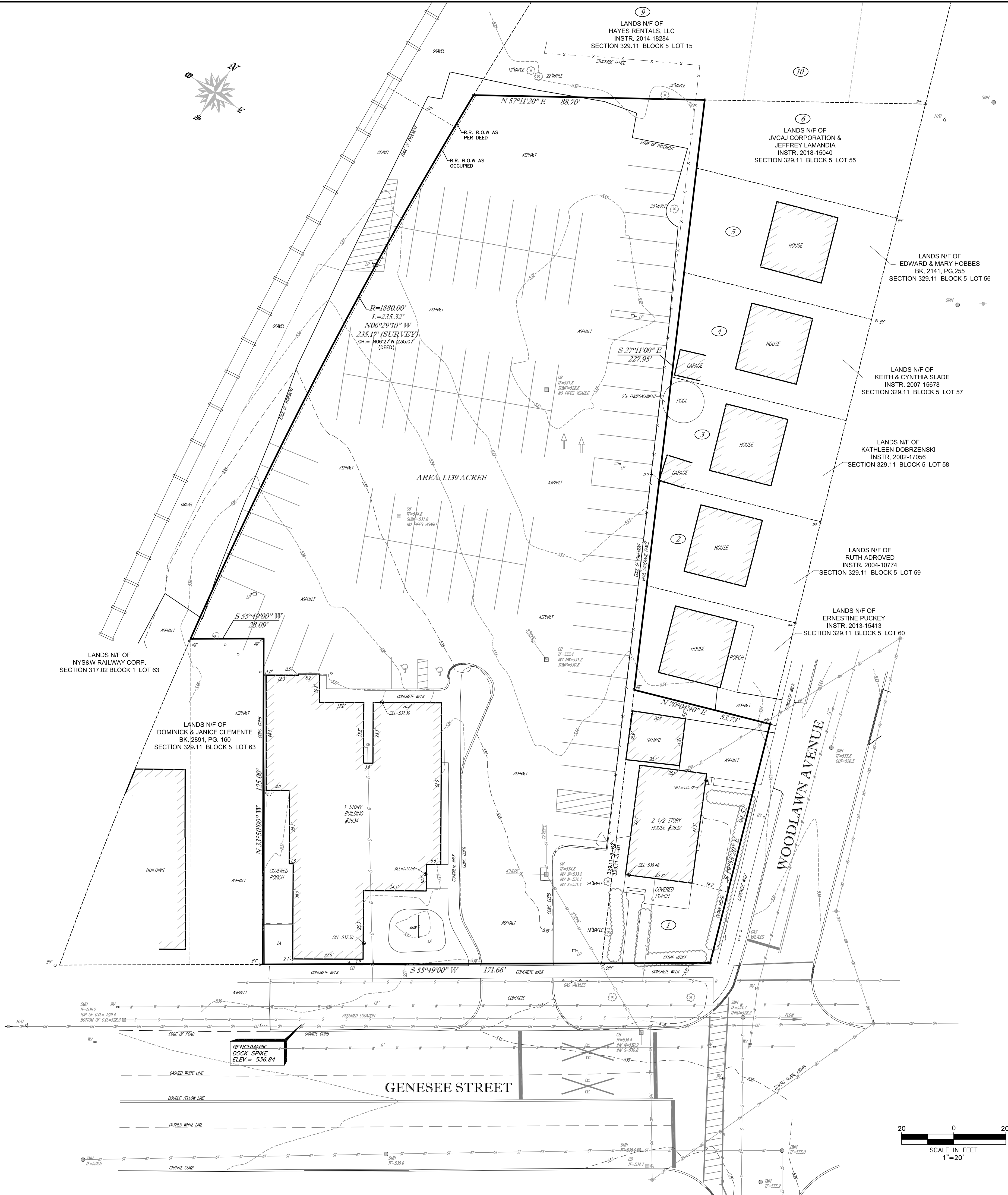
- "MAP OF PROPERTY BELONGING TO BROOKS-GERSTEN-DALY," PREPARED BY JOSEPH SHAW, DATED OCTOBER 5, 1925 AND FILED IN THE ONEIDA COUNTY CLERKS OFFICE IN MAP BOOK 33, PAGE 25.
- "MAP OF PROPERTY MADE FOR GEORGE M. SPEAKERATTY," PREPARED BY MERRITT & LABELLA, DATED OCTOBER 18, 1923 AND FILED IN THE ONEIDA COUNTY CLERKS OFFICE IN MAP BOOK 29, PAGE 48.

**DEED REFERENCES:**

- SUDERSHAN P. REDDY AND ARUL P. KANNAN TO SUDERSHAN P. REDDY, DATED MARCH 26, 2004 AND RECORDED IN THE ONEIDA COUNTY CLERKS OFFICE IN DEED INSTRUMENT 2004-7345.
- PAUL P. AND SHERYL L. BOHN TO VINCENT R. CARFAGNO, DATED NOVEMBER 20, 1997 AND RECORDED IN THE ONEIDA COUNTY CLERKS OFFICE IN DEED BOOK 2801 AT PAGE 533.

**GENERAL NOTES:**

NORTH IS ORIENTED TO DEED REFERENCE 1  
VERTICAL DATUM IS NAVD83, ESTABLISHED FROM GPS OBSERVATIONS AT THE TIME OF SURVEY  
UNAUTHORIZED ALTERATION OR ADDITION TO A SURVEY MAP BEARING A LICENSED LAND SURVEYOR'S SEAL IS A VIOLATION OF SECTION 7209, SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.  
ONLY COPIES FROM THE ORIGINAL OF THIS SURVEY MARKED WITH AN ORIGINAL OF THE LAND SURVEYOR'S INKED SEAL OR HIS EMBOSSED SEAL SHALL BE CONSIDERED TO BE VALID TRUE COPIES.  
SURVEYED FROM RECORD DESCRIPTION AND AS IN POSSESSION.  
SUBJECT TO COVENANTS, EASEMENTS, RESTRICTIONS, CONDITIONS AND AGREEMENTS OF RECORD.  
SURVEY SUBJECT TO ANY RIGHT, TITLE OR INTEREST THE PUBLIC MAY HAVE FOR HIGHWAY USE.  
SURVEY SHOWN IS SUBJECT TO ANY SUBSURFACE CONDITIONS THAT MAY EXIST, IF ANY.  
UNDERGROUND FACILITIES AND STRUCTURES SHOWN HEREON WERE TAKEN FROM DATA OBTAINED FROM PREVIOUS MAPS AND RECORD DRAWINGS. ALL ABOVE GROUND STRUCTURES AND SURFACE FEATURES SHOWN HEREON ARE THE RESULT OF A FIELD SURVEY UNLESS OTHERWISE NOTED. THERE MAY BE OTHER UNDERGROUND UTILITIES, THE EXISTENCE OF WHICH ARE NOT KNOWN OR CERTIFIED BY THE UNDERSIGNED. THE SIZE AND LOCATION OF ALL UNDERGROUND UTILITIES AND STRUCTURES MUST BE VERIFIED BY THE APPROPRIATE AUTHORITIES. THE UNDERGROUND FACILITIES PROTECTIVE ORGANIZATION MUST BE NOTIFIED PRIOR TO CONDUCTING TEST BORINGS, EXCAVATION AND CONSTRUCTION.  
CURRENT DEED DOES NOT CLOSE BY .09 FEET. ERROR OF CLOSURE CORRECTED IN THE RAILROAD R.O.W. CURVE.



**SITE LOCATION PLAN: 1"=2000'**

**LEGAL DESCRIPTIONS OF RECORD:**

TAX MAP PARCEL 329.11-3-62 (LANDS OF SUDERSHAN P. REDDY)  
ALL THAT PIECE OR PARCEL OF LAND, SITUATE IN THE CITY OF UTICA, COUNTY OF ONEIDA, STATE OF NEW YORK, BOUNDED AND DESCRIBED AS FOLLOWS, TO WIT: BEGINNING AT A POINT IN THE NORTHWESTERLY LINE OF GENESEE STREET, DISTANT 41.66 FEET SOUTH 55° 49' WEST FROM A CONCRETE MONUMENT SET AT THE WESTERLY CORNER OF WOODLAWN AVENUE WEST AND GENESEE STREET; RUNNING THENCE SOUTH 55° 49' WEST ALONG THE NORTHWESTERLY LINE OF GENESEE STREET 130.0 FEET TO A POINT; THENCE NORTH 33° 50' WEST 125 FEET TO A POINT; THENCE SOUTH 55° 49' WEST 28.09 TO A POINT IN THE EASTERLY CURVED RIGHT OF WAY LINE OF THE PROPERTY NOW OR FORMERLY OF THE D.L. & W. RAILROAD COMPANY; THENCE ALONG SAID CURVED RIGHT OF WAY LINE AND BEING ALONG THE CIRCUMFERENCE OF A CIRCLE CURVING TO THE RIGHT AND HAVING A RADIUS OF 1,880.00 FEET TO A POINT THAT IS ON A CHORD NORTH 06° 27' WEST 235.07 FEET; THENCE NORTH 57° 04' EAST 88.70 FEET TO A POINT; THENCE SOUTH 27° 11' EAST ALONG THE REAR LINE OF LOTS FRONTING ON THE WESTERLY SIDE OF WOODLAWN AVENUE WEST 333.66 FEET TO THE PLACE OF BEGINNING.  
TAX MAP PARCEL 329.11-5-61 (LANDS OF VINCENT R. CARFAGNO)  
ALL THAT CERTAIN LOT, PIECE OR PARCEL OF LAND SITUATE, LYING AND BEING IN THE CITY OF UTICA, COUNTY OF ONEIDA AND SLATE OF N.Y., AND MORE PARTICULARLY BOUNDED AND DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWESTERLY CORNER OF BROOKS AVENUE AND GENESEE ST. AND IN THE SOUTHEASTERLY CORNER OF LOT NO. 1 ON MAP OF PROPERTY BELONGING TO BROOKS-GERSTEN-DALY, UTICA, N.Y. DATED OCT. 5, 1925, AND MADE BY JOSEPH B. SHAW, C.E., AND NOW ON FILE IN THE OFFICE OF THE CLERK OF THE COUNTY OF ONEIDA; RUNNING THENCE NORTHERLY ALONG THE WESTERLY LINE OF BROOKS AVENUE AS SHOWN ON SAID MAP AND ALONG THE EASTERLY LINE OF LOT NO. 1 AS SHOWN ON SAID MAP 94.52 FEET TO A POINT; RUNNING THENCE WESTERLY AT RIGHT ANGLES OR NEARLY SO TO BROOKS AVENUE 53.73 FT. TO A POINT IN THE WESTERLY LINE OF SAID LOT NO. 1 DISTANT 105.60 FT. NORTHERLY FROM THE NORTHERLY LINE OF GENESEE ST.; RUNNING THENCE SOUTHERLY ALONG THE WESTERLY LINE OF SAID LOT NO. 1 AS SHOWN ON SAID MAP 105.60 FT. TO A POINT IN THE NORTHERLY LINE OF GENESEE ST. AND RUNNING THENCE EASTERLY ALONG THE NORTHERLY LINE OF GENESEE ST. 41.66 FT. TO THE POINT OR PLACE OF BEGINNING.

**COMBINED LEGAL DESCRIPTION:**

ALL THAT TRACT OF PARCEL OF LAND, SITUATE IN THE CITY OF UTICA, COUNTY OF ONEIDA AND STATE OF NEW YORK, BOUNDED AND DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION FORMED BY THE NORTHERLY LINE OF GENESEE STREET WITH THE WESTERLY LINE OF WOODLAWN AVENUE; THENCE ALONG SAID NORTHERLY LINE OF GENESEE STREET, SOUTH 55°49'00"WEST 171.66 FEET TO A POINT; THENCE ALONG THE LANDS NOW OR FORMERLY OF DOMINICK & JANICE CLEMENTE (BOOK 2891, PAGE 160), THE FOLLOWING TWO COURSES: 1) NORTH 33°50'00" WEST, 125.00 FEET TO A POINT AND 2) SOUTH 55°49'00" WEST, 28.09 FEET TO A POINT; THENCE ALONG THE LANDS NOW OR FORMERLY OF THE NYS & W RAILWAY CORP. AND ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 1880.00 FEET, AN ARC LENGTH OF 235.32 FEET AND BEARING A CHORD OF NORTH 06°29'10" WEST, 235.17 FEET TO A POINT; THENCE ALONG THE LANDS NOW OR FORMERLY OF HAYES RENTALS, LLC (INSTRUMENT 2014-18284), NORTH 57°11'20" EAST, 88.70 FEET TO A POINT; THENCE ALONG THE LANDS NOW OR FORMERLY OF JVCJ CORPORATION (INSTRUMENT 2018-15040), LANDS OF EDWARD & MARY HOBBS (BOOK 2141, PAGE 255), LANDS OF KEITH & CYNTHIA SLADE (INSTRUMENT 2007-15678), LANDS OF KATHLEEN DOBRZENSKI (INSTRUMENT 2002-17056), LANDS OF RUTH ADROVED (INSTRUMENT 2004-10774) AND THE LANDS OF ERNESTINE PUCKEY (INSTRUMENT 2013-15413), SOUTH 27°11'00" EAST, 227.95 FEET TO A POINT; THENCE ALONG SAID LANDS OF PUCKEY, NORTH 70°04'40" EAST, 53.73 FEET TO A POINT; THENCE ALONG THE FIRST MENTIONED WESTERLY LINE OF WOODLAWN AVENUE, SOUTH 19°55'20" EAST, 94.52 FEET TO THE POINT OR PLACE OF BEGINNING  
CONTAINING IN ALL 1.139 ACRES

**NOTES CORRESPONDING TO TITLE COMMITMENT:**

NO TITLE REPORT RECEIVED TO DATE

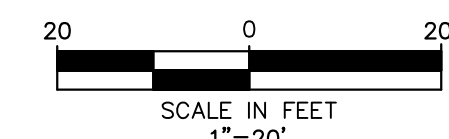
**FLOOD ZONE NOTE:**

PROPERTY SHOWN DOES NOT LIE WITHIN A SPECIAL FLOOD HAZARD AREA ("SFHA") AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY; THE PROPERTY LIES WITHIN ZONE "X", AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON THE FLOOD INSURANCE RATE MAP IDENTIFIED MAP NUMBER 3608-00734F, COMMUNITY NUMBER 360568, PANEL 734 OF 926, OF THE CITY OF UTICA, ONEIDA COUNTY, N.Y., BEARING AN EFFECTIVE DATE OF SEPTEMBER 27, 2013.

**CERTIFICATION:**

THIS IS TO CERTIFY TO STEWART'S SHOPS CORP., THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE "2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS," JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS. THE FIELD WORK WAS COMPLETED IN APRIL, 2022

SIGNED: *Vincent R. Carfagno* DATE: MAY 2, 2022  
N.Y.S. REGISTRATION NO. 049597



2632 & 2634 GENESEE STREET	
ALTA/NSOS LAND TITLE SURVEY OF THE LANDS OF REDDY P. SUDERSHAN & VINCENT R. CARFAGNO	
CITY OF UTICA	ONEIDA COUNTY, N.Y.
SCALE: 1"=20'	APRIL 29, 2022
DRAWN BY: KCW	PROJECT NO: 22-3199
Ausfeld & Waldruft Land Surveyors LLP 323 CLINTON STREET, SCHENECTADY NY Phone: (518) 346-1595 Fax: 518-770-1655	
VINCENT P. AUSFELD P.L.S. LICENSE #049597 www.aawlsp.com	



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Hudson Cultural Services

PO Box 124, Lagrangeville NY 12540

914-456-3698

August 25<sup>th</sup>, 2022

Charles Marshall  
Stewarts Shops  
PO Box 435  
Saratoga Springs, NY  
12866

Re: Cultural Resources Review  
Proposed Stewarts Shops  
2632-2634 Genesee Street, Utica, New York

Dear Mr. Marshall

Hudson Cultural Services (HCS) (formerly Hudson Valley Cultural Resource Consultants (HVCRC)) completed an assessment of the architectural character of the current structures at 2632-2634 Genesee Street, in Utica NY, for a potential Stewarts Shops project. The property currently contains a commercial building (Raspberries Cafe) and a small residential duplex. Our understanding of the proposed project is that the buildings will be replaced with a new convenience store and filling station.

The Raspberries Cafe building (2634 Genesee Street) was constructed circa 1950 and has been substantially renovated over the past forty years, during which it has operated as an Italian restaurant and pizzeria. The architectural design is contemporary.

The building at 2632 Genesee Street is a small duplex that was constructed in 1930. This building is constructed in a vernacular style with minimal Greek revival and American four- square elements. A review of the building shows that it has undergone renovation with the replacement of original windows and a new asphalt shingle roof.

The structures at 2632 and 2634 Genesee Street were evaluated using the National Register Evaluation Criteria for historic significance. These criteria evaluate the quality of the building as well as the building's significance in American history. Also considered are architecture, archeology, integrity of location, and if they;

- (a) are associated with events that have made a significant contribution to the broad patterns of our history; or
- (b) are associated with the lives of persons significant in our past; or
- (c) embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- (d) or have yielded, or may be likely to yield, information important to prehistory or history.

Based on the examination of the former Raspberries Café and the residential structure at 2632 Genesee Street it is the opinion of Hudson Cultural Services that these buildings do not meet the Criteria established by the Secretary of the Interior for identifying historic properties. These two buildings are not considered eligible for inclusion in the National Register of Historic Places.

In addition to the review of the above ground resources, HCS evaluated the two properties for the potential to contain archaeological resources. Due to the nature of the built environment which includes subsurface infrastructure and impermeable surfaces (asphalt parking areas), there is no potential for this location to contain intact archaeological resources.

Sincerely,

A handwritten signature in blue ink that reads "Beth Selig". The signature is written in a cursive style.

Beth Selig  
President, Hudson Cultural Services (HCS)

August 23, 2022

Mr. James Gillespie  
Stewart's Shops Corp.  
P.O. Box 435  
Saratoga Springs, NY 12866

**RE: Traffic Assessment, Stewart's Shop, 2634 Genesee Street, City of Utica, Oneida County, New York;  
CM Project No. 122-176**

Dear Mr. Gillespie:

Creighton Manning Engineering, LLP has completed a traffic assessment for the proposed construction of a *Stewart's Shop* located in the northwest quadrant of the signalized Genesee Street/Woodlawn Avenue intersection in the City of Utica. This evaluation is based on information provided in the "Proposed Site Plan," prepared by *Stewart's Shops* last revised May 23, 2022 included under Attachment A.

## 1.0 Project Description

The proposed project includes construction of a 3,975 square foot (SF) *Stewart's Shop* convenience market with six fueling positions (three gas pumps) at the northwest corner of the Genesee Street/Woodlawn Avenue intersection. The project site will combine two parcels and replace *Raspberries Café* (now closed) and a single-family home. Access to the café is currently provided via one curb cut on Genesee Street while access to the single-family house is provided via one driveway on Woodlawn Avenue. Access to the proposed convenience market will be provided via one full access driveway on Genesee Street located approximately 105-feet west of Woodlawn Avenue and via one full access driveway on Woodlawn Avenue located approximately 35-feet north of Genesee Street. Both driveways will be located on the property boundary in order to maximize the distance to the adjacent traffic signal. The proposed project is expected to be completed in 2023 and the location is shown on Figure 1.



## 2.0 Existing Conditions

### Roadways Serving the Site

Genesee Street is a four-lane roadway adjacent to the site that provides east-west travel through the City of Utica from NY Route 5 to the I-90 interchange and is classified as an urban principal arterial other. Sidewalks are provided on both sides of the road adjacent to the site and the posted speed limit is 30-mph. The latest available traffic volume data published by the New York State Department of Transportation (NYSDOT) shows that the annual average daily traffic (AADT) on Genesee Street is approximately 10,455 vehicles per day (vpd) near the site. Land uses along Genesee Street generally include commercial and residential uses.

Woodlawn Avenue is a two-lane roadway that provides north-south travel from Sunset Avenue to a dead-end south of Genesee Street and is classified as an urban local road. Sidewalks are provided on both sides of Woodlawn Avenue north of Genesee Street and on the west side of the roadway south of Genesee Street. The speed limit is 30-mph and land uses along Woodlawn Avenue generally include residential uses and the *Canton-Potsdam Hospital*.

#### Study Intersections

The Genesee Street/Woodlawn Avenue intersection is a four-leg intersection operating under pre-timed traffic signal. The eastbound and westbound Genesee Street approaches provide two through lanes with shared left and right turn movements. The northbound and southbound Woodlawn Avenue approaches provide a single lane for shared travel movements. Marked crosswalks are provided for the north, south, and west legs of the intersection.

#### Data Collection

Turning movement counts were conducted at the study area intersection on Wednesday, July 13, 2022 during the morning peak period (7:00 to 9:00 a.m.) and during the afternoon peak period (4:00 to 6:00 p.m.). The observed peak hours occurred from 8:00 to 9:00 a.m. and 4:00 to 5:00 p.m. The raw turning movement count data is included under Attachment B.

In addition, automatic traffic recorders (ATRs) were installed on French Road near an existing NYSDOT count and on Genesee Street near the project driveways from Tuesday, July 12, 2022 to Thursday, July 21, 2022 to collect volume data. The ATR data is also included under Attachment B.

A comparison to traffic count data collected on French Road by NYSDOT in the *Traffic Data Viewer* in July 2017 indicates that the recent traffic data collected in July 2022 was higher during the AM and PM peak hours; therefore, a factor was not applied to account for altered traffic conditions associated with impacts related to travel and employment patterns resulting from the COVID-19 pandemic. The 2022 traffic volumes at the study area intersection during the weekday morning and afternoon peak hours are shown on Figure 2-1.

#### Crash Analysis

A crash analysis was performed in accordance with NYS Highway Design Manual Chapter 5. Crash data was requested from NYSDOT to quantify the number of crashes and identify any crash patterns or concentrations at the study area intersection. Safety Information Management System (SIMS) and Accident Location Information System (ALIS) data was provided by NYSDOT at the Genesee Street/Woodlawn Avenue intersection and on Genesee Street adjacent to the site for a three-year period (prior to the Covid pandemic) from January 1, 2017 through December 31, 2019. Table 1 summarizes the predominant crash types for the intersection and roadway segment.

Table 1 – Crash Type and Severity

Intersection and Segments	Collision Severity				Collision Type				
	Non-Reportable	Property Damage	Injury	Fatality	Sideswipe/ Overtaking	Rear-End	Right-Angle	Pedestrian	Total
Genesee Street/Woodlawn Avenue	3	1	1	0	0	4	1	0	5
Project Frontage on Genesee Street	1	0	0	0	1	0	0	0	1
<b>Total</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>6</b>

There were five total crashes at the Genesee Street/Woodlawn Avenue intersection and one crash on the segment of Genesee Street adjacent to the site. Of these crashes, the majority (approximately 83%) involved property damage or were non-reportable accidents which are collisions that result in damage less than \$1,000. Only one crash resulted in personal injury and there were no fatal crashes or collisions with pedestrians or bicyclists.

- Genesee Street (Along Project Frontage) – The only segment crash on Genesee Street occurred when a vehicle turned left from the *Speedway* driveway and merged into the adjacent lane of traffic striking a vehicle traveling southbound. This non-reportable crash was the result of an unsafe lane change.
- Genesee Street/Woodlawn Avenue Intersection – Three of the four rear-end collisions resulted in a non-reportable collision while the remaining crash resulted in an injury. Three of the rear-end collisions involved vehicles traveling northbound while the remaining rear-end collision involved vehicles traveling southbound and were mainly attributed to following too closely and driver inattention. There was one right-angle collision that occurred when a motorist made a westbound left-turn from Woodlawn Avenue and struck a northbound vehicle on Genesee Street that was waiting at the traffic signal. This property damage crash was the result of an improper turn.

The crashes reported near the proposed development were generally associated with driver error and not attributed to geometric conditions in the area. An accident summary (TE-213 equivalent) at the study area intersection and segment along the site frontage is included under Attachment C.

### 3.0 Traffic Assessment

#### Trip Generation

Trip generation determines the quantity of traffic expected to travel to/from a given site. The Institute of Transportation Engineers (ITE) *Trip Generation*, 11<sup>th</sup> edition, is the industry standard used for estimating trip generation for proposed land use based on data collected at similar uses. The trip generation of the proposed *Stewart’s Shop* was estimated using land use code (LUC) 945 for a Convenience Store/Gas Station.

It can be expected that some trips to the gas station/convenience market originate from traffic that is already passing the site on Genesee Street and Woodlawn Avenue. Pass-by trips are vehicles that will stop at the site before continuing on to their primary destination. For example, a driver traveling westbound on Genesee Street leaving work may stop at the convenience store and then continue westbound towards home. This type of trip is considered a pass-by trip. Based on a review of data published by ITE, a pass-by trip percentage (60% to 65%) was applied to trips generated by the site as shown on Table 2.

**Table 2 – Trip Generation Summary**

Land Use	Size (SF)	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Proposed Stewart’s Shop	3,975	81	81	162	96	97	193
Pass By Trips (60% AM Peak/65% PM peak)		-49	-49	-98	-63	-63	-126
<b>Proposed Primary Trips</b>		<b>32</b>	<b>32</b>	<b>64</b>	<b>33</b>	<b>34</b>	<b>67</b>

Accounting for pass-by trips, the proposed development will generate a total of 64 new vehicle trips during the AM peak hour and 67 new vehicle trips during the PM peak hour. The total number of trips expected at the Site Driveways is the sum of the new trips and the pass-by trips. The magnitude of the new vehicle trips generated at the site is less than the NYSDOT and ITE threshold of 100 site generated vehicles on any one intersection approach for needing off-site intersection analysis. This guidance was developed as a tool to identify locations where the magnitude of traffic generated has the potential to impact operations at off site intersections and screen out locations from requiring detailed analysis that do not reach the 100 vehicle threshold indicating that additional detailed intersection analysis is not needed and that the site generated traffic will be accommodated by the existing roadway network.

Future Traffic Volumes

To evaluate the impact of the proposed development, traffic projections were prepared for the expected year of completion, 2023. Historical traffic volume data found in the latest version of the *Traffic Data Report* published by NYSDOT indicates that traffic volumes on Genesee Street in the vicinity of the site and on French Road has decreased by approximately two to six percent per year. In order to provide a conservative assessment, a general background growth rate of ¼ percent per year was applied for one year. Additionally, the City of Utica Planning and Economic Development Department indicated that there is no other known approved developments in the area that will contribute to future background traffic volumes. The general background growth results in the 2023 No-Build traffic volumes (shown on Figure 2-2) which represents the expected traffic volumes in 2023 without the development.

It is noted that the traffic observed entering and exiting the parking lot associated with *Raspberries Café* (now closed) were removed from the Build 2023 volumes at the Genesee Street/Woodlawn Avenue intersection in order to represent traffic conditions after re-development of the area.

Trips associated with the proposed project were distributed at the study intersection and site driveways based on existing and anticipated travel patterns for patrons of the proposed *Stewart’s Shop*. The primary trip distribution patterns are shown on Figure 3-1 while the pass-by trip distribution patterns are shown on Figure 3-2. Primary and Pass-by trips were assigned to the study area and site driveway intersections as shown on Figure 4-1 and Figure 4-2. The 2023 Build traffic volumes represent future traffic volumes after construction and occupancy of the site and are illustrated on Figure 5.

Traffic Operations

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. Intersection evaluations were made using Synchro Software, which automates the procedures contained in the *Highway Capacity Manual*. Table 3 summarizes the results of the level of service calculations for the proposed project. The detailed levels of service analyses are included under Attachment D.

Table 3 – Level of Service Summary

Intersection	Control	AM Peak Hour			PM Peak Hour			
		2022 Existing	2023 No-Build	2023 Build	2022 Existing	2023 No-Build	2023 Build	
Genesee Street/Woodlawn Avenue		S						
Genesee Street EB	LT,TR		A (9.1)	A (9.2)	A (9.2)	A (9.1)	A (9.1)	A (9.2)
Genesee Street WB	LT,TR		A (8.7)	A (8.7)	A (8.7)	A (9.2)	A (9.2)	A (9.3)
Woodlawn Avenue NB	LTR		B (13.8)	B (13.8)	B (13.8)	B (13.8)	B (13.8)	B (13.8)
Woodlawn Avenue SB	LTR		B (14.1)	B (14.1)	B (14.1)	B (14.3)	B (14.3)	B (14.3)
Overall			A (9.5)	A (9.5)	A (9.6)	A (9.7)	A (9.7)	A (9.8)
Genesee Street/Site Driveway		U						
Genesee Street EB	L		--	--	A (8.2)	--	--	A (8.6)
Site Driveway SB	LR		--	B (13.8)	--	--	C (15.2)	
Woodlawn Avenue/Site Driveway		U						
Woodlawn Avenue NB	L		--	--	A (7.3)	--	--	A (7.3)
Site Driveway EB	LR		--	A (8.8)	--	--	A (8.9)	

S, U = Signalized or Unsignalized intersection  
 EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches  
 L, T, R = Left-turn, Through, and/or Right-turn movements  
 X (Y.Y) = Level of service (Average delay in seconds per vehicle)  
 -- = Not Applicable

The following observations are noted regarding the capacity evaluations:

- Genesee Street/Woodlawn Avenue – The evaluation indicates that during Existing/No-Build conditions, this intersection will operate at an overall LOS A during the AM and PM peak hours with all movements operating at LOS B or better. After development of the proposed project, this intersection will continue to operate at similar levels of service during both peak hours with an increase in delay less than one second to any movement. No mitigation is recommended at this intersection.
- Genesee Street/Site Driveway – The level of service analysis indicates that after development of the *Stewart’s Shop*, the southbound Site Driveway approach will operate at LOS B during the AM peak hour and LOS C during the PM peak hour. A review of the southbound Site Driveway volume to capacity (v/c) ratio indicates that adequate capacity will be provided. This conclusion is further validated with review of the 95<sup>th</sup> percentile queue of one vehicle on the southbound approach during both peak hours illustrating that long vehicle queues will not be experienced by vehicles exiting the Site Driveway. In addition, the eastbound left turn movement on Genesee Street will operate at LOS A during both peak hours after development of the project. It is recommended that the southbound Site Driveway approach operate unsignalized and that a single lane entering and exiting be provided.
- Woodlawn Avenue/Site Driveway – The level of service analysis indicates that after development of the *Stewart’s Shop*, the eastbound Site Driveway approach and the northbound left-turn movement from Woodlawn Avenue will operate at LOS A during both peak hours. It is recommended that the eastbound Site Driveway approach operate unsignalized and that a single lane entering and exiting be provided.

A review of the existing conditions SimTraffic simulation indicates that the analysis is consistent with field observations and confirms that adequate access will be provided after re-development of the site. A field review of the unsignalized Site Driveway approaches indicates that more than adequate intersection and stopping sight distance is provided at these curb-cuts considering that access had already been provided to these parcels. It is recommended that any site signing be placed a minimum of fifteen feet back from the travel way and that the landscaping plan consider sight lines in order to maintain visibility at the site access locations.

Queuing Evaluation

A queuing evaluation was conducted on Genesee Street and Woodlawn Avenue adjacent to the proposed *Stewart’s Shop* to determine if queuing associated with the traffic signal located at the Genesee Street/Woodlawn Avenue intersection will impact the unsignalized Site Driveway intersections. The Site Driveway on Genesee Street will be located approximately 105-feet west of the stop line while the Site Driveway on Woodlawn Avenue will be located approximately 35-feet north of the stop line. It is noted that the eastbound Genesee Street and southbound Woodlawn Avenue approaches can accommodate approximately four vehicles and one vehicle, respectively, in queue before operations of the Site Driveways will be impacted. Table 4 summarizes the queues on the eastbound Genesee Street and southbound Woodlawn Avenue approaches.

**Table 4 – Queuing Summary (in feet)**

Intersection	Available Storage	AM Peak Hour						PM Peak Hour						
		Existing		No-Build		Build		Existing		No-Build		Build		
		50 <sup>th</sup>	95 <sup>th</sup>	50 <sup>th</sup>	95 <sup>th</sup>	50 <sup>th</sup>	95 <sup>th</sup>	50 <sup>th</sup>	95 <sup>th</sup>	50 <sup>th</sup>	95 <sup>th</sup>	50 <sup>th</sup>	95 <sup>th</sup>	
Genesee Street/Woodlawn Avenue														
Genesee Street EB	LT,TR	105	42	55	42	55	44	58	43	67	43	67	45	69
Woodlawn Avenue SB	LTR	35	1	17	1	17	2	18	1	24	1	24	2	24

EB, SB = Eastbound and Southbound intersection approaches  
 L, T, R = Left-turn, Through, and/or Right-turn movements

Build Conditions – The Synchro model indicates that the eastbound Genesee Street approach will experience average vehicle queues of approximately two vehicles (50-feet) during the AM and PM peak hours while the 95<sup>th</sup> percentile queue is approximately three vehicles (75-feet) during the AM and PM peak hours. In addition, the model indicates that the southbound Woodlawn Avenue approach will experience average and 95<sup>th</sup> percentile vehicle queues of approximately one vehicle (25-feet) during the AM and PM peak hours. This indicates that average and 95<sup>th</sup> percentile queues on the eastbound Genesee Street approach and on the southbound Woodlawn Avenue approach will not typically block the Site Driveway intersections during both peak hours. A review of Table 4 indicates that development of the proposed project will increase queuing on these approaches less than five feet during both peak hours when compared to No-Build conditions. A review of the SimTraffic simulation indicates that adequate traffic operations will be provided at the Site Driveway intersections.

**4.0 Conclusions**

The proposed project includes construction of a 3,975 SF *Stewart’s Shop* convenience market with six fueling positions (three gas pumps) at the northwest corner of the Genesee Street/Woodlawn Avenue intersection. The project site will combine two parcels and replace *Raspberries Café* and a single-family home. Access to the café is currently provided via one curb cut on Genesee Street while access to the single-family house is provided via one driveway on Woodlawn Avenue. Access to the proposed convenience market will be provided via one full access driveway on Genesee Street located approximately 105-feet west of Woodlawn Avenue and via one full access driveway on Woodlawn Avenue located approximately 35-feet north of Genesee Street. Both driveways will be located on the property boundary in order to maximize the distance to the adjacent traffic signal. The proposed project is expected to be completed in 2023. The following conclusions are noted:

- The proposed project is expected to generate 64 new primary vehicle trips during the AM peak hour and 67 new primary vehicle trips during the PM peak hour.
- The Genesee Street/Woodlawn Avenue intersection will continue to operate at an overall LOS A during both peak hours with minor increases in average vehicle delay after development of the site.

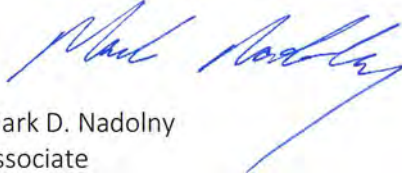


- The Site Driveway intersections on Genesee Street and Woodlawn Avenue will provide good levels of service after development of the *Stewart's Shop*.
- An AM and PM peak hour queuing assessment on Genesee Street and Woodlawn Avenue indicates that development of the proposed project will increase queuing on the eastbound and southbound approaches by less than five feet during both peak hours when compared to No-Build conditions. Average and 95<sup>th</sup> percentile queues on these approaches will not block the Site Driveway intersections during either peak hour.
- A field review of the unsignalized Site Driveway approaches indicates that more than adequate intersection and stopping sight distance is provided at these curb-cuts considering that access had already been provided to these parcels. It is recommended that any site signing be placed a minimum of fifteen feet back from the travel way and that the landscaping plan consider sight lines in order to maintain visibility at the site access locations.

Based on the completed traffic evaluation, adequate access and traffic operations will be provided after development of the *Stewart's Shop*.

Please call our office if you have any questions or comments regarding the above analysis.

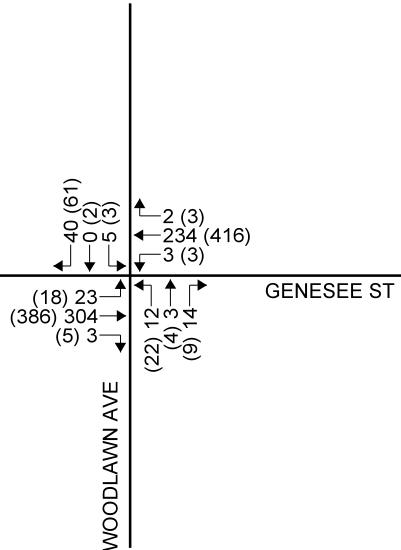
Respectfully submitted,  
**Creighton Manning Engineering, LLP**



Mark D. Nadolny  
Associate

①

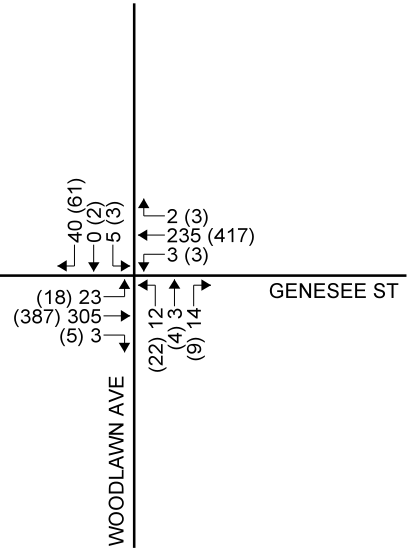
### EXISTING 2022 TRAFFIC VOLUMES



LEGEND:  
AM PEAK HOUR (PM PEAK HOUR)

②

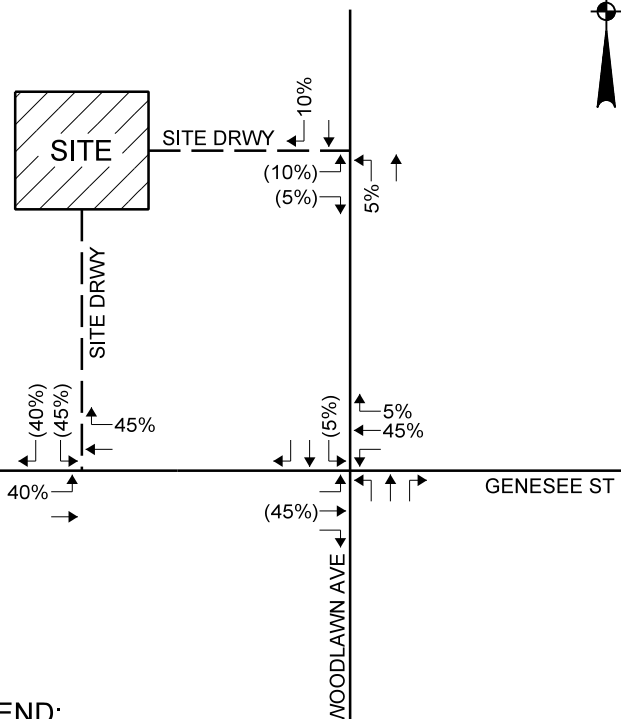
### NO-BUILD 2023 TRAFFIC VOLUMES



LEGEND:  
AM PEAK HOUR (PM PEAK HOUR)

③

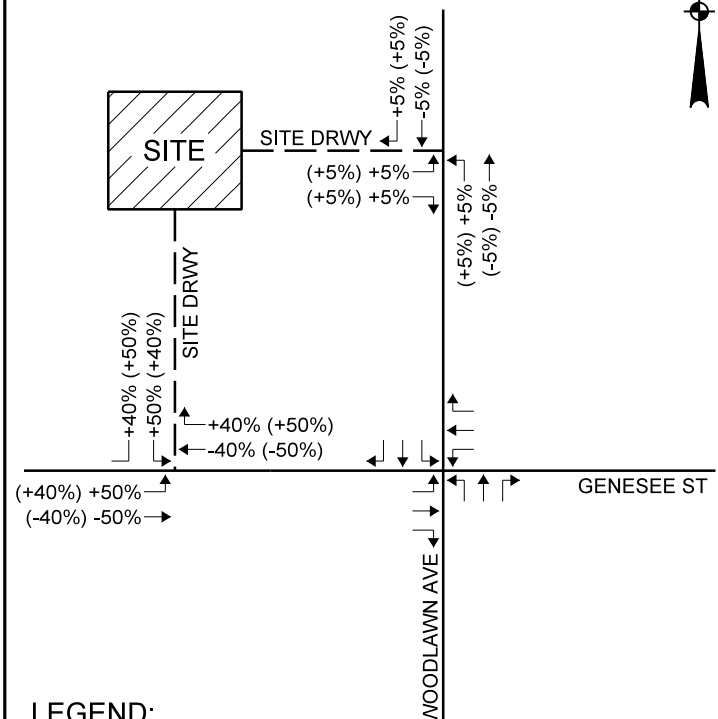
### TRIP DISTRIBUTION PRIMARY



LEGEND:  
ENTERING (EXISTING)

④

### TRIP DISTRIBUTION PASS-BY



LEGEND:  
AM PEAK HOUR (PM PEAK HOUR)

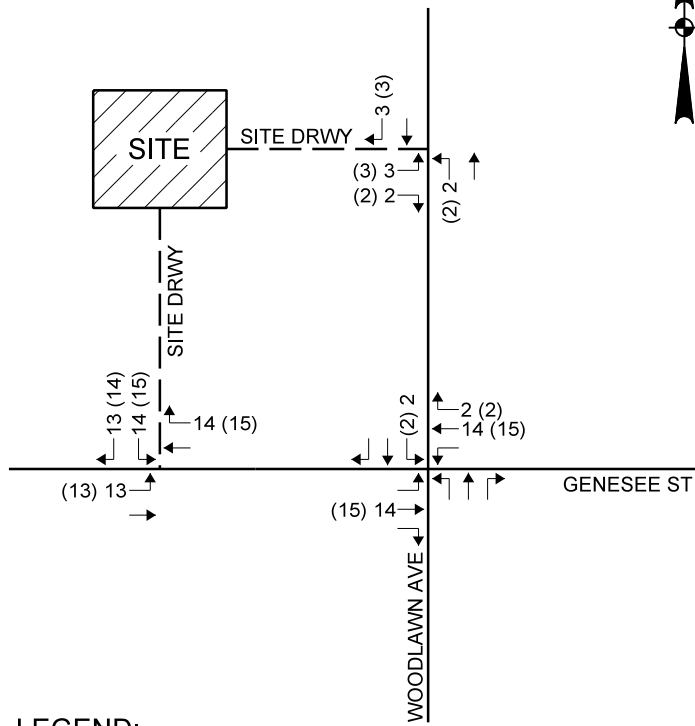
TRAFFIC VOLUMES

STEWART'S SHOP  
CITY OF UTICA, NEW YORK



①

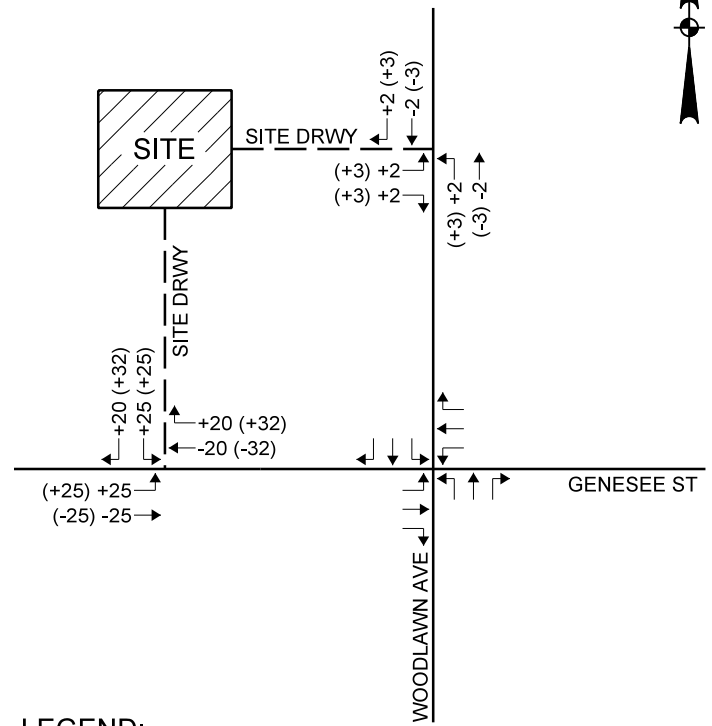
### TRIP ASSIGNMENT PRIMARY



LEGEND:  
AM PEAK HOUR (PM PEAK HOUR)

②

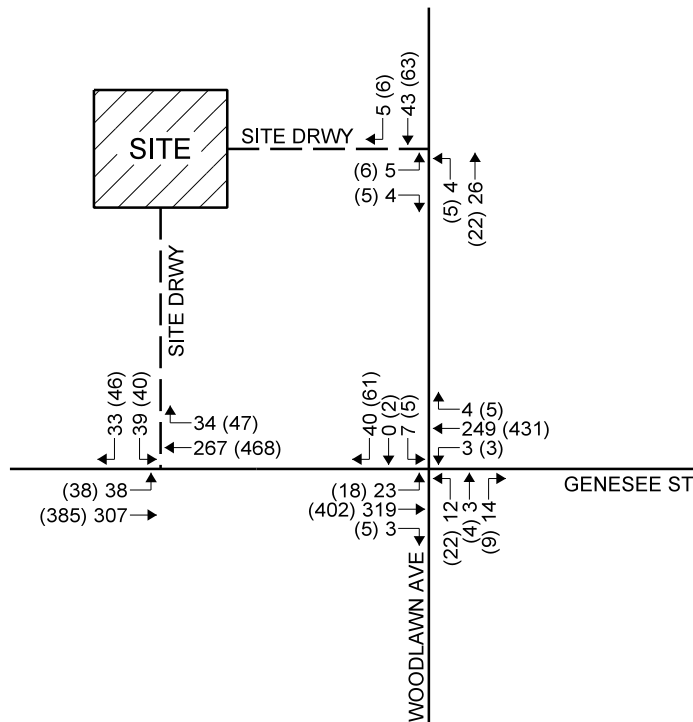
### TRIP ASSIGNMENT PASS-BY



LEGEND:  
AM PEAK HOUR (PM PEAK HOUR)

③

### BUILD 2023 TRAFFIC VOLUMES



LEGEND:  
AM PEAK HOUR (PM PEAK HOUR)

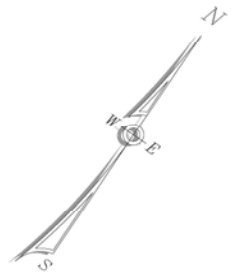
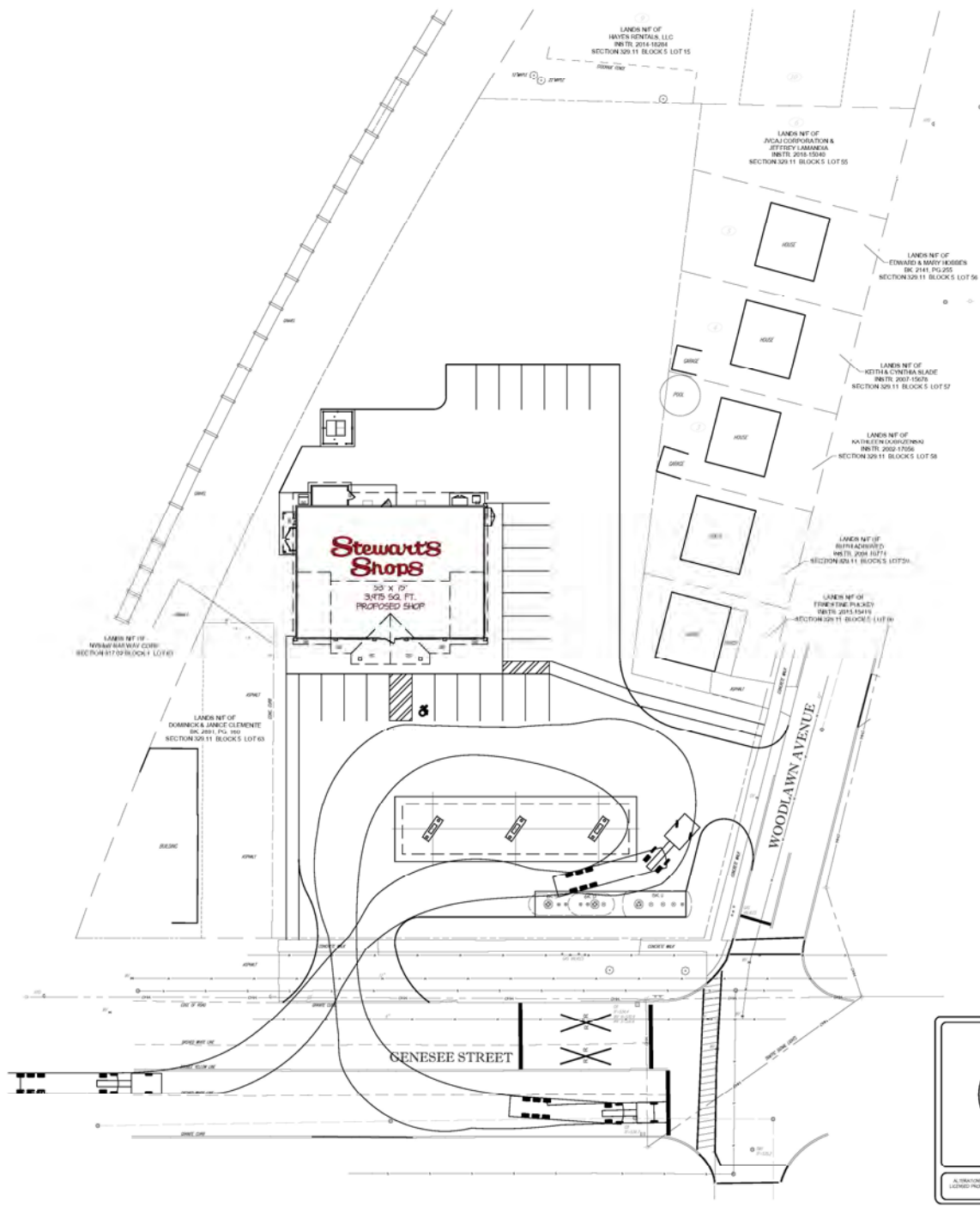
TRAFFIC VOLUMES

STEWART'S SHOP  
CITY OF UTICA, NEW YORK



Attachment A  
Concept Plan

Stewart's Shop  
City of Utica, New York



	STATE ABBREVIATION & NO. <b>SOUTH UTICA - 217</b>	
	SITE LOCATION <b>2632 &amp; 2634 GENESEE STREET - CITY OF UTICA, NY 13502</b>	
	DATE: NO.	REVISIONS
	DRAWING NO. <b>5-2</b>	
ALTERNATIONS TO THIS DOCUMENT BY OTHER THAN AN AUTHORIZED LICENSED PROFESSIONAL ENGINEER OR SURVEYOR ARE A VIOLATION OF THE NEW YORK STATE EDUCATION LAW		
SARA TOSCA SPRINGS, NY 0266 TEL: 518-558-1200 FAX: 518-558-1201		DRAWN BY: JAG SCALE: 1"=20' DATE: 5/23/22
<b>PROPOSED SITE PLAN</b>		

Attachment B  
Traffic Volume Data

Stewart's Shop  
City of Utica, New York

Project : VBH Malta NY  
 Site : Site 4  
 Location : 42.948550, -73.790036

Survey Date : 2021-04-28, Wednesday

Project	C Manning
Project Code	11075
Site Name	Genesee St & Woodlawn Ave
Legs and Movements	All Processed Legs & Movem
Bin Size	15 minutes
Survey Date	2022/07/13, Wednesday
Location	Genesee St & Woodlawn Ave
Latitude and Longitude	43.077555, -75.279372

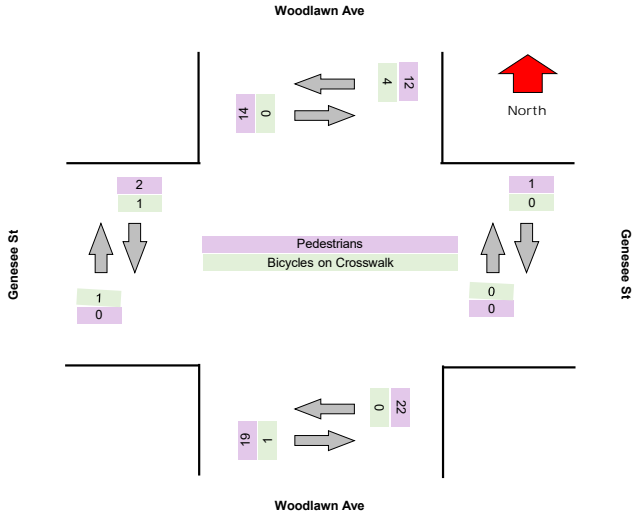
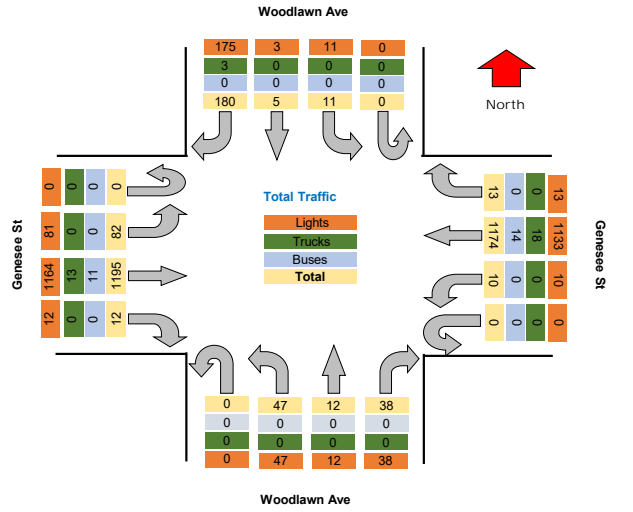
	Start	End	PHF
AM Peak	2022/07/13 08:00:00	2022/07/13 09:00:00	0.78
PM Peak	2022/07/13 16:00:00	2022/07/13 17:00:00	0.95

### Turning Movement Data

Leg Direction	Woodlawn Ave							Genesee St							Woodlawn Ave							Genesee St							Total
	Southbound			Westbound				Northbound			Westbound				Northbound			Eastbound											
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	
7:00:00 AM	5	0	0	0	5	1	0	1	49	1	0	51	0	0	2	0	2	0	4	0	0	1	31	1	0	33	0	0	93
7:15:00 AM	6	1	0	0	7	0	2	1	42	0	0	43	0	0	2	1	1	0	4	0	1	0	53	4	0	57	0	0	111
7:30:00 AM	8	0	0	0	8	3	0	0	46	1	0	47	0	0	2	0	2	0	4	2	0	1	62	4	0	67	0	0	126
7:45:00 AM	9	0	2	0	11	1	0	1	57	1	0	59	0	0	2	3	2	0	7	1	2	1	76	5	0	82	0	0	199
Hourly Total	28	1	2	0	31	5	2	3	194	3	0	200	0	0	8	4	7	0	19	3	3	3	222	14	0	239	0	0	499
8:00:00 AM	13	0	1	0	14	0	0	0	36	0	0	36	0	0	2	0	2	0	4	0	0	1	67	6	0	74	0	0	128
8:15:00 AM	7	0	2	0	9	1	0	0	64	1	0	65	1	0	5	1	3	0	9	4	2	1	69	8	0	78	0	0	161
8:30:00 AM	8	0	1	0	9	1	1	0	51	2	0	53	0	0	3	1	5	0	9	8	4	1	72	5	0	78	0	0	149
8:45:00 AM	12	0	1	0	13	0	1	2	83	0	0	85	0	0	4	1	2	0	7	2	5	0	96	4	0	100	0	0	205
Hourly Total	40	0	5	0	45	2	2	2	234	3	0	239	1	0	14	3	12	0	29	14	11	3	304	23	0	330	0	0	643
4:00:00 PM	19	0	1	0	20	0	0	1	105	1	0	107	0	0	2	0	5	0	7	0	0	0	103	8	0	111	0	1	245
4:15:00 PM	16	1	0	0	17	1	0	1	100	1	0	102	0	0	5	0	6	0	11	0	1	4	92	2	0	98	0	0	228
4:30:00 PM	14	1	0	0	15	0	1	0	113	0	0	113	0	0	1	2	7	0	10	2	0	1	95	4	0	100	0	0	238
4:45:00 PM	12	0	2	0	14	0	1	1	98	1	0	100	0	0	1	2	4	0	7	0	1	0	96	4	0	100	1	1	221
Hourly Total	61	2	3	0	66	4	4	3	416	3	0	422	0	0	9	4	22	0	35	2	2	5	386	18	0	409	1	2	932
5:00:00 PM	12	0	1	0	13	0	4	2	101	1	0	104	0	0	5	0	3	0	8	1	3	0	70	8	0	78	0	0	203
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5:30:00 PM	12	0	0	0	12	0	0	0	68	0	0	68	0	0	0	0	0	0	0	1	1	0	72	9	0	81	0	0	161
5:45:00 PM	11	2	0	0	13	0	0	0	77	0	0	77	0	0	0	0	0	0	0	1	0	1	70	7	0	78	0	0	168
Hourly Total	51	2	1	0	54	3	8	5	330	1	0	336	0	0	7	1	6	0	14	3	4	1	293	27	0	311	0	1	715
Grand Total	180	5	11	0	196	14	19	13	1174	10	0	1197	1	0	38	12	47	0	97	22	20	12	1195	82	0	1289	1	3	2779
% Approach	91.8%	2.6%	5.6%	0.0%	0.0%	0.0%	0.0%	1.1%	98.1%	0.8%	0.0%	0.0%	0.0%	0.0%	39.2%	12.4%	48.5%	0.0%	0.0%	0.0%	0.0%	0.0%	92.7%	6.4%	0.0%	0.0%	0.0%	0.0%	0.0%
% Total	8.5%	0.2%	0.4%	0.0%	7.1%	0.0%	0.0%	0.5%	42.2%	0.4%	0.0%	43.1%	0.0%	0.0%	1.4%	0.4%	1.7%	0.0%	3.5%	0.0%	0.0%	0.4%	43.0%	3.0%	0.0%	46.4%	0.0%	0.0%	0.0%
Lights	175	3	11	0	189	0	0	13	1133	10	0	1156	0	0	38	12	47	0	97	0	0	12	1164	81	0	1257	0	0	2699
% Lights	97.2%	60.0%	100.0%	0.0%	96.4%	0.0%	0.0%	100.0%	96.5%	100.0%	0.0%	96.6%	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	97.4%	98.8%	0.0%	97.5%	0.0%	0.0%	97.1%
Trucks	3	0	0	0	3	0	0	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	0	34
% Trucks	1.7%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	1.0%	0.0%	0.0%	1.2%
Buses	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	25
% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%
Pedestrians	9	0	0	0	9	14	12	0	0	0	0	0	1	0	0	0	0	0	0	22	19	0	0	0	0	0	0	2	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	95.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%

Project : VBH Malta NY  
 Site : Site 4  
 Location : 42.948550, -73.790036  
 Survey Date : 2021-04-28, Wednesday

### Turning Movement Data Plot





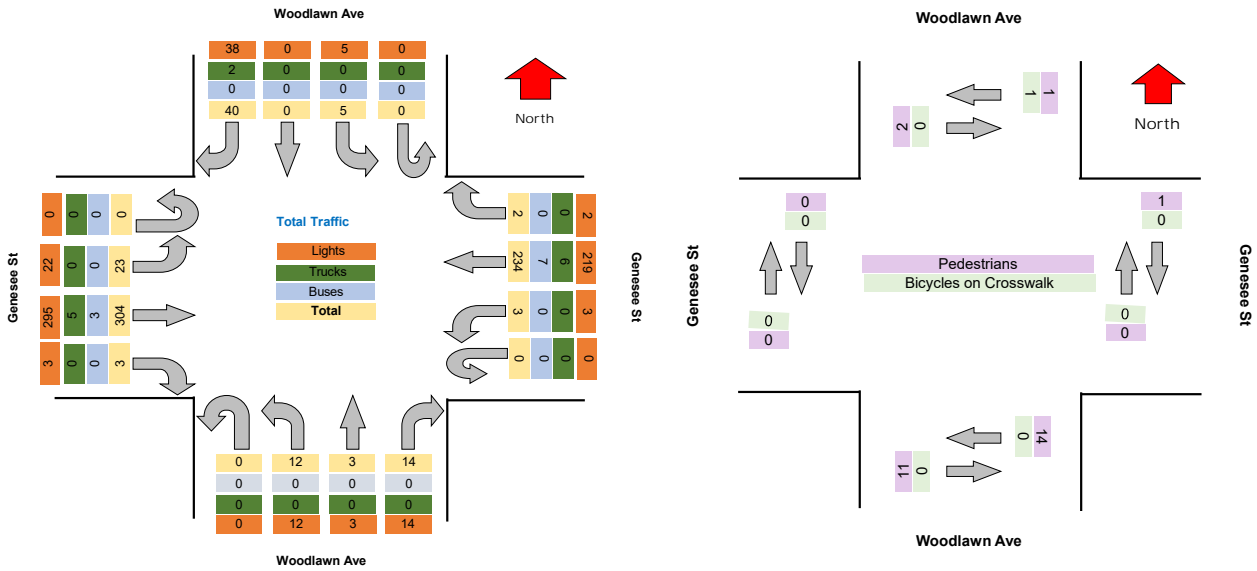
Project : VBH Malta NY  
Site : Site 4  
Location : 42.948550, -73.790036

Survey Date : 2021-04-28, Wednesday

**Turning Movement Peak Hour Data (AM)**

8:00:00 AM

Leg Direction	Woodlawn Ave				Genesee St				Woodlawn Ave				Genesee St				Total															
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn																
Start Time																																
8:00:00 AM	13	0	1	0	14	0	0	0	36	0	0	0	36	0	0	0	2	0	2	0	4	0	0	0	1	67	6	0	74	0	0	128
8:15:00 AM	7	0	2	0	9	1	0	0	64	1	0	0	65	1	0	0	5	1	3	0	9	4	2	0	1	69	8	0	78	0	0	161
8:30:00 AM	8	0	1	0	9	1	1	0	51	2	0	0	53	0	0	0	3	1	5	0	9	8	4	0	1	72	5	0	78	0	0	149
8:45:00 AM	12	0	1	0	13	0	1	0	2	83	0	0	85	0	0	0	4	1	2	0	7	2	5	0	0	96	4	0	100	0	0	205
Grand Total	40	0	5	0	45	0	2	0	2	234	3	0	239	1	0	0	14	3	12	0	29	14	11	0	3	304	23	0	330	0	0	643
% Approach	88.9%	0.0%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	87.8%	1.3%	0.0%	0.0%	0.0%	0.0%	48.3%	19.3%	41.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	92.1%	7.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
% Total	6.2%	0.0%	0.8%	0.0%	7.0%	0.0%	0.0%	0.0%	0.3%	36.4%	0.5%	0.0%	37.2%	0.0%	0.0%	2.2%	0.5%	1.9%	0.0%	4.5%	0.0%	0.0%	0.0%	0.5%	47.3%	3.6%	0.0%	51.3%	0.0%	0.0%	0.0%	
PHF	0.769	0.000	0.625	0.000	0.804	0.000	0.000	0.000	0.250	0.705	0.375	0.000	0.703	0.000	0.000	0.700	0.750	0.600	0.000	0.866	0.000	0.000	0.000	0.750	0.792	0.719	0.000	0.825	0.000	0.000	0.000	
Lights	38	0	5	0	43	0	0	0	2	219	3	0	224	0	0	0	14	3	12	0	29	0	0	0	3	295	22	0	320	0	0	616
% Lights	95.0%	0.0%	100.0%	0.0%	95.6%	0.0%	0.0%	0.0%	100.0%	93.6%	100.0%	0.0%	93.7%	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%	97.0%	95.7%	0.0%	97.0%	0.0%	0.0%	95.8%	
Trucks	2	0	0	0	2	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	13
% Trucks	5.0%	0.0%	0.0%	0.0%	4.4%	0.0%	0.0%	0.0%	0.0%	2.6%	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	1.5%	0.0%	0.0%	2.0%	
Buses	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	10
% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	
Pedestrians	0	0	0	0	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	14	11	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Bicycles on Crosswalk	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

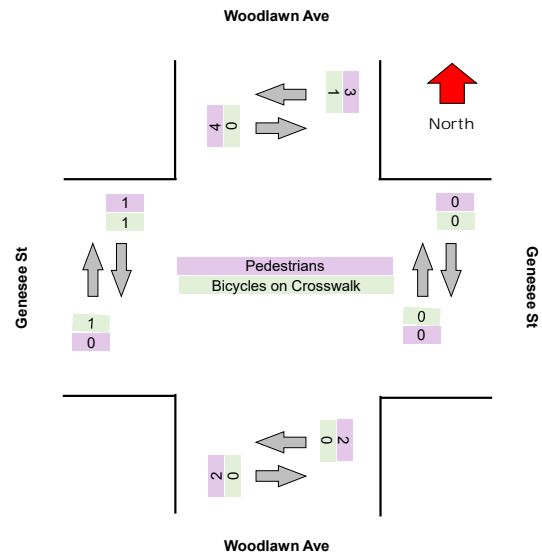
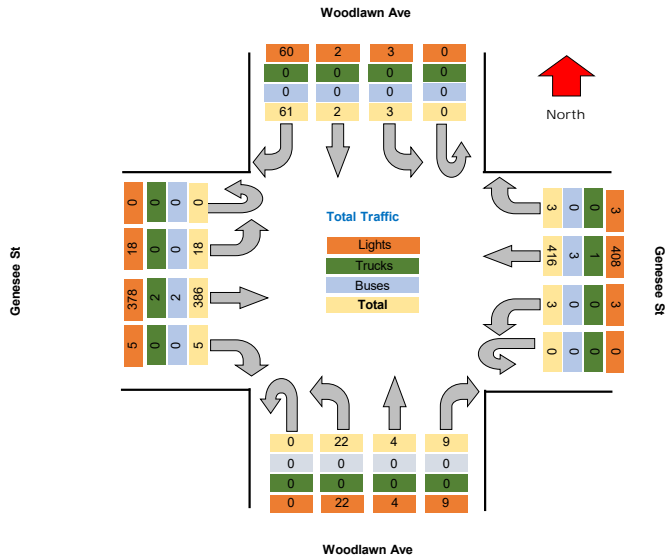


Project : VBH Malta NY  
Site : Site 4  
Location : 42.948550, -73.790036  
Survey Date : 2021-04-28, Wednesday

**Turning Movement Peak Hour Data (PM)**

4:00:00 PM

Leg Direction	Woodlawn Ave							Genesee St							Woodlawn Ave							Genesee St							Total
	Southbound				App Total			Westbound				App Total			Northbound				App Total			Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Total
4:00:00 PM	19	0	1	0	20	0	2	1	105	1	0	107	0	0	2	0	5	0	7	0	0	0	103	8	0	111	0	1	245
4:15:00 PM	16	1	0	0	17	1	0	1	100	1	0	102	0	0	5	0	6	0	11	0	1	4	92	2	0	98	0	0	228
4:30:00 PM	14	1	0	0	15	0	1	0	113	0	0	113	0	0	1	2	7	0	10	2	0	1	95	4	0	100	0	0	238
4:45:00 PM	12	0	2	0	14	0	1	1	98	1	0	100	0	0	1	2	4	0	7	0	1	0	96	4	0	100	1	1	221
<b>Grand Total</b>	<b>61</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>66</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>416</b>	<b>3</b>	<b>0</b>	<b>422</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>22</b>	<b>0</b>	<b>35</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>365</b>	<b>18</b>	<b>0</b>	<b>409</b>	<b>1</b>	<b>2</b>	<b>832</b>
% Approach	92.4%	3.0%	4.5%	0.0%	0.0%	0.0%	0.0%	0.7%	98.8%	0.7%	0.0%	0.0%	0.0%	0.0%	25.7%	11.4%	62.9%	0.0%	0.0%	0.0%	0.0%	1.2%	94.4%	4.4%	0.0%	0.0%	0.0%	0.0%	
% Total	6.5%	0.2%	0.3%	0.0%	7.1%	0.0%	0.0%	0.3%	44.6%	0.3%	0.0%	45.3%	0.0%	0.0%	1.0%	0.4%	2.4%	0.0%	3.8%	0.0%	0.0%	0.5%	41.4%	1.9%	0.0%	43.9%	0.0%	0.0%	
PHF	0.803	0.500	0.375	0.000	0.825	0.000	0.000	0.750	0.920	0.750	0.000	0.934	0.000	0.000	0.450	0.500	0.786	0.000	0.785	0.000	0.000	0.313	0.937	0.563	0.000	0.921	0.000	0.000	0.951
Lights	60	2	3	0	65	0	0	3	408	3	0	414	0	0	9	4	22	0	35	0	0	5	378	18	0	401	0	0	915
% Lights	98.4%	100.0%	100.0%	0.0%	98.5%	0.0%	0.0%	100.0%	98.1%	100.0%	0.0%	98.1%	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	97.9%	100.0%	0.0%	98.0%	0.0%	0.0%	98.2%
Trucks	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	3
% Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.5%	0.0%	0.0%	0.3%
Buses	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	5
% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%
Pedestrians	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	1	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	50.0%	0.0%











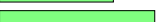







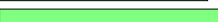







# Tri-State Traffic Data Inc.

184 Baker Rd  
Coatesville PA 19320

Serving Transportation Professionals since 1995

Location: Utica, New York  
Road Name: Genesee St\_EB  
Segment: 120' W of Woodlawn Ave  
Date: 07/12/2022

GPS: 43.077326, -75.279663

Start Time	Mon 11-Jul-22	Tue 12-Jul-22	Wed 13-Jul-22	Thu 14-Jul-22	Fri 15-Jul-22	Average Day	Sat 16-Jul-22	Sun 17-Jul-22	Week Average		
12:00 AM	*	*	24	31	39	31	45	51	38 		
01:00	*	*	15	15	15	15	27	20	18 		
02:00	*	*	17	10	8	12	20	21	15 		
03:00	*	*	7	6	10	8	9	16	10 		
04:00	*	*	18	16	15	16	7	9	13 		
05:00	*	*	31	34	34	33	18	13	26 		
06:00	*	*	135	128	114	126	54	39	94 		
07:00	*	*	220	210	204	211	94	72	160 		
08:00	*	*	<b>311</b>	265	272	283	110	131	218 		
09:00	*	*	263	302	277	281	182	129	231 		
10:00	*	*	297	304	301	301	212	<b>215</b>	266 		
11:00	*	*	297	<b>314</b>	<b>308</b>	<b>306</b>	<b>244</b>	200	<b>273</b> 		
12:00 PM	*	<b>333</b>	335	327	<b>384</b>	345	223	<b>216</b>	303 		
01:00	*	313	308	346	337	326	236	191	288 		
02:00	*	295	307	360	348	328	231	210	292 		
03:00	*	317	<b>346</b>	<b>384</b>	341	<b>347</b>	<b>307</b>	199	<b>316</b> 		
04:00	*	313	346	332	368	340	225	208	299 		
05:00	*	308	284	338	306	309	232	206	279 		
06:00	*	251	296	289	271	277	227	206	257 		
07:00	*	229	226	199	218	218	208	211	215 		
08:00	*	187	187	212	205	198	169	167	188 		
09:00	*	127	125	138	176	142	149	117	139 		
10:00	*	83	88	93	113	94	107	60	91 		
11:00	*	48	61	57	62	57	67	29	54 		
Day Total	0	2804	4544	4710	4726	4604	3403	2936	4083		
% Avg. WkDay	0.0%	60.9%	98.7%	102.3%	102.6%						
% Avg. Week	0.0%	68.7%	111.3%	115.4%	115.7%	112.8%	83.3%	71.9%			
AM Peak	-	-	08:00	11:00	11:00	-	11:00	-	11:00	-	-
Vol.	-	-	311	314	308	-	306	-	273	-	-
PM Peak	-	12:00	15:00	15:00	12:00	-	15:00	-	15:00	-	-
Vol.	-	333	346	384	384	-	347	-	316	-	-

**Tri-State Traffic Data Inc.**  
 184 Baker Rd  
 Coatesville PA 19320  
*Serving Transportation Professionals since 1995*

Location: Utica, New York  
 Road Name: Genesee St\_EB  
 Segment: 120' W of Woodlawn Ave  
 Date: 07/12/2022

GPS: 43.077326, -75.279663

Start Time	Mon 18-Jul-22	Tue 19-Jul-22	Wed 20-Jul-22	Thu 21-Jul-22	Fri 22-Jul-22	Average Day	Sat 23-Jul-22	Sun 24-Jul-22	Week Average
12:00 AM	24	33	40	31	*	32	*	*	32
01:00	12	12	23	19	*	16	*	*	16
02:00	11	6	8	6	*	8	*	*	8
03:00	6	4	6	11	*	7	*	*	7
04:00	11	9	13	24	*	14	*	*	14
05:00	33	33	36	39	*	35	*	*	35
06:00	116	144	140	143	*	136	*	*	136
07:00	224	224	246	237	*	233	*	*	233
08:00	246	287	319	<b>279</b>	*	<b>283</b>	*	*	<b>283</b>
09:00	261	248	283	271	*	266	*	*	266
10:00	242	<b>341</b>	299	232	*	278	*	*	278
11:00	<b>291</b>	287	<b>322</b>	0	*	225	*	*	225
12:00 PM	325	<b>368</b>	<b>381</b>	*	*	<b>358</b>	*	*	<b>358</b>
01:00	315	355	303	*	*	324	*	*	324
02:00	<b>343</b>	340	341	*	*	341	*	*	341
03:00	304	302	314	*	*	307	*	*	307
04:00	322	316	328	*	*	322	*	*	322
05:00	281	283	291	*	*	285	*	*	285
06:00	231	273	264	*	*	256	*	*	256
07:00	194	210	231	*	*	212	*	*	212
08:00	141	200	222	*	*	188	*	*	188
09:00	102	144	156	*	*	134	*	*	134
10:00	64	82	108	*	*	85	*	*	85
11:00	40	49	49	*	*	46	*	*	46
Day Total	4139	4550	4723	1292	0	4391	0	0	4391
% Avg. WkDay	94.3%	103.6%	107.6%	29.4%	0.0%				
% Avg. Week	94.3%	103.6%	107.6%	29.4%	0.0%	100.0%	0.0%	0.0%	
AM Peak	11:00	10:00	11:00	08:00	-	08:00	-	-	08:00
Vol.	291	341	322	279	-	283	-	-	283
PM Peak	14:00	12:00	12:00	-	-	12:00	-	-	12:00
Vol.	343	368	381	-	-	358	-	-	358

Grand Total	4139	7354	9267	6002	4726	8995	3403	2936	8474
ADT		ADT 4,203		AADT 4,203					

























# Tri-State Traffic Data Inc.

184 Baker Rd  
Coatesville PA 19320

Serving Transportation Professionals since 1995

Location: Utica, New York  
Road Name: Genesee ST\_WB  
Segment: 120' W of Woodlawn Ave  
Date: 07/12/2022
















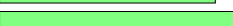



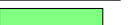




GPS: 43.077326, -75.279663

Start Time	Mon 11-Jul-22	Tue 12-Jul-22	Wed 13-Jul-22	Thu 14-Jul-22	Fri 15-Jul-22	Average Day	Sat 16-Jul-22	Sun 17-Jul-22	Week Average			
12:00 AM	*	*	20	38	30	29	56	37	36 			
01:00	*	*	17	22	15	18	20	24	20 			
02:00	*	*	14	13	13	13	27	22	18 			
03:00	*	*	11	7	9	9	12	14	11 			
04:00	*	*	22	15	20	19	8	9	15 			
05:00	*	*	48	37	46	44	30	21	36 			
06:00	*	*	94	94	87	92	46	33	71 			
07:00	*	*	216	166	202	195	115	101	160 			
08:00	*	*	262	258	234	251	165	99	204 			
09:00	*	*	279	316	314	303	211	183	261 			
10:00	*	*	349	358	324	344	224	190	289 			
11:00	*	*	<b>368</b>	<b>374</b>	<b>382</b>	<b>375</b>	<b>264</b>	<b>255</b>	<b>329</b> 			
12:00 PM	*	<b>518</b>	432	417	422	447	286	<b>270</b>	<b>391</b> 			
01:00	*	335	382	387	388	373	<b>295</b>	238	338 			
02:00	*	353	377	369	386	371	262	240	331 			
03:00	*	391	430	430	<b>425</b>	419	267	224	361 			
04:00	*	474	<b>463</b>	<b>477</b>	413	<b>457</b>	278	185	382 			
05:00	*	342	360	395	314	353	224	190	304 			
06:00	*	290	297	261	277	281	205	197	254 			
07:00	*	219	223	219	224	221	184	185	209 			
08:00	*	175	183	189	197	186	159	151	176 			
09:00	*	107	119	120	137	121	153	94	122 			
10:00	*	62	85	98	94	85	86	61	81 			
11:00	*	50	44	45	78	54	74	52	57 			
Day Total	0	3316	5095	5105	5031	5060	3651	3075	4456			
% Avg. WkDay	0.0%	65.5%	100.7%	100.9%	99.4%							
% Avg. Week	0.0%	74.4%	114.3%	114.6%	112.9%	113.6%	81.9%	69.0%				
AM Peak	-	-	11:00	11:00	11:00	-	11:00	-	11:00	-	-	
Vol.	-	-	368	374	382	-	375	-	329	-	-	
PM Peak	-	12:00	16:00	16:00	15:00	-	16:00	-	13:00	12:00	-	-
Vol.	-	518	463	477	425	-	457	-	295	270	-	-

**Tri-State Traffic Data Inc.**  
 184 Baker Rd  
 Coatesville PA 19320  
*Serving Transportation Professionals since 1995*

Location: Utica, New York  
 Road Name: Genesee ST\_WB  
 Segment: 120' W of Woodlawn Ave  
 Date: 07/12/2022

GPS: 43.077326, -75.279663

Start Time	Mon 18-Jul-22	Tue 19-Jul-22	Wed 20-Jul-22	Thu 21-Jul-22	Fri 22-Jul-22	Average Day	Sat 23-Jul-22	Sun 24-Jul-22	Week Average
12:00 AM	19	27	27	26	*	25	*	*	25 
01:00	15	12	19	20	*	16	*	*	16 
02:00	8	5	14	9	*	9	*	*	9 
03:00	9	13	14	15	*	13	*	*	13 
04:00	15	15	17	16	*	16	*	*	16 
05:00	38	48	51	47	*	46	*	*	46 
06:00	85	105	101	107	*	100	*	*	100 
07:00	179	195	212	190	*	194	*	*	194 
08:00	226	266	289	252	*	258	*	*	258 
09:00	281	292	306	295	*	294	*	*	294 
10:00	<b>306</b>	335	336	<b>318</b>	*	<b>324</b>	*	*	<b>324</b> 
11:00	300	<b>372</b>	<b>367</b>	0	*	260	*	*	260 
12:00 PM	355	406	435	*	*	399	*	*	399 
01:00	349	398	390	*	*	379	*	*	379 
02:00	371	382	357	*	*	370	*	*	370 
03:00	400	406	385	*	*	397	*	*	397 
04:00	<b>452</b>	<b>469</b>	<b>485</b>	*	*	<b>469</b>	*	*	<b>469</b> 
05:00	327	343	360	*	*	343	*	*	343 
06:00	255	280	261	*	*	265	*	*	265 
07:00	220	231	214	*	*	222	*	*	222 
08:00	163	191	215	*	*	190	*	*	190 
09:00	96	150	128	*	*	125	*	*	125 
10:00	53	63	81	*	*	66	*	*	66 
11:00	37	48	58	*	*	48	*	*	48 
Day Total	4559	5052	5122	1295	0	4828	0	0	4828
% Avg. WkDay	94.4%	104.6%	106.1%	26.8%	0.0%				
% Avg. Week	94.4%	104.6%	106.1%	26.8%	0.0%	100.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	10:00	-	10:00	-	-	10:00
Vol.	306	372	367	318	-	324	-	-	324
PM Peak	16:00	16:00	16:00	-	-	16:00	-	-	16:00
Vol.	452	469	485	-	-	469	-	-	469

Grand Total	4559	8368	10217	6400	5031	9888	3651	3075	9284
ADT		ADT 4,590		AADT 4,590					



# Tri-State Traffic Data Inc.

Location: Utica, New York  
 Road Name: Genesee St\_EB  
 Segment: 120' W of Woodlawn Ave  
 Date: 07/12/2022

184 Baker Rd  
 Coatesville PA 19320

*Serving Transportation Professionals since 1995*

GPS: 43.077326, -75.279663

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Percent	95th Percent
07/12/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	11	<b>57</b>	83	77	42	43	26	12	2	0	0	0	0	0	<b>353</b>	32	38
13:00	10	45	<b>86</b>	68	43	41	23	8	2	1	0	0	0	0	327	32	37
14:00	<b>14</b>	24	62	48	37	<b>63</b>	35	<b>22</b>	1	0	0	0	0	0	306	35	40
15:00	8	43	75	60	<b>54</b>	50	27	10	5	0	0	0	0	0	332	33	38
16:00	6	36	72	66	32	63	39	10	2	0	0	0	0	0	326	34	38
17:00	8	28	69	<b>63</b>	42	45	<b>41</b>	21	4	1	0	0	0	0	322	36	41
18:00	13	28	60	<b>79</b>	28	19	26	10	2	0	0	0	0	0	265	33	38
19:00	5	27	46	30	50	41	24	11	1	1	0	0	0	0	236	34	39
20:00	3	20	49	33	20	30	28	6	<b>6</b>	<b>2</b>	0	<b>1</b>	0	0	198	36	43
21:00	2	14	40	31	21	12	11	1	0	1	0	0	0	0	133	31	36
22:00	1	5	6	13	14	20	20	5	0	0	0	0	0	0	84	37	39
23:00	2	4	13	7	5	7	7	3	0	0	0	0	0	0	48	35	39
<b>Total</b>	<b>83</b>	<b>331</b>	<b>661</b>	<b>575</b>	<b>388</b>	<b>434</b>	<b>307</b>	<b>119</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2930</b>		
<b>Percent</b>	<b>2.8%</b>	<b>11.3%</b>	<b>22.6%</b>	<b>19.6%</b>	<b>13.2%</b>	<b>14.8%</b>	<b>10.5%</b>	<b>4.1%</b>	<b>0.9%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
AM Peak Vol.																	
PM Peak Vol.	14:00	12:00	13:00	18:00	15:00	14:00	17:00	14:00	20:00	20:00		20:00			12:00		
	14	57	86	79	54	63	41	22	6	2		1			353		

# Tri-State Traffic Data Inc.

Location: Utica, New York  
 Road Name: Genesee St\_EB  
 Segment: 120' W of Woodlawn Ave  
 Date: 07/12/2022

184 Baker Rd  
 Coatesville PA 19320

*Serving Transportation Professionals since 1995*

GPS: 43.077326, -75.279663

EB

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Percent	95th Percent
07/13/22	0	5	5	5	2	4	2	0	1	0	0	0	0	0	24	33	38
01:00	0	0	2	2	1	7	2	0	1	0	0	0	0	0	15	35	45
02:00	0	3	6	2	1	1	1	3	0	0	0	0	0	0	17	39	42
03:00	0	1	0	1	4	2	0	0	0	0	0	0	0	0	8	31	33
04:00	0	1	6	3	0	4	4	0	0	0	0	0	0	0	18	35	37
05:00	0	3	14	5	4	4	2	0	0	0	0	0	0	0	32	30	34
06:00	3	12	23	16	19	27	29	11	3	0	0	0	0	0	143	37	42
07:00	3	22	60	50	16	38	24	13	<b>6</b>	<b>1</b>	0	0	0	0	233	35	42
08:00	5	<b>49</b>	88	62	<b>47</b>	40	23	7	2	1	0	0	0	0	<b>324</b>	32	37
09:00	3	26	51	41	37	47	<b>43</b>	<b>17</b>	5	1	0	0	0	0	271	36	41
10:00	7	49	<b>113</b>	52	29	40	20	5	1	0	0	0	0	0	316	31	36
11:00	<b>10</b>	45	77	<b>71</b>	30	<b>57</b>	23	4	4	0	0	0	0	0	321	32	37
12 PM	11	<b>67</b>	82	60	39	41	48	12	2	0	0	0	0	0	362	34	38
13:00	13	55	87	67	44	39	18	5	1	0	0	0	0	0	329	30	36
14:00	9	30	61	60	40	52	<b>51</b>	11	<b>3</b>	0	<b>1</b>	<b>1</b>	0	0	319	35	39
15:00	10	66	<b>96</b>	<b>70</b>	35	36	26	<b>17</b>	3	0	0	0	0	0	359	32	39
16:00	<b>15</b>	51	95	65	46	54	34	16	3	0	0	0	0	0	<b>379</b>	33	39
17:00	7	38	69	46	32	<b>55</b>	42	8	1	0	0	0	0	0	298	34	38
18:00	13	56	76	64	40	31	19	11	2	0	0	0	0	0	312	31	38
19:00	6	26	44	39	<b>50</b>	38	26	3	2	0	0	0	0	0	234	33	37
20:00	5	24	55	38	32	24	17	3	2	0	0	0	0	0	200	32	37
21:00	0	18	49	30	10	12	9	1	1	0	0	0	0	0	130	30	36
22:00	0	4	16	13	12	25	13	6	1	0	0	0	0	0	90	36	41
23:00	1	4	17	8	7	10	8	5	0	<b>1</b>	0	0	0	0	61	37	41
<b>Total</b>	121	655	1192	870	577	688	484	158	44	4	1	1	0	0	4795		
<b>Percent</b>	2.5%	13.7%	24.9%	18.1%	12.0%	14.3%	10.1%	3.3%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	10:00	11:00	08:00	11:00	09:00	09:00	07:00	07:00					08:00		
Vol.	10	49	113	71	47	57	43	17	6	1					324		
PM Peak	16:00	12:00	15:00	15:00	19:00	17:00	14:00	15:00	14:00	23:00	14:00	14:00			16:00		
Vol.	15	67	96	70	50	55	51	17	3	1	1	1			379		

# Tri-State Traffic Data Inc.

Location: Utica, New York  
 Road Name: Genesee St\_EB  
 Segment: 120' W of Woodlawn Ave  
 Date: 07/12/2022

184 Baker Rd  
 Coatesville PA 19320

*Serving Transportation Professionals since 1995*

GPS: 43.077326, -75.279663

EB

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Percent	95th Percent
07/14/22	0	4	8	7	5	6	1	1	0	0	0	0	0	0	32	31	36
01:00	0	1	3	2	4	4	1	0	0	0	0	0	0	0	15	32	35
02:00	0	0	1	1	1	3	2	1	1	0	0	0	0	0	10	41	46
03:00	0	0	1	1	1	1	3	0	0	0	0	0	0	0	7	37	38
04:00	0	1	0	4	2	4	1	3	1	0	0	0	0	0	16	41	44
05:00	0	2	5	8	3	10	3	3	0	0	0	0	0	0	34	35	41
06:00	3	11	20	19	13	20	30	8	6	0	0	0	0	0	130	38	43
07:00	5	26	41	45	20	34	26	20	1	1	0	0	0	0	219	36	41
08:00	9	28	86	56	31	33	25	6	3	0	1	0	0	0	278	32	38
09:00	6	30	71	51	55	57	41	9	2	0	0	0	0	0	322	34	38
10:00	12	54	75	66	34	40	31	7	1	0	0	0	0	0	320	32	37
11:00	10	39	60	75	39	62	31	15	1	0	0	0	0	0	332	33	38
12 PM	9	46	62	51	35	72	44	16	5	0	0	0	0	0	340	35	40
13:00	4	33	28	34	72	98	72	16	6	1	0	0	0	0	364	36	40
14:00	5	10	13	16	81	133	84	28	5	0	0	0	0	0	375	37	41
15:00	2	19	18	33	93	121	77	29	5	2	1	0	0	0	400	37	41
16:00	6	7	10	19	70	100	89	38	6	1	0	0	0	0	346	38	42
17:00	0	8	23	37	69	104	89	19	6	2	0	0	0	0	357	37	41
18:00	0	15	8	24	59	102	64	30	1	3	0	0	0	0	306	38	42
19:00	3	12	4	10	30	62	64	19	3	1	0	0	0	0	208	38	42
20:00	2	3	7	20	41	76	46	15	4	1	0	0	0	0	215	37	42
21:00	1	0	4	8	35	45	35	11	2	0	0	0	0	0	141	37	41
22:00	0	1	1	5	15	34	21	11	1	2	2	0	0	0	93	39	45
23:00	0	0	1	4	15	22	10	3	1	1	0	0	0	0	57	37	42
<b>Total</b>	<b>77</b>	<b>350</b>	<b>550</b>	<b>596</b>	<b>823</b>	<b>1243</b>	<b>890</b>	<b>308</b>	<b>61</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4917</b>		
<b>Percent</b>	<b>1.6%</b>	<b>7.1%</b>	<b>11.2%</b>	<b>12.1%</b>	<b>16.7%</b>	<b>25.3%</b>	<b>18.1%</b>	<b>6.3%</b>	<b>1.2%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
AM Peak	10:00	10:00	08:00	11:00	09:00	11:00	09:00	07:00	06:00	07:00	08:00				11:00		
Vol.	12	54	86	75	55	62	41	20	6	1	1				332		
PM Peak	12:00	12:00	12:00	12:00	15:00	14:00	16:00	16:00	13:00	18:00	22:00				15:00		
Vol.	9	46	62	51	93	133	89	38	6	3	2				400		

# Tri-State Traffic Data Inc.

Location: Utica, New York  
 Road Name: Genesee St\_EB  
 Segment: 120' W of Woodlawn Ave  
 Date: 07/12/2022

184 Baker Rd  
 Coatesville PA 19320

*Serving Transportation Professionals since 1995*

GPS: 43.077326, -75.279663

EB

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Percent	95th Percent
07/15/22	0	0	0	3	7	11	14	3	1	0	0	0	0	0	39	38	42
01:00	0	0	0	0	4	2	7	1	1	0	0	0	0	0	15	38	45
02:00	0	0	0	0	1	3	1	1	0	1	0	0	1	0	8	53	66
03:00	0	0	1	0	0	5	4	1	0	0	0	0	0	0	11	38	41
04:00	0	0	0	0	5	5	3	3	0	0	0	0	0	0	16	40	42
05:00	0	0	0	2	3	9	14	5	0	1	0	0	0	0	34	39	43
06:00	1	8	2	10	17	28	29	20	4	0	1	1	0	0	121	40	43
07:00	3	5	6	11	26	59	68	29	2	1	1	0	0	0	211	39	42
08:00	4	5	6	26	50	95	72	22	3	0	0	0	0	0	283	37	41
09:00	2	5	15	25	57	88	79	14	3	0	1	0	0	0	289	37	40
10:00	3	8	12	29	64	118	62	18	1	0	1	0	0	0	316	36	40
11:00	5	12	16	21	75	90	68	22	11	1	0	0	0	0	321	37	43
12 PM	3	6	10	18	73	133	113	26	13	1	0	0	0	0	396	38	42
13:00	5	8	10	21	72	123	71	31	5	0	0	0	0	0	346	37	42
14:00	8	12	14	26	71	108	91	29	4	1	0	0	0	0	364	37	41
15:00	8	14	16	26	61	113	79	29	9	2	0	0	0	0	357	38	42
16:00	4	17	13	31	76	120	80	33	9	1	0	0	0	0	384	38	42
17:00	4	10	12	22	55	95	83	28	6	3	0	0	0	0	318	38	42
18:00	4	6	11	16	49	71	80	34	6	2	1	0	0	0	280	39	43
19:00	5	6	5	16	54	68	53	15	1	4	0	0	0	0	227	37	41
20:00	1	3	10	17	48	69	53	14	4	0	0	0	0	0	219	37	41
21:00	1	4	5	17	41	69	31	9	3	1	0	0	0	0	181	36	41
22:00	0	0	4	13	23	35	27	10	2	0	0	0	0	0	114	38	42
23:00	0	3	0	3	15	27	11	4	0	0	0	0	0	0	63	36	40
<b>Total</b>	<b>61</b>	<b>132</b>	<b>168</b>	<b>353</b>	<b>947</b>	<b>1544</b>	<b>1193</b>	<b>401</b>	<b>88</b>	<b>19</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>4913</b>		
<b>Percent</b>	<b>1.2%</b>	<b>2.7%</b>	<b>3.4%</b>	<b>7.2%</b>	<b>19.3%</b>	<b>31.4%</b>	<b>24.3%</b>	<b>8.2%</b>	<b>1.8%</b>	<b>0.4%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
AM Peak	11:00	11:00	11:00	10:00	11:00	10:00	09:00	07:00	11:00	02:00	06:00	06:00	02:00		11:00		
Vol.	5	12	16	29	75	118	79	29	11	1	1	1	1		321		
PM Peak	14:00	16:00	15:00	16:00	16:00	12:00	12:00	18:00	12:00	19:00	18:00				12:00		
Vol.	8	17	16	31	76	133	113	34	13	4	1				396		

**Tri-State Traffic Data Inc.**  
 184 Baker Rd  
 Coatesville PA 19320  
*Serving Transportation Professionals since 1995*

Location: Utica, New York  
 Road Name: Genesee St\_EB  
 Segment: 120' W of Woodlawn Ave  
 Date: 07/12/2022

GPS: 43.077326, -75.279663

EB	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Percent	95th Percent
Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	9999		
07/16/22	0	0	1	3	9	16	10	6	0	0	1	0	0	0	46	39	42
01:00	0	1	0	1	7	9	6	3	0	0	0	0	0	0	27	38	41
02:00	0	0	0	1	3	7	4	4	1	0	0	0	0	0	20	41	44
03:00	0	0	0	0	2	3	4	0	0	0	0	0	0	0	9	37	38
04:00	0	0	0	0	0	3	3	1	0	0	0	0	0	0	7	38	42
05:00	0	2	1	1	2	5	6	2	0	0	0	0	0	0	19	38	41
06:00	1	2	2	2	7	15	18	8	3	0	0	0	0	0	58	40	44
07:00	5	1	9	7	4	36	22	16	1	0	1	0	0	0	102	39	43
08:00	3	7	4	11	24	31	23	8	4	1	0	0	0	0	116	38	43
09:00	1	4	10	9	29	64	54	15	3	0	0	0	0	0	189	38	41
10:00	4	6	9	10	51	73	47	14	3	0	0	0	0	0	217	37	41
11:00	3	7	9	16	56	69	64	22	10	1	0	1	0	0	258	38	43
12 PM	2	6	7	17	44	78	52	17	2	2	0	0	0	0	227	37	41
13:00	0	6	12	19	54	82	56	10	6	1	0	0	0	0	246	37	41
14:00	3	7	6	25	39	90	45	21	4	1	0	0	0	0	241	37	42
15:00	4	9	9	32	66	106	63	23	2	1	0	0	0	0	315	37	41
16:00	1	4	12	19	42	77	51	22	5	0	0	0	0	0	233	38	42
17:00	1	5	6	15	36	64	69	26	12	2	0	0	0	0	236	39	44
18:00	1	7	7	10	38	82	62	22	6	0	0	0	0	0	235	38	42
19:00	3	10	9	10	42	68	55	21	3	0	0	0	0	0	221	38	42
20:00	0	7	2	14	31	61	44	14	0	1	0	0	0	0	174	37	41
21:00	0	1	5	17	41	49	30	8	0	2	0	0	0	0	153	36	40
22:00	0	0	2	9	19	42	23	10	1	0	0	0	0	0	106	37	41
23:00	0	1	0	2	18	18	21	5	2	0	0	0	0	0	67	38	42
<b>Total</b>	<b>32</b>	<b>93</b>	<b>122</b>	<b>250</b>	<b>664</b>	<b>1148</b>	<b>832</b>	<b>298</b>	<b>68</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3522</b>		
<b>Percent</b>	<b>0.9%</b>	<b>2.6%</b>	<b>3.5%</b>	<b>7.1%</b>	<b>18.9%</b>	<b>32.6%</b>	<b>23.6%</b>	<b>8.5%</b>	<b>1.9%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
AM Peak	07:00	08:00	09:00	11:00	11:00	10:00	11:00	11:00	11:00	08:00	00:00	11:00			11:00		
Vol.	5	7	10	16	56	73	64	22	10	1	1	1			258		
PM Peak	15:00	19:00	13:00	15:00	15:00	15:00	17:00	17:00	17:00	12:00					15:00		
Vol.	4	10	12	32	66	106	69	26	12	2					315		

# Tri-State Traffic Data Inc.

Location: Utica, New York  
 Road Name: Genesee St\_EB  
 Segment: 120' W of Woodlawn Ave  
 Date: 07/12/2022

184 Baker Rd  
 Coatesville PA 19320

*Serving Transportation Professionals since 1995*

GPS: 43.077326, -75.279663

EB	Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Percent	95th Percent
07/17/22	0	2	2	3	8	18	11	5	2	1	1	0	0	0	0	53	40	47
01:00	1	0	0	2	5	5	5	1	0	0	1	0	0	0	0	20	38	54
02:00	0	0	0	1	6	6	4	4	0	0	0	0	0	0	0	21	40	42
03:00	0	0	1	0	2	7	4	3	0	0	0	0	0	0	0	17	39	42
04:00	0	0	0	1	2	2	4	0	0	0	0	0	0	0	0	9	37	38
05:00	0	2	0	1	2	4	5	0	0	0	0	0	0	0	0	14	36	38
06:00	1	2	2	2	4	7	15	6	1	0	0	0	0	0	0	40	39	43
07:00	1	3	2	5	11	21	16	11	4	0	0	0	0	0	0	74	40	44
08:00	0	9	5	8	23	46	37	12	0	0	0	0	0	0	0	140	37	41
09:00	3	5	5	8	15	52	36	10	3	0	1	0	0	0	0	138	38	42
10:00	<b>9</b>	<b>7</b>	<b>11</b>	<b>14</b>	<b>36</b>	<b>60</b>	<b>74</b>	<b>14</b>	<b>5</b>	0	0	0	0	0	0	<b>230</b>	37	41
11:00	4	<b>10</b>	5	10	32	<b>76</b>	61	9	1	0	0	1	0	0	0	209	37	39
12 PM	0	<b>9</b>	10	<b>19</b>	41	70	57	19	3	0	<b>2</b>	0	0	0	0	<b>230</b>	38	42
13:00	1	2	14	14	30	74	47	16	5	0	0	0	0	0	0	203	37	42
14:00	0	4	8	12	37	70	<b>59</b>	<b>28</b>	2	0	0	0	0	0	0	220	38	42
15:00	0	8	<b>16</b>	13	37	64	44	21	<b>8</b>	0	0	0	0	0	0	211	38	43
16:00	4	7	8	9	35	74	55	25	2	1	0	0	0	0	0	220	38	42
17:00	<b>6</b>	8	6	15	39	63	53	21	5	1	0	0	<b>1</b>	0	0	218	38	43
18:00	2	4	4	6	32	<b>89</b>	56	12	5	0	0	0	0	0	0	210	37	41
19:00	3	6	5	5	<b>55</b>	76	52	11	3	<b>2</b>	1	0	0	0	0	219	37	41
20:00	1	8	10	19	24	65	37	10	2	2	0	0	0	0	0	178	37	41
21:00	2	6	2	9	22	41	25	8	6	2	1	0	0	0	0	124	38	46
22:00	0	0	1	1	6	19	25	6	2	0	0	0	0	0	0	60	38	43
23:00	0	0	0	1	7	9	10	1	1	1	0	0	0	0	0	30	38	46
<b>Total</b>	<b>38</b>	<b>102</b>	<b>117</b>	<b>178</b>	<b>511</b>	<b>1018</b>	<b>792</b>	<b>253</b>	<b>60</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3088</b>		
<b>Percent</b>	<b>1.2%</b>	<b>3.3%</b>	<b>3.8%</b>	<b>5.8%</b>	<b>16.5%</b>	<b>33.0%</b>	<b>25.6%</b>	<b>8.2%</b>	<b>1.9%</b>	<b>0.3%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
AM Peak	10:00	11:00	10:00	10:00	10:00	11:00	10:00	10:00	10:00	10:00	00:00	00:00	11:00			10:00		
Vol.	9	10	11	14	36	76	74	14	5	1	1	1				230		
PM Peak	17:00	12:00	15:00	12:00	19:00	18:00	14:00	14:00	15:00	19:00	12:00	17:00				12:00		
Vol.	6	9	16	19	55	89	59	28	8	2	2	1				230		

# Tri-State Traffic Data Inc.

Location: Utica, New York  
 Road Name: Genesee St\_EB  
 Segment: 120' W of Woodlawn Ave  
 Date: 07/12/2022

184 Baker Rd  
 Coatesville PA 19320

*Serving Transportation Professionals since 1995*

GPS: 43.077326, -75.279663

EB

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Percent	95th Percent
07/18/22	0	0	1	1	3	5	10	4	0	0	0	0	0	0	24	39	42
01:00	0	1	1	2	0	2	5	2	0	0	0	0	0	0	13	39	42
02:00	0	0	1	0	1	4	3	2	0	0	0	0	0	0	11	39	42
03:00	0	1	0	0	1	1	0	1	2	0	1	0	0	0	7	48	57
04:00	0	0	1	1	0	3	5	1	0	0	0	0	0	0	11	38	41
05:00	0	2	0	0	4	8	12	5	3	0	0	0	0	0	34	41	46
06:00	0	4	3	3	15	31	42	17	5	1	0	0	0	0	121	40	43
07:00	7	2	9	8	32	76	71	21	4	1	0	0	0	0	231	38	42
08:00	0	8	8	14	47	84	70	16	3	1	0	1	0	0	252	37	41
09:00	2	10	5	20	65	84	61	18	2	2	0	0	0	0	269	37	41
10:00	2	5	5	20	56	100	48	10	2	1	0	0	0	0	249	36	39
11:00	5	10	5	37	58	114	51	17	4	0	0	0	0	0	301	36	40
12 PM	2	4	8	20	62	119	86	29	5	0	0	0	0	0	335	38	41
13:00	3	6	8	21	48	120	96	18	4	2	0	0	0	0	326	37	41
14:00	1	2	12	39	81	112	80	18	3	0	0	0	0	0	348	37	40
15:00	5	3	8	21	46	105	80	36	6	0	0	0	0	0	310	38	42
16:00	5	3	11	22	67	93	93	25	8	2	0	0	0	0	329	38	42
17:00	0	2	8	15	65	91	75	26	5	0	1	0	0	0	288	38	42
18:00	6	9	4	9	36	76	70	26	3	0	0	0	0	0	239	38	42
19:00	0	12	5	9	39	58	55	23	1	2	0	0	0	0	204	38	42
20:00	0	3	6	11	22	39	37	18	3	3	1	0	0	0	143	39	43
21:00	1	2	1	7	19	36	31	8	0	1	1	0	0	0	107	38	41
22:00	0	1	0	4	11	22	17	8	1	1	0	0	0	0	65	39	43
23:00	0	0	0	2	12	13	8	4	0	1	0	0	0	0	40	38	42
<b>Total</b>	<b>39</b>	<b>90</b>	<b>110</b>	<b>286</b>	<b>790</b>	<b>1396</b>	<b>1106</b>	<b>353</b>	<b>64</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4257</b>		
<b>Percent</b>	<b>0.9%</b>	<b>2.1%</b>	<b>2.6%</b>	<b>6.7%</b>	<b>18.6%</b>	<b>32.8%</b>	<b>26.0%</b>	<b>8.3%</b>	<b>1.5%</b>	<b>0.4%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
<b>AM Peak</b>	<b>07:00</b>	<b>09:00</b>	<b>07:00</b>	<b>11:00</b>	<b>09:00</b>	<b>11:00</b>	<b>07:00</b>	<b>07:00</b>	<b>06:00</b>	<b>09:00</b>	<b>03:00</b>	<b>08:00</b>			<b>11:00</b>		
<b>Vol.</b>	<b>7</b>	<b>10</b>	<b>9</b>	<b>37</b>	<b>65</b>	<b>114</b>	<b>71</b>	<b>21</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>1</b>			<b>301</b>		
<b>PM Peak</b>	<b>18:00</b>	<b>19:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>13:00</b>	<b>13:00</b>	<b>15:00</b>	<b>16:00</b>	<b>20:00</b>	<b>17:00</b>				<b>14:00</b>		
<b>Vol.</b>	<b>6</b>	<b>12</b>	<b>12</b>	<b>39</b>	<b>81</b>	<b>120</b>	<b>96</b>	<b>36</b>	<b>8</b>	<b>3</b>	<b>1</b>				<b>348</b>		

**Tri-State Traffic Data Inc.**  
 184 Baker Rd  
 Coatesville PA 19320  
*Serving Transportation Professionals since 1995*

Location: Utica, New York  
 Road Name: Genesee St\_EB  
 Segment: 120' W of Woodlawn Ave  
 Date: 07/12/2022

GPS: 43.077326, -75.279663

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Percent	95th Percent
07/19/22	0	0	1	1	9	13	6	3	0	0	0	0	0	0	33	37	41
01:00	0	0	0	0	3	5	2	2	0	0	0	0	0	0	12	39	42
02:00	0	0	0	0	1	4	1	0	0	0	0	0	0	0	6	34	37
03:00	0	0	1	1	1	1	1	0	0	0	0	0	0	0	5	35	37
04:00	0	0	0	0	1	3	2	3	0	0	0	0	0	0	9	41	43
05:00	0	0	0	3	5	12	9	5	0	0	0	0	0	0	34	38	42
06:00	3	5	6	7	12	29	60	23	6	0	0	0	0	0	151	40	43
07:00	3	4	11	19	38	49	70	27	<b>9</b>	<b>1</b>	0	0	0	0	231	39	43
08:00	8	3	8	12	50	102	82	26	2	1	0	0	0	0	294	38	41
09:00	<b>9</b>	4	<b>13</b>	17	43	75	83	13	6	0	0	0	0	0	263	37	41
10:00	4	<b>26</b>	10	<b>30</b>	<b>58</b>	<b>121</b>	<b>89</b>	18	4	1	0	0	0	0	<b>361</b>	37	40
11:00	8	8	7	23	56	85	77	<b>29</b>	5	0	0	<b>1</b>	0	0	299	38	42
12 PM	1	7	8	29	<b>75</b>	<b>135</b>	84	33	7	0	0	0	0	0	<b>379</b>	37	42
13:00	7	6	8	14	72	122	<b>99</b>	30	8	0	0	0	0	0	366	38	42
14:00	5	<b>12</b>	15	31	67	116	81	28	7	0	<b>1</b>	0	0	0	363	37	42
15:00	5	5	9	22	52	99	78	31	7	<b>4</b>	0	0	0	0	312	38	43
16:00	<b>9</b>	10	<b>16</b>	<b>35</b>	47	104	86	18	<b>9</b>	2	0	0	0	0	336	37	42
17:00	4	11	10	16	40	88	92	32	8	1	0	0	0	0	302	38	43
18:00	3	6	10	19	40	86	74	<b>36</b>	8	2	1	0	0	0	285	39	43
19:00	6	10	5	5	33	65	68	19	5	2	0	0	0	0	218	38	42
20:00	2	11	10	24	51	61	38	9	5	2	0	0	0	0	213	36	41
21:00	2	5	4	21	23	47	36	7	3	1	0	0	0	0	149	37	41
22:00	0	0	1	3	8	32	28	6	2	2	0	0	0	0	82	38	43
23:00	0	0	1	4	7	17	14	4	1	1	0	0	0	0	49	38	43
<b>Total</b>	<b>79</b>	<b>133</b>	<b>154</b>	<b>336</b>	<b>792</b>	<b>1471</b>	<b>1260</b>	<b>402</b>	<b>102</b>	<b>20</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4752</b>		
<b>Percent</b>	<b>1.7%</b>	<b>2.8%</b>	<b>3.2%</b>	<b>7.1%</b>	<b>16.7%</b>	<b>31.0%</b>	<b>26.5%</b>	<b>8.5%</b>	<b>2.1%</b>	<b>0.4%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
<b>AM Peak</b>	09:00	10:00	09:00	10:00	10:00	10:00	10:00	11:00	07:00	07:00		11:00			10:00		
<b>Vol.</b>	9	26	13	30	58	121	89	29	9	1		1			361		
<b>PM Peak</b>	16:00	14:00	16:00	16:00	12:00	12:00	13:00	18:00	16:00	15:00	14:00				12:00		
<b>Vol.</b>	9	12	16	35	75	135	99	36	9	4	1				379		



# Tri-State Traffic Data Inc.

Location: Utica, New York  
 Road Name: Genesee St\_EB  
 Segment: 120' W of Woodlawn Ave  
 Date: 07/12/2022

184 Baker Rd  
 Coatesville PA 19320

*Serving Transportation Professionals since 1995*

GPS: 43.077326, -75.279663

EB

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Percent	95th Percent
07/20/22	0	0	1	3	5	13	13	3	1	1	0	0	0	0	40	38	44
01:00	0	0	1	5	2	7	7	1	0	0	0	0	0	0	23	37	38
02:00	0	0	0	2	2	4	0	0	0	0	0	0	0	0	8	32	33
03:00	0	1	0	1	2	1	2	0	0	0	0	0	0	0	7	36	38
04:00	0	0	0	0	0	3	8	2	0	0	0	0	0	0	13	39	42
05:00	0	0	1	4	6	12	9	5	0	0	0	0	0	0	37	38	42
06:00	1	6	1	4	11	43	54	22	3	0	1	0	0	0	146	39	43
07:00	5	12	9	11	37	63	78	30	8	1	0	0	0	0	254	39	43
08:00	5	3	9	21	54	111	90	24	6	2	0	0	0	0	325	38	42
09:00	3	3	7	14	54	104	77	23	4	0	0	0	0	0	289	37	41
10:00	4	16	18	26	55	105	57	31	3	0	0	0	0	1	316	37	41
11:00	2	4	7	15	68	107	90	25	7	5	1	0	0	0	331	38	43
12 PM	2	7	7	25	75	134	88	42	4	1	1	0	0	0	386	38	42
13:00	2	8	6	20	58	114	71	26	6	1	1	0	0	0	313	38	42
14:00	2	8	11	33	69	115	84	28	4	0	0	0	0	0	354	37	41
15:00	2	6	12	26	70	88	76	34	8	3	0	0	0	0	325	38	43
16:00	1	9	10	20	56	102	99	40	7	1	1	0	0	0	346	38	42
17:00	0	4	4	20	54	85	86	35	9	0	0	0	0	0	297	38	43
18:00	0	12	5	21	31	89	78	26	8	2	0	1	0	0	273	38	43
19:00	1	6	3	11	47	77	60	24	3	4	0	0	0	1	237	38	43
20:00	3	6	5	20	44	70	58	14	4	2	0	0	0	0	226	37	42
21:00	1	6	4	15	38	49	35	11	2	0	0	0	0	0	161	37	41
22:00	0	0	5	9	18	41	24	6	3	2	0	0	0	0	108	37	43
23:00	1	2	0	3	11	19	9	5	0	0	0	0	0	0	50	37	41
<b>Total</b>	<b>35</b>	<b>119</b>	<b>126</b>	<b>329</b>	<b>867</b>	<b>1556</b>	<b>1253</b>	<b>457</b>	<b>90</b>	<b>25</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>4865</b>		
<b>Percent</b>	<b>0.7%</b>	<b>2.4%</b>	<b>2.6%</b>	<b>6.8%</b>	<b>17.8%</b>	<b>32.0%</b>	<b>25.8%</b>	<b>9.4%</b>	<b>1.8%</b>	<b>0.5%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
AM Peak	07:00	10:00	10:00	10:00	11:00	08:00	08:00	10:00	07:00	11:00	06:00			10:00	11:00		
Vol.	5	16	18	26	68	111	90	31	8	5	1			1	331		
PM Peak	20:00	18:00	15:00	14:00	12:00	12:00	16:00	12:00	17:00	19:00	12:00	18:00		19:00	12:00		
Vol.	3	12	12	33	75	134	99	42	9	4	1	1		1	386		

# Tri-State Traffic Data Inc.

Location: Utica, New York  
 Road Name: Genesee St\_EB  
 Segment: 120' W of Woodlawn Ave  
 Date: 07/12/2022

184 Baker Rd  
 Coatesville PA 19320

*Serving Transportation Professionals since 1995*

GPS: 43.077326, -75.279663

EB

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Percent	95th Percent
07/21/22	0	0	0	4	6	9	6	3	1	0	1	1	0	0	31	41	56
01:00	0	0	1	1	3	8	4	2	0	0	0	0	0	0	19	37	41
02:00	0	0	0	1	0	3	1	0	1	0	0	0	0	0	6	44	47
03:00	0	1	0	0	3	5	3	0	0	0	0	0	0	0	12	36	38
04:00	0	0	1	1	3	9	8	1	1	0	0	0	0	0	24	38	43
05:00	0	1	3	1	4	16	9	5	1	0	0	0	0	0	40	39	43
06:00	2	5	4	6	8	38	53	<b>28</b>	5	<b>2</b>	0	0	0	0	151	41	43
07:00	3	6	<b>12</b>	23	31	81	64	19	<b>7</b>	0	0	0	0	0	246	38	42
08:00	<b>4</b>	<b>9</b>	6	17	49	<b>100</b>	<b>81</b>	16	6	1	0	0	0	0	<b>289</b>	37	41
09:00	1	7	10	<b>24</b>	<b>59</b>	85	66	20	5	2	0	0	0	0	279	37	42
10:00	0	8	10	19	39	90	58	18	1	1	0	0	0	0	244	37	41
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
<b>Total</b>	<b>10</b>	<b>37</b>	<b>47</b>	<b>97</b>	<b>205</b>	<b>444</b>	<b>353</b>	<b>112</b>	<b>28</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1341</b>		
<b>Percent</b>	<b>0.7%</b>	<b>2.8%</b>	<b>3.5%</b>	<b>7.2%</b>	<b>15.3%</b>	<b>33.1%</b>	<b>26.3%</b>	<b>8.4%</b>	<b>2.1%</b>	<b>0.4%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>			
<b>AM Peak</b>	<b>08:00</b>	<b>08:00</b>	<b>07:00</b>	<b>09:00</b>	<b>09:00</b>	<b>08:00</b>	<b>08:00</b>	<b>06:00</b>	<b>07:00</b>	<b>06:00</b>	<b>00:00</b>	<b>00:00</b>			<b>08:00</b>		
<b>Vol.</b>	<b>4</b>	<b>9</b>	<b>12</b>	<b>24</b>	<b>59</b>	<b>100</b>	<b>81</b>	<b>28</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>1</b>			<b>289</b>		

PM Peak																	
Vol.																	
<b>Total</b>	<b>575</b>	<b>2042</b>	<b>3247</b>	<b>3870</b>	<b>6564</b>	<b>10942</b>	<b>8470</b>	<b>2861</b>	<b>630</b>	<b>135</b>	<b>31</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>39380</b>		
<b>Percent</b>	<b>1.5%</b>	<b>5.2%</b>	<b>8.2%</b>	<b>9.8%</b>	<b>16.7%</b>	<b>27.8%</b>	<b>21.5%</b>	<b>7.3%</b>	<b>1.6%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			

15th Percentile : 19 MPH  
 50th Percentile : 30 MPH  
 85th Percentile : 37 MPH  
 95th Percentile : 41 MPH

Stats  
 10 MPH Pace Speed : 30-39 MPH  
 Number in Pace : 19412  
 Percent in Pace : 49.3%  
 Number of Vehicles > 30 MPH : 20894  
 Percent of Vehicles > 30 MPH : 53.1%  
 Mean Speed(Average) : 30 MPH

**Tri-State Traffic Data Inc.**  
 184 Baker Rd  
 Coatesville PA 19320  
*Serving Transportation Professionals since 1995*

Location: Utica, New York  
 Road Name: Genesee St\_WB  
 Segment: 120' W of Woodlawn Ave  
 Date: 07/12/2022

GPS: 43.077326, -75.279663

WB	Start	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th	95th
Time	9	14	19	24	29	34	39	44	49	54	59	64	69	9999	Percent	Percent	
07/12/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	3	8	24	135	186	111	47	5	1	0	0	0	0	0	520	32	36
13:00	0	6	4	55	135	85	41	8	2	0	0	0	0	0	336	34	38
14:00	4	2	21	59	123	93	45	8	1	0	0	0	0	0	356	34	38
15:00	0	2	11	56	144	105	59	8	6	1	0	0	0	0	392	35	38
16:00	0	4	17	73	197	110	54	16	5	0	0	0	0	0	476	34	38
17:00	4	6	7	42	132	87	41	18	4	2	0	0	0	0	343	35	40
18:00	3	2	4	32	118	87	33	10	1	0	0	1	0	0	291	34	38
19:00	0	3	4	12	92	60	37	10	2	1	0	0	0	0	221	36	39
20:00	0	3	1	22	61	53	26	8	0	1	1	0	0	0	176	35	39
21:00	1	1	2	18	35	31	13	5	2	0	1	0	0	0	109	35	41
22:00	0	0	2	4	21	21	6	7	0	0	1	0	0	0	62	37	42
23:00	0	1	0	7	19	13	6	3	2	0	1	0	0	0	52	37	45
Total	15	38	97	515	1263	856	408	106	26	5	4	1	0	0	3334		
Percent	0.4%	1.1%	2.9%	15.4%	37.9%	25.7%	12.2%	3.2%	0.8%	0.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak																	
Vol.																	
PM Peak	14:00	12:00	12:00	12:00	16:00	12:00	15:00	17:00	15:00	17:00	20:00	18:00			12:00		
Vol.	4	8	24	135	197	111	59	18	6	2	1	1			520		

# Tri-State Traffic Data Inc.

Location: Utica, New York  
 Road Name: Genesee St\_WB  
 Segment: 120' W of Woodlawn Ave  
 Date: 07/12/2022

184 Baker Rd  
 Coatesville PA 19320

*Serving Transportation Professionals since 1995*

GPS: 43.077326, -75.279663

WB	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Percent	95th Percent
Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	9999		
07/13/22	0	0	0	1	11	5	3	0	0	0	0	0	0	0	20	34	37
01:00	0	0	0	2	7	5	2	0	0	1	0	0	0	0	17	35	49
02:00	0	0	1	3	6	3	1	0	0	0	0	0	0	0	14	32	35
03:00	0	0	1	2	3	4	1	0	0	0	0	0	0	0	11	33	36
04:00	0	0	1	3	6	6	5	1	0	0	0	0	0	0	22	36	38
05:00	0	0	1	8	20	10	3	6	0	0	0	0	0	0	48	37	42
06:00	1	2	2	10	37	27	13	3	1	0	0	0	0	0	96	34	38
07:00	1	3	4	26	83	62	23	10	5	1	0	0	0	0	218	35	41
08:00	0	2	13	38	114	68	19	8	2	1	0	0	0	0	265	33	38
09:00	1	6	7	51	104	72	24	16	2	0	0	0	0	0	283	33	40
10:00	3	3	10	53	147	95	34	7	0	1	0	0	0	0	353	33	37
11:00	1	7	17	63	131	92	46	11	0	2	0	0	0	0	370	34	38
12 PM	1	5	15	81	171	103	47	8	3	0	0	0	0	0	434	33	37
13:00	2	7	14	62	165	97	27	14	2	0	0	0	0	0	390	33	38
14:00	0	8	14	51	155	89	48	16	5	0	0	0	0	0	386	35	39
15:00	1	8	13	78	182	107	35	10	2	0	0	0	0	0	436	33	37
16:00	0	5	6	57	172	146	57	16	6	0	0	0	0	0	465	34	38
17:00	0	2	12	63	127	105	35	12	6	0	0	0	0	0	362	33	38
18:00	2	7	10	44	118	67	39	12	3	0	0	0	0	0	302	35	38
19:00	3	4	8	38	81	56	31	6	1	0	0	0	0	0	228	34	38
20:00	0	6	11	29	60	52	20	5	0	1	0	0	0	0	184	33	38
21:00	0	1	6	18	40	31	16	6	1	0	0	0	0	0	119	35	39
22:00	0	1	3	9	29	24	9	11	0	0	0	0	0	0	86	37	42
23:00	0	0	1	9	13	12	4	3	2	0	0	0	0	0	44	37	43
<b>Total</b>	<b>16</b>	<b>77</b>	<b>170</b>	<b>799</b>	<b>1982</b>	<b>1338</b>	<b>542</b>	<b>181</b>	<b>41</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5153</b>		
<b>Percent</b>	<b>0.3%</b>	<b>1.5%</b>	<b>3.3%</b>	<b>15.5%</b>	<b>38.5%</b>	<b>26.0%</b>	<b>10.5%</b>	<b>3.5%</b>	<b>0.8%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
AM Peak	10:00	11:00	11:00	11:00	10:00	10:00	11:00	09:00	07:00	11:00					11:00		
Vol.	3	7	17	63	147	95	46	16	5	2					370		
PM Peak	19:00	14:00	12:00	12:00	15:00	16:00	16:00	14:00	16:00	20:00					16:00		
Vol.	3	8	15	81	182	146	57	16	6	1					465		

**Tri-State Traffic Data Inc.**  
 184 Baker Rd  
 Coatesville PA 19320  
*Serving Transportation Professionals since 1995*

Location: Utica, New York  
 Road Name: Genesee St\_WB  
 Segment: 120' W of Woodlawn Ave  
 Date: 07/12/2022

GPS: 43.077326, -75.279663

WB	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Percent	95th Percent
07/14/22	0	0	0	2	9	19	4	3	0	1	0	0	0	0	38	36	42
01:00	0	0	1	3	7	9	1	1	0	0	0	0	0	0	22	33	38
02:00	0	0	0	0	7	3	2	0	0	1	0	0	0	0	13	36	50
03:00	0	0	1	0	1	2	2	0	0	0	1	0	0	0	7	38	57
04:00	0	0	1	1	7	2	1	2	1	0	0	0	0	0	15	40	45
05:00	0	0	1	7	9	12	6	2	0	0	0	0	0	0	37	36	39
06:00	2	1	3	7	30	19	29	2	2	0	0	0	0	0	95	37	38
07:00	0	3	2	11	55	48	32	13	3	1	1	0	0	0	169	37	42
08:00	1	6	7	41	89	77	24	15	1	1	0	0	0	0	262	34	40
09:00	0	9	9	50	103	90	42	13	5	0	0	0	0	0	321	35	39
10:00	0	6	14	49	140	98	45	7	1	0	0	0	0	0	360	33	37
11:00	1	11	10	81	140	90	35	8	3	0	0	0	0	0	379	33	37
12 PM	0	10	19	74	176	91	40	10	1	1	0	0	0	0	422	33	37
13:00	2	8	10	33	120	112	78	21	5	0	1	0	0	0	390	36	40
14:00	0	7	5	30	81	141	77	28	4	0	0	0	0	0	373	37	41
15:00	3	4	8	27	117	151	88	24	7	2	1	0	0	0	432	37	41
16:00	1	3	13	45	97	150	112	51	8	3	0	0	0	0	483	38	42
17:00	0	3	7	28	82	134	98	36	6	2	0	0	0	0	396	38	42
18:00	2	3	5	22	47	87	75	21	3	0	0	1	0	0	266	38	41
19:00	0	4	2	7	47	75	49	29	4	1	1	0	0	0	219	39	43
20:00	0	4	2	10	44	68	42	17	2	1	0	0	0	0	190	37	42
21:00	1	2	3	3	25	47	26	13	2	1	0	0	0	0	123	38	42
22:00	0	1	3	4	17	33	26	11	2	2	0	0	0	0	99	39	43
23:00	0	0	0	3	9	17	13	3	1	0	0	0	0	0	46	37	41
<b>Total</b>	13	85	126	538	1459	1575	947	330	61	17	5	1	0	0	5157		
<b>Percent</b>	0.3%	1.6%	2.4%	10.4%	28.3%	30.5%	18.4%	6.4%	1.2%	0.3%	0.1%	0.0%	0.0%	0.0%			
<b>AM Peak</b>	06:00	11:00	10:00	11:00	10:00	10:00	10:00	08:00	09:00	00:00	03:00				11:00		
<b>Vol.</b>	2	11	14	81	140	98	45	15	5	1	1				379		
<b>PM Peak</b>	15:00	12:00	12:00	12:00	12:00	15:00	16:00	16:00	16:00	16:00	13:00	18:00			16:00		
<b>Vol.</b>	3	10	19	74	176	151	112	51	8	3	1	1			483		

# Tri-State Traffic Data Inc.

Location: Utica, New York  
 Road Name: Genesee St\_WB  
 Segment: 120' W of Woodlawn Ave  
 Date: 07/12/2022

184 Baker Rd  
 Coatesville PA 19320

*Serving Transportation Professionals since 1995*

GPS: 43.077326, -75.279663

WB	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Percent	95th Percent
Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	9999		
07/15/22	0	0	0	2	0	11	12	4	0	0	0	0	0	0	29	38	42
01:00	0	0	0	2	4	6	2	1	0	0	0	0	0	0	15	35	40
02:00	0	0	0	0	3	6	3	1	0	0	0	0	0	0	13	37	40
03:00	0	0	0	0	4	0	2	2	0	0	0	1	0	0	9	43	61
04:00	0	0	0	0	5	7	4	3	1	0	0	0	0	0	20	40	44
05:00	0	0	0	4	12	10	16	4	1	0	0	0	0	0	47	38	42
06:00	0	2	2	5	20	21	25	13	1	0	0	0	0	0	89	39	42
07:00	0	0	1	12	26	77	55	28	3	1	0	0	0	0	203	39	42
08:00	0	7	7	18	44	77	61	16	4	0	1	2	0	0	237	37	42
09:00	0	6	3	14	60	114	87	29	3	1	0	0	0	0	317	38	41
10:00	1	3	5	38	82	107	66	21	3	0	0	0	0	0	326	37	40
11:00	1	5	6	35	92	122	82	36	4	0	0	0	0	0	383	37	41
12 PM	0	4	6	24	97	140	105	43	3	1	0	0	0	0	423	38	42
13:00	0	5	3	26	82	139	90	40	3	0	0	0	0	0	388	38	41
14:00	2	4	9	44	79	123	99	25	6	0	0	0	0	0	391	37	41
15:00	1	11	12	25	98	161	79	36	4	0	0	0	0	0	427	37	41
16:00	2	5	9	25	81	157	88	40	9	3	1	0	0	0	420	38	43
17:00	0	8	6	28	56	111	78	21	5	2	1	0	0	0	316	37	42
18:00	3	3	6	14	43	85	84	36	6	1	0	0	0	0	281	39	43
19:00	0	2	5	15	42	77	56	27	0	1	0	0	0	0	225	38	42
20:00	1	8	0	14	37	73	48	12	2	4	1	0	0	0	200	37	42
21:00	1	1	3	5	34	60	24	10	2	0	0	0	0	0	140	37	41
22:00	1	2	2	7	17	36	21	8	2	0	0	0	0	0	96	37	42
23:00	0	0	0	2	13	21	27	11	3	1	0	0	0	0	78	40	44
<b>Total</b>	13	76	85	359	1031	1741	1214	467	65	15	4	3	0	0	5073		
<b>Percent</b>	0.3%	1.5%	1.7%	7.1%	20.3%	34.3%	23.9%	9.2%	1.3%	0.3%	0.1%	0.1%	0.0%	0.0%			
<b>AM Peak</b>	10:00	08:00	08:00	10:00	11:00	11:00	09:00	11:00	08:00	07:00	08:00	08:00			11:00		
<b>Vol.</b>	1	7	7	38	92	122	87	36	4	1	1	2			383		
<b>PM Peak</b>	18:00	15:00	15:00	14:00	15:00	15:00	12:00	12:00	16:00	20:00	16:00				15:00		
<b>Vol.</b>	3	11	12	44	98	161	105	43	9	4	1				427		

# Tri-State Traffic Data Inc.

Location: Utica, New York  
 Road Name: Genesee St\_WB  
 Segment: 120' W of Woodlawn Ave  
 Date: 07/12/2022

184 Baker Rd  
 Coatesville PA 19320

*Serving Transportation Professionals since 1995*

GPS: 43.077326, -75.279663

WB	Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Percent	95th Percent
07/16/22		0	0	0	4	14	19	11	6	1	1	0	1	0	0	57	39	44
	01:00	0	0	0	1	3	7	8	1	0	0	0	0	0	0	20	37	39
	02:00	0	0	0	3	4	7	7	5	1	0	0	0	0	0	27	40	43
	03:00	0	0	0	0	1	7	2	2	0	0	0	0	0	0	12	39	42
	04:00	0	0	0	0	2	4	1	1	0	0	0	0	0	0	8	37	41
	05:00	0	0	0	4	5	9	7	4	1	0	0	0	0	0	30	39	43
	06:00	0	0	1	4	9	13	14	5	1	0	0	0	0	0	47	38	42
	07:00	0	3	4	7	17	36	31	14	2	1	0	0	0	0	115	38	43
	08:00	0	3	2	15	23	59	46	14	2	1	0	0	0	0	165	38	42
	09:00	1	1	3	20	44	69	52	19	2	1	0	0	0	0	212	38	41
	10:00	0	7	7	19	45	78	51	18	3	0	0	0	0	0	228	37	41
	11:00	0	3	8	19	44	108	60	17	4	1	0	0	0	0	264	37	41
	12 PM	0	2	7	26	58	106	65	20	5	0	0	0	0	0	289	37	41
	13:00	2	5	5	25	58	96	79	19	6	2	0	0	0	0	297	37	42
	14:00	1	3	6	25	57	87	53	26	2	2	0	0	0	0	262	38	42
	15:00	0	4	5	24	65	78	61	23	6	2	0	0	0	0	268	38	42
	16:00	1	3	1	22	75	97	50	22	5	1	1	0	0	0	278	37	42
	17:00	1	8	6	11	43	73	58	23	5	1	0	0	0	0	229	38	42
	18:00	0	3	3	15	39	62	57	22	6	0	0	0	0	0	207	38	43
	19:00	1	1	2	9	28	61	59	22	2	1	0	0	0	0	186	38	42
	20:00	0	3	0	16	32	55	37	11	4	1	0	0	0	0	159	37	42
	21:00	3	1	2	13	37	41	38	17	3	0	0	0	0	0	155	38	42
	22:00	0	2	0	3	21	31	21	8	1	0	0	0	0	0	87	38	41
	23:00	0	0	0	3	12	26	20	11	2	0	0	0	0	0	74	39	43
	<b>Total</b>	10	52	62	288	736	1229	888	330	64	15	1	1	0	0	3676		
	<b>Percent</b>	0.3%	1.4%	1.7%	7.8%	20.0%	33.4%	24.2%	9.0%	1.7%	0.4%	0.0%	0.0%	0.0%	0.0%			
	<b>AM Peak</b>	09:00	10:00	11:00	09:00	10:00	11:00	11:00	09:00	11:00	00:00		00:00			11:00		
	<b>Vol.</b>	1	7	8	20	45	108	60	19	4	1		1			264		
	<b>PM Peak</b>	21:00	17:00	12:00	12:00	16:00	12:00	13:00	14:00	13:00	13:00	16:00				13:00		
	<b>Vol.</b>	3	8	7	26	75	106	79	26	6	2	1				297		

# Tri-State Traffic Data Inc.

Location: Utica, New York  
 Road Name: Genesee St\_WB  
 Segment: 120' W of Woodlawn Ave  
 Date: 07/12/2022

184 Baker Rd  
 Coatesville PA 19320

*Serving Transportation Professionals since 1995*

GPS: 43.077326, -75.279663

WB

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Percent	95th Percent
07/17/22	0	0	2	2	6	13	11	3	0	0	0	0	0	0	37	37	40
01:00	1	0	0	2	6	7	3	3	2	0	0	0	0	0	24	41	45
02:00	0	0	0	1	4	7	5	5	0	0	0	0	0	0	22	40	42
03:00	0	0	0	1	3	5	2	2	0	0	1	0	0	0	14	41	55
04:00	0	0	0	0	1	3	3	2	0	0	0	0	0	0	9	40	42
05:00	0	0	0	2	4	5	7	3	0	0	0	0	0	0	21	38	42
06:00	0	1	0	3	9	7	10	2	1	0	1	0	0	0	34	38	45
07:00	0	1	0	5	18	33	27	11	6	0	0	0	0	0	101	39	44
08:00	0	0	1	3	19	29	27	15	2	2	2	0	0	0	100	41	46
09:00	1	0	4	11	27	71	52	14	4	1	0	0	0	0	185	38	42
10:00	0	4	3	15	36	54	53	20	4	1	0	0	0	0	190	38	42
11:00	2	1	2	10	48	107	65	18	4	0	0	0	0	0	257	37	41
12 PM	0	3	5	12	50	106	70	18	6	2	0	0	0	0	272	37	42
13:00	0	5	3	13	42	94	52	26	3	1	0	0	0	0	239	38	42
14:00	0	5	3	15	43	75	71	27	1	1	0	0	0	0	241	38	42
15:00	0	0	2	14	45	82	56	18	4	2	0	0	0	0	223	38	42
16:00	0	5	3	12	45	49	50	19	4	0	0	0	0	0	187	38	42
17:00	0	1	2	12	36	55	57	21	3	2	0	0	0	0	189	38	42
18:00	2	0	4	13	39	73	36	26	5	1	1	0	0	0	200	39	43
19:00	2	3	2	19	27	68	45	12	6	1	1	0	0	0	186	38	43
20:00	0	1	4	16	30	51	36	13	3	0	0	0	0	0	154	38	42
21:00	0	2	1	7	18	35	24	5	2	0	0	0	0	0	94	37	41
22:00	2	0	2	1	9	22	17	7	3	1	0	0	0	0	64	40	45
23:00	0	1	0	2	8	19	12	6	4	0	0	0	0	0	52	40	45
<b>Total</b>	<b>10</b>	<b>33</b>	<b>43</b>	<b>191</b>	<b>573</b>	<b>1070</b>	<b>791</b>	<b>296</b>	<b>67</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3095</b>		
<b>Percent</b>	<b>0.3%</b>	<b>1.1%</b>	<b>1.4%</b>	<b>6.2%</b>	<b>18.5%</b>	<b>34.6%</b>	<b>25.6%</b>	<b>9.6%</b>	<b>2.2%</b>	<b>0.5%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
AM Peak	11:00	10:00	09:00	10:00	11:00	11:00	11:00	10:00	07:00	08:00	08:00				11:00		
Vol.	2	4	4	15	48	107	65	20	6	2	2				257		
PM Peak	18:00	13:00	12:00	19:00	12:00	12:00	14:00	14:00	12:00	12:00	18:00				12:00		
Vol.	2	5	5	19	50	106	71	27	6	2	1				272		



# Tri-State Traffic Data Inc.

Location: Utica, New York  
 Road Name: Genesee St\_WB  
 Segment: 120' W of Woodlawn Ave  
 Date: 07/12/2022

184 Baker Rd  
 Coatesville PA 19320

*Serving Transportation Professionals since 1995*

GPS: 43.077326, -75.279663

WB

Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Percent	95th Percent
07/18/22	<b>1</b>	0	1	2	6	2	6	0	0	<b>1</b>	0	0	0	0	19	37	49
01:00	1	0	0	3	3	5	3	0	0	0	0	0	0	0	15	35	37
02:00	0	0	0	1	2	1	3	0	1	0	0	0	0	0	8	38	46
03:00	0	0	1	1	3	1	3	0	0	0	<b>1</b>	0	0	0	10	38	56
04:00	0	1	0	0	4	4	4	1	2	0	0	0	0	0	16	41	46
05:00	0	0	3	4	7	12	7	4	2	0	0	0	0	0	39	39	44
06:00	0	1	2	11	16	23	25	6	1	0	0	0	0	0	85	37	41
07:00	1	2	5	14	31	58	47	21	2	1	0	0	0	0	182	38	42
08:00	0	2	7	13	54	73	59	18	1	0	0	0	0	0	227	37	41
09:00	0	<b>6</b>	3	8	<b>79</b>	83	<b>81</b>	19	4	0	0	0	0	0	283	37	41
10:00	0	3	7	<b>22</b>	71	<b>119</b>	62	16	<b>8</b>	1	0	0	0	0	<b>309</b>	37	41
11:00	0	1	<b>8</b>	18	51	119	80	<b>22</b>	5	0	0	0	0	0	304	37	41
12 PM	<b>2</b>	1	<b>11</b>	31	61	138	87	21	5	0	0	0	0	0	357	37	40
13:00	0	4	3	29	<b>84</b>	121	90	18	3	0	0	0	0	0	352	37	39
14:00	0	4	2	28	77	136	88	31	<b>9</b>	0	<b>1</b>	0	0	0	376	38	42
15:00	2	3	10	31	83	149	87	30	6	1	0	0	0	0	402	37	41
16:00	0	5	6	<b>36</b>	81	<b>168</b>	<b>120</b>	34	7	2	0	0	0	0	<b>459</b>	37	41
17:00	1	<b>7</b>	2	21	63	93	96	<b>36</b>	7	2	0	0	0	0	328	38	42
18:00	1	7	2	14	60	80	64	24	3	2	0	0	0	0	257	38	42
19:00	0	4	3	15	46	70	57	20	7	0	0	0	0	0	222	38	42
20:00	0	1	7	9	41	49	31	17	5	<b>3</b>	1	0	0	0	164	39	44
21:00	0	0	1	1	21	36	23	9	4	1	0	0	0	0	96	38	44
22:00	0	0	5	2	11	13	17	6	1	0	0	0	0	0	55	38	42
23:00	0	0	0	2	12	9	11	2	1	0	0	0	0	0	37	37	41
<b>Total</b>	<b>9</b>	<b>52</b>	<b>89</b>	<b>316</b>	<b>967</b>	<b>1562</b>	<b>1151</b>	<b>355</b>	<b>84</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4602</b>		
<b>Percent</b>	<b>0.2%</b>	<b>1.1%</b>	<b>1.9%</b>	<b>6.9%</b>	<b>21.0%</b>	<b>33.9%</b>	<b>25.0%</b>	<b>7.7%</b>	<b>1.8%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
AM Peak	00:00	09:00	11:00	10:00	09:00	10:00	09:00	11:00	10:00	00:00	03:00						
Vol.	1	6	8	22	79	119	81	22	8	1	1	10:00 309					
PM Peak	12:00	17:00	12:00	16:00	13:00	16:00	16:00	17:00	14:00	20:00	14:00	16:00 459					
Vol.	2	7	11	36	84	168	120	36	9	3	1						

# Tri-State Traffic Data Inc.

Location: Utica, New York  
 Road Name: Genesee St\_WB  
 Segment: 120' W of Woodlawn Ave  
 Date: 07/12/2022

184 Baker Rd  
 Coatesville PA 19320

*Serving Transportation Professionals since 1995*

GPS: 43.077326, -75.279663

WB	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Percent	95th Percent
Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	9999		
07/19/22	0	1	0	0	4	7	11	4	1	0	0	0	0	0	28	40	43
01:00	0	0	1	2	1	3	3	1	1	0	0	0	0	0	12	39	45
02:00	0	0	0	0	0	3	1	1	0	0	0	0	0	0	5	40	42
03:00	0	0	0	1	3	3	4	2	0	0	0	0	0	0	13	39	42
04:00	0	0	0	2	1	4	8	0	0	0	0	0	0	0	15	37	38
05:00	0	0	2	8	10	7	14	5	2	0	0	0	0	0	48	38	43
06:00	<b>1</b>	0	2	10	15	33	25	14	5	1	0	0	0	0	106	40	44
07:00	0	1	4	14	35	68	44	25	1	<b>3</b>	0	<b>1</b>	0	0	196	39	43
08:00	0	4	2	19	56	87	73	22	4	0	0	0	0	0	267	38	41
09:00	0	4	4	14	52	104	87	24	5	0	0	0	0	0	294	38	41
10:00	0	1	3	<b>31</b>	63	113	<b>94</b>	22	<b>9</b>	0	0	0	0	0	336	37	42
11:00	1	<b>9</b>	<b>8</b>	21	<b>83</b>	<b>146</b>	75	<b>30</b>	2	1	0	0	0	0	<b>376</b>	37	41
12 PM	0	4	10	29	95	124	<b>105</b>	32	4	<b>2</b>	<b>2</b>	0	0	0	407	37	42
13:00	<b>2</b>	<b>9</b>	12	<b>30</b>	90	123	105	25	6	0	0	0	0	0	402	37	41
14:00	0	3	5	24	70	138	94	41	8	1	0	0	0	0	384	38	42
15:00	2	3	9	25	94	152	90	27	7	1	0	<b>1</b>	0	0	411	37	41
16:00	2	6	<b>14</b>	29	<b>98</b>	<b>164</b>	105	<b>44</b>	7	0	1	0	1	0	<b>471</b>	38	42
17:00	0	5	3	16	69	100	100	40	8	1	1	0	0	0	343	38	43
18:00	1	6	4	17	60	81	74	22	<b>10</b>	2	1	0	<b>2</b>	0	280	38	44
19:00	2	9	7	17	49	55	62	28	3	1	1	0	0	0	234	38	42
20:00	1	1	9	16	37	60	47	21	0	0	0	0	0	0	192	38	41
21:00	0	2	4	10	42	46	30	14	4	0	0	0	0	0	152	38	42
22:00	0	3	2	3	16	21	12	3	3	0	0	0	0	0	63	37	43
23:00	1	2	0	2	8	15	19	2	1	1	0	0	0	0	51	38	42
<b>Total</b>	<b>13</b>	<b>73</b>	<b>105</b>	<b>340</b>	<b>1051</b>	<b>1657</b>	<b>1282</b>	<b>449</b>	<b>91</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>5086</b>		
<b>Percent</b>	<b>0.3%</b>	<b>1.4%</b>	<b>2.1%</b>	<b>6.7%</b>	<b>20.7%</b>	<b>32.6%</b>	<b>25.2%</b>	<b>8.8%</b>	<b>1.8%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>			
AM Peak	06:00	11:00	11:00	10:00	11:00	11:00	10:00	11:00	10:00	07:00		07:00			11:00		
Vol.	1	9	8	31	83	146	94	30	9	3		1			376		
PM Peak	13:00	13:00	16:00	13:00	16:00	16:00	12:00	16:00	18:00	12:00	12:00	15:00	18:00		16:00		
Vol.	2	9	14	30	98	164	105	44	10	2	2	1	2		471		

# Tri-State Traffic Data Inc.

Location: Utica, New York  
 Road Name: Genesee St\_WB  
 Segment: 120' W of Woodlawn Ave  
 Date: 07/12/2022

184 Baker Rd  
 Coatesville PA 19320

*Serving Transportation Professionals since 1995*

GPS: 43.077326, -75.279663

WB	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Percent	95th Percent
Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	9999		
07/20/22	0	0	0	2	6	10	7	2	0	0	0	0	0	0	27	37	40
01:00	0	0	2	3	3	4	4	2	0	1	0	0	0	0	19	39	49
02:00	0	0	0	2	4	3	5	0	0	0	0	0	0	0	14	36	38
03:00	0	0	0	1	2	4	4	3	0	0	0	0	0	0	14	40	42
04:00	0	0	0	2	3	5	6	1	0	0	0	0	0	0	17	37	39
05:00	0	1	0	3	15	11	13	6	1	1	0	0	0	0	51	39	43
06:00	1	0	1	11	24	26	26	9	4	0	0	0	0	0	102	38	43
07:00	2	3	8	5	40	64	58	27	7	1	0	0	0	0	215	39	43
08:00	2	8	4	19	54	94	72	30	5	2	1	0	0	0	291	38	42
09:00	0	6	5	13	62	106	82	33	4	0	0	0	0	0	311	38	42
10:00	2	3	7	23	85	124	66	22	4	0	1	0	0	0	337	37	41
11:00	0	3	13	24	78	119	92	35	8	1	0	0	0	0	373	38	42
12 PM	0	6	6	33	106	146	122	13	1	3	0	0	0	0	436	37	38
13:00	0	7	10	15	87	145	99	28	5	1	0	0	0	0	397	37	41
14:00	1	3	8	26	72	122	95	25	6	1	0	0	0	0	359	37	41
15:00	0	3	2	24	70	140	102	38	8	0	1	0	0	0	388	38	42
16:00	0	5	5	28	93	184	129	40	5	2	0	0	0	0	491	37	41
17:00	0	4	6	21	48	132	99	44	4	2	0	0	0	0	360	38	42
18:00	2	3	9	9	38	78	82	34	9	0	0	2	0	1	267	39	43
19:00	0	3	4	9	46	76	55	18	2	2	0	0	0	0	215	38	42
20:00	2	4	2	10	44	76	58	15	7	0	0	0	0	0	218	38	42
21:00	0	0	4	11	26	38	36	13	1	1	0	0	0	0	130	38	42
22:00	0	2	2	2	18	22	33	2	0	0	0	0	0	0	81	37	38
23:00	0	0	0	6	9	12	23	6	2	0	0	0	0	0	58	38	43
<b>Total</b>	<b>12</b>	<b>64</b>	<b>98</b>	<b>302</b>	<b>1033</b>	<b>1741</b>	<b>1368</b>	<b>446</b>	<b>83</b>	<b>18</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>5171</b>		
<b>Percent</b>	<b>0.2%</b>	<b>1.2%</b>	<b>1.9%</b>	<b>5.8%</b>	<b>20.0%</b>	<b>33.7%</b>	<b>26.5%</b>	<b>8.6%</b>	<b>1.6%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
AM Peak	07:00	08:00	11:00	11:00	10:00	10:00	11:00	11:00	11:00	08:00	08:00				11:00		
Vol.	2	8	13	24	85	124	92	35	8	2	1				373		
PM Peak	18:00	13:00	13:00	12:00	12:00	16:00	16:00	17:00	18:00	12:00	15:00	18:00		18:00	16:00		
Vol.	2	7	10	33	106	184	129	44	9	3	1	2		1	491		

# Tri-State Traffic Data Inc.

Location: Utica, New York  
 Road Name: Genesee St\_WB  
 Segment: 120' W of Woodlawn Ave  
 Date: 07/12/2022

184 Baker Rd  
 Coatesville PA 19320

*Serving Transportation Professionals since 1995*

GPS: 43.077326, -75.279663

WB	Start Time	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total	85th Percent	95th Percent
	07/21/22	0	0	2	4	7	8	4	0	1	0	0	0	0	0	26	35	38
	01:00	0	0	0	3	7	3	5	1	0	1	0	0	0	0	20	38	49
	02:00	0	0	0	1	3	1	4	0	0	0	0	0	0	0	9	37	38
	03:00	0	0	0	2	5	5	2	1	0	0	0	0	0	0	15	35	40
	04:00	0	0	0	0	5	5	5	1	0	0	0	0	0	0	16	37	39
	05:00	0	0	0	5	10	9	14	7	1	1	0	0	0	0	47	40	43
	06:00	0	4	3	7	17	32	33	11	1	0	0	0	0	0	108	38	41
	07:00	0	3	2	10	46	40	68	15	5	0	1	0	0	0	190	38	42
	08:00	0	<b>6</b>	<b>4</b>	18	60	74	61	<b>24</b>	<b>6</b>	0	0	0	0	0	253	38	42
	09:00	<b>1</b>	3	2	13	58	101	<b>95</b>	22	0	<b>2</b>	0	0	0	0	297	37	41
	10:00	0	5	4	<b>21</b>	<b>81</b>	<b>120</b>	68	19	2	0	0	0	0	0	<b>320</b>	37	40
	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	<b>Total</b>	<b>1</b>	<b>21</b>	<b>17</b>	<b>84</b>	<b>299</b>	<b>398</b>	<b>359</b>	<b>101</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1301</b>		
	<b>Percent</b>	<b>0.1%</b>	<b>1.6%</b>	<b>1.3%</b>	<b>6.5%</b>	<b>23.0%</b>	<b>30.6%</b>	<b>27.6%</b>	<b>7.8%</b>	<b>1.2%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>			
	<b>AM Peak</b>	<b>09:00</b>	<b>08:00</b>	<b>08:00</b>	<b>10:00</b>	<b>10:00</b>	<b>10:00</b>	<b>09:00</b>	<b>08:00</b>	<b>08:00</b>	<b>09:00</b>	<b>07:00</b>				<b>10:00</b>		
	<b>Vol.</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>21</b>	<b>81</b>	<b>120</b>	<b>95</b>	<b>24</b>	<b>6</b>	<b>2</b>	<b>1</b>				<b>320</b>		

PM Peak	Vol.	Total	1	10	15	20	25	30	35	40	45	50	55	60	65	70	Total
		112	571	892	3732	10394	13167	8950	3061	598	124	33	10	3	1		41648
		0.3%	1.4%	2.1%	9.0%	25.0%	31.6%	21.5%	7.3%	1.4%	0.3%	0.1%	0.0%	0.0%	0.0%		

15th Percentile : 24 MPH  
 50th Percentile : 30 MPH  
 85th Percentile : 37 MPH  
 95th Percentile : 41 MPH

Stats  
 10 MPH Pace Speed : 25-34 MPH  
 Number in Pace : 23561  
 Percent in Pace : 56.6%  
 Number of Vehicles > 30 MPH : 23314  
 Percent of Vehicles > 30 MPH : 56.0%  
 Mean Speed(Average) : 31 MPH

Attachment C  
Crash Summary

Stewart's Shop  
City of Utica, New York

DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

STUDY NO. 122-176			GENESEE STREET								COUNTY Oneida MUNICIPALITY Utica					
P.I.N..			AT INTERSECTION WITH WOODLAWN AVE								BY BP DATE 7/19/2022					
INVENTORY NO.			LIGHT CONDITIONS (LC)					ROADWAY CHARACTER (RC)			ROADWAY SURFACE CONDITION (RSC)			WEATHER (WEA)		
NO. OF MONTHS 64			1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted					1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest			1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other			1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other		
Begin Date 1/1/2017																
End Date 12/31/2019																
NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION			
1	36980407	11/13/2017	9:47	2	PDO	1	1	4	4	18, YY		RIGHT ANGLE	Driver of vehicle 1 stated she was facing west on Woodlawn Ave E, preparing to make a left hand turn onto Genesee St. She stated the light was green and she started to make the turn. She said she did not see a vehicle in the left northbound lane of Genesee St and somehow struck the other vehicle. She stated the other vehicle was perhaps too far into the intersection. Damage was to the left front.Driver of vehicle 2 stated he was traveling north on Genesee St in the left lane and he stopped for the red light at the intersection with Woodlawn Ave. He stated a vehicle coming off of Woodlawn Ave took the corner too close and drove into the front of his vehicle while he was stopped at the light. Damage was to the left front.Based on the statements of the drivers and the position of the vehicles it appears V1 made too sharp of a left hand turn and struck V2, which was stopped prior to the intersection. V1 was faulted and ticketed for improper turn. V2 was ticketed for operating with suspended registration due to an insurance lapse, although the vehicle had insurance at the time of the accident. V1 was towed by Johnson's. V2 was off the roadway and wished to coordinate his own tow.			
2	37197116	3/14/2018	13:48	2	INJURY	1	1	2	4	04, 09, YY		REAR END	Operator of V1 stated she was traveling northbound on Genesee Street approaching the intersection with Woodlawn Ave and did not see V2 was stopped at the red light. V1 stated her front bumper collided into the rear bumper of V2.Operator of V2 stated he was stopped at the red light on Genesee Street northbound at the intersection with Woodlawn Ave. V2 stated he observed V1 approaching from the rear and it did not appear they were slowing down. V2 stated V1 then collided into his rear bumper with their front bumper.Witness stated he was driving southbound on Genesee Street at the intersection with Woodlawn Ave when he observed V1 collided into the rear bumper of V2. W1 stated it did not appear V1 even attempted to apply their brakes.Joan is at fault for following too close and inattention. No citations were issued and no injuries were reported. V1 sustained heavy front end damage and required a tow by West End Auto. V2 sustained heavy rear end damage and was towed by Precision Collision.			
3	37706672	1/24/2019	10:10	2	NR	1	1	2	2	04, 09, YY		REAR END	D1 states that she was traveling northbound on Genesee St., stopped for the light at Woodlawn E., when her foot slipped off the brake and she accidentally rear ended V2.DV2 states that she was traveling northbound on Genesee St., stopped for the light at Woodlawn E., when she was rear ended by V1.Upon my investigation at the scene, DV1 was faulted in this accident for following too close. No tickets were issued.No injuries reported.			
4	38063563	9/3/2019	10:21	2	NR	1	1	1	2	09, YY		REAR END	Operator of V1 stated that he was turning East from Genesee St onto Woodlawn Ave when he accidentally struck the rear of V2. V1 sustained minor front end damage.Operator of V2 stated that while traveling the same direction he was struck in the rear by V1 causing minor read end damage.V1 is faulted for following too closely.No injuries, V1 was working on his own tow.Operator of v1 was issued a utt for 4011A.			
5	38234638	12/4/2019	11:51	2	NR	1	1	2	2	04, YY		REAR END	Driver of V1 stated that at approximately 11:51 AM on 12/04/2019 he was traveling Southbound on Genesee St approaching the intersection GENESEE ST / WOODLAWN AVE E when he took his eye of the road for one second and rear ended the vehicle in front of him. V1 sustained Minor damage to the front end. Operator of V1 did not sustain any injuries.Driver of V2 stated that at approximately 11:51 AM on 12/04/2019 she was stationary at a red light at the intersection of Genesee St and Woodlawn Ave E when her vehicle was rear ended. V2 sustained Minor damage to the rear end.Operator of V2 complained of lower back pain and was transported to St. Elizabeth Medical Center by UFD for a medical evaluation. Based on my investigation, V1 is faulted for the accident due to Following too closely..			

## DETAILS OF ACCIDENT HISTORY FOR LOCATION (AS SHOWN ON CRASH DIAGRAM)

STUDY NO. 122-176			GENESEE STREET					COUNTY Oneida MUNICIPALITY Utica BY BP DATE 7/19/2022						
P.I.N..			BETWEEN WOODLAWN AVE AND LYON PL											
INVENTORY NO.			LIGHT CONDITIONS (LC)					ROADWAY CHARACTER (RC)			ROADWAY SURFACE CONDITION (RSC)		WEATHER (WEA)	
NO. OF MONTHS 64			1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted					1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest			1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other		1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other	
Begin Date 1/1/2017 End Date 12/31/2019														
NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION	
1	36668638	3/20/2017	6:35	2	NR	2	1	1	2	20, YY		OVERTAKING	On March 20, 2017 the operator of V1, a 2010 Dodge 4d sedan, stated that he was pulling out of 2639 Genesee St, the Speedway gas station and went into the passing lane then merged right into the driving lane when he struck V2. He sustained damage to the front passenger side quarter panel of his vehicle. Operator of V2, a 2014 Dodge 4d sedan, states that he was traveling southbound on Genesee St in front of the Speedway when V1 merged into his lane, striking his vehicle on the back driver side door and quarter panel.	

Attachment D  
Level of Service Analysis

Stewart's Shop  
City of Utica, New York



## LOS Definitions

The following is an excerpt from the [Highway Capacity Manual, 6<sup>th</sup> Edition](#) (HCM).

### Level of Service for Signalized Intersections

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

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

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

**LOS C** describes operations with control delay between 20 and 35 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

**LOS D** describes operations with control delay between 35 and 55 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

**LOS E** describes operations with control delay between 55 and 80 s/veh and a v/c ratio no greater than 1.0. This level is typically assigned when the v/c ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

**LOS F** describes operations with control delay exceeding 80 s/veh or a v/c ratio greater than 1.0. This level is typically assigned when the v/c ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

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

Average control delay and queue length at roundabout controlled intersections are calculated using SIDRA Intersection. The physical geometry such as entry lane width and approach flare, and traffic volume at the roundabout are factors that influence the intersection's performance. The average delay reported using SIDRA Intersection is based on the signalized HCM Method of Delay for Level-of-Service.

### Level of Service Criteria for Unsignalized Intersections

Level of service (LOS) for Two-Way Stop-Controlled (TWSC) intersections is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns by using criteria given in Exhibit 20-2. LOS is not defined for the intersection as a whole or for major-street approaches for three primary reasons: (a) major-street through vehicles are assumed to experience zero delay; (b) the disproportionate number of major-street through vehicles at a typical TWSC intersection skews the weighted average of all movements, resulting in a very low overall average delay for all vehicles; and (c) the resulting low delay can mask important LOS deficiencies for minor movements. LOS F is assigned to the movement if the volume-to-capacity (v/c) ratio for the movement exceeds 1.0, regardless of the control delay.

The LOS criteria for TWSC intersections are somewhat different from the criteria used in Chapter 18 for signalized intersections, primarily because user perceptions differ among transportation facility types. The expectation is that a signalized intersection is designed to carry higher traffic volumes and will present greater delay than an unsignalized intersection. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable than they are at signals, which can reduce users' delay tolerance.

The LOS criteria for All-Way Stop-Controlled (AWSC) intersections are given in Exhibit 21-8. LOS F is assigned if the v/c ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

**Exhibits 20-2/21-8:  
Level-of-Service Criteria for Stop Controlled Intersections**

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	v/c ≤ 1.0	v/c ≥ 1.0
10.0	A	F
>10.0 and ≤ 15.0	B	F
>15.0 and ≤ 25.0	C	F
>25.0 and ≤ 35.0	D	F
>35.0 and ≤ 50.0	E	F
>50.0	F	F

HCM 6th Signalized Intersection Summary  
Stewarts Utica, 122-176

1: Woodlawn Avenue & Genesee Street  
Existing 2022\_AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (veh/h)	23	304	3	3	234	2	12	3	14	5	0	40
Future Volume (veh/h)	23	304	3	3	234	2	12	3	14	5	0	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.99		0.95	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1900	1811	1900	1900	1900	1900	1976	1976	1899
Adj Flow Rate, veh/h	29	390	4	4	300	3	15	4	18	6	0	51
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	3	0	0	6	0	0	0	0	0	0	5
Cap, veh/h	137	1631	16	66	1701	17	261	91	253	91	34	501
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.33	0.33	0.33	0.33	0.00	0.33
Sat Flow, veh/h	138	3261	33	8	3402	34	529	272	759	75	102	1502
Grp Volume(v), veh/h	219	0	204	161	0	146	37	0	0	57	0	0
Grp Sat Flow(s),veh/h/ln	1750	0	1682	1804	0	1640	1560	0	0	1678	0	0
Q Serve(g_s), s	0.0	0.0	4.2	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.0	0.0	4.2	2.9	0.0	2.9	0.9	0.0	0.0	1.4	0.0	0.0
Prop In Lane	0.13		0.02	0.02		0.02	0.41		0.49	0.11		0.89
Lane Grp Cap(c), veh/h	943	0	841	963	0	820	604	0	0	626	0	0
V/C Ratio(X)	0.23	0.00	0.24	0.17	0.00	0.18	0.06	0.00	0.00	0.09	0.00	0.00
Avail Cap(c_a), veh/h	943	0	841	963	0	820	604	0	0	626	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.5	0.0	8.5	8.2	0.0	8.2	13.6	0.0	0.0	13.8	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.7	0.4	0.0	0.5	0.2	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	1.4	1.1	0.0	1.0	0.3	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	0.0	9.2	8.6	0.0	8.7	13.8	0.0	0.0	14.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		423			307			37				57
Approach Delay, s/veh		9.1			8.7			13.8				14.1
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.0		35.0		25.0		35.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		20.0		30.0		20.0		30.0				
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				9.5								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
Stewarts Utica, 122-176

1: Woodlawn Avenue & Genesee Street  
Existing 2022\_PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (veh/h)	18	386	5	3	416	3	22	4	9	3	2	61
Future Volume (veh/h)	18	386	5	3	416	3	22	4	9	3	2	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1870	1900	1900	1900	1900	1976	1976	1961
Adj Flow Rate, veh/h	19	406	5	3	438	3	23	4	9	3	2	64
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	0	0	2	0	0	0	0	0	0	1
Cap, veh/h	100	1707	21	63	1768	12	394	77	124	68	35	515
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	70	3414	41	4	3536	24	887	231	373	16	105	1545
Grp Volume(v), veh/h	223	0	207	233	0	211	36	0	0	69	0	0
Grp Sat Flow(s),veh/h/ln	1817	0	1708	1867	0	1697	1491	0	0	1666	0	0
Q Serve(g_s), s	0.0	0.0	4.1	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.0	0.0	4.1	4.3	0.0	4.3	0.8	0.0	0.0	1.7	0.0	0.0
Prop In Lane	0.09		0.02	0.01		0.01	0.64		0.25	0.04		0.93
Lane Grp Cap(c), veh/h	974	0	854	994	0	848	595	0	0	618	0	0
V/C Ratio(X)	0.23	0.00	0.24	0.23	0.00	0.25	0.06	0.00	0.00	0.11	0.00	0.00
Avail Cap(c_a), veh/h	974	0	854	994	0	848	595	0	0	618	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.5	0.0	8.5	8.6	0.0	8.6	13.6	0.0	0.0	13.9	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.7	0.6	0.0	0.7	0.2	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	1.4	1.6	0.0	1.5	0.3	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	0.0	9.2	9.1	0.0	9.3	13.8	0.0	0.0	14.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		430			444			36			69	
Approach Delay, s/veh		9.1			9.2			13.8			14.3	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.0		35.0		25.0		35.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		20.0		30.0		20.0		30.0				
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				9.7								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
Stewarts Utica, 122-176

1: Woodlawn Avenue & Genesee Street  
No-Build 2023\_AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (veh/h)	23	305	3	3	235	2	12	3	14	5	0	40
Future Volume (veh/h)	23	305	3	3	235	2	12	3	14	5	0	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.99		0.95	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1900	1811	1900	1900	1900	1900	1976	1976	1899
Adj Flow Rate, veh/h	29	391	4	4	301	3	15	4	18	6	0	51
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	3	0	0	6	0	0	0	0	0	0	5
Cap, veh/h	137	1631	16	66	1701	17	261	91	253	91	34	501
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.33	0.33	0.33	0.33	0.00	0.33
Sat Flow, veh/h	137	3262	33	8	3402	34	529	272	759	75	102	1502
Grp Volume(v), veh/h	219	0	205	161	0	147	37	0	0	57	0	0
Grp Sat Flow(s),veh/h/ln	1750	0	1682	1804	0	1640	1560	0	0	1678	0	0
Q Serve(g_s), s	0.0	0.0	4.2	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.0	0.0	4.2	2.9	0.0	2.9	0.9	0.0	0.0	1.4	0.0	0.0
Prop In Lane	0.13		0.02	0.02		0.02	0.41		0.49	0.11		0.89
Lane Grp Cap(c), veh/h	943	0	841	963	0	820	604	0	0	626	0	0
V/C Ratio(X)	0.23	0.00	0.24	0.17	0.00	0.18	0.06	0.00	0.00	0.09	0.00	0.00
Avail Cap(c_a), veh/h	943	0	841	963	0	820	604	0	0	626	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.5	0.0	8.5	8.2	0.0	8.2	13.6	0.0	0.0	13.8	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.7	0.4	0.0	0.5	0.2	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	1.4	1.1	0.0	1.0	0.3	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	0.0	9.2	8.6	0.0	8.7	13.8	0.0	0.0	14.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		424			308			37				57
Approach Delay, s/veh		9.2			8.7			13.8				14.1
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.0		35.0		25.0		35.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		20.0		30.0		20.0		30.0				
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				9.5								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
Stewarts Utica, 122-176

1: Woodlawn Avenue & Genesee Street  
No-Build 2023\_PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (veh/h)	18	387	5	3	417	3	22	4	9	3	2	61
Future Volume (veh/h)	18	387	5	3	417	3	22	4	9	3	2	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1870	1900	1900	1900	1900	1976	1976	1961
Adj Flow Rate, veh/h	19	407	5	3	439	3	23	4	9	3	2	64
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	0	0	2	0	0	0	0	0	0	1
Cap, veh/h	100	1707	21	63	1768	12	394	77	124	68	35	515
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	70	3414	41	4	3536	24	887	231	373	16	105	1545
Grp Volume(v), veh/h	224	0	207	233	0	212	36	0	0	69	0	0
Grp Sat Flow(s),veh/h/ln	1817	0	1708	1867	0	1697	1491	0	0	1666	0	0
Q Serve(g_s), s	0.0	0.0	4.1	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.0	0.0	4.1	4.3	0.0	4.3	0.8	0.0	0.0	1.7	0.0	0.0
Prop In Lane	0.08		0.02	0.01		0.01	0.64		0.25	0.04		0.93
Lane Grp Cap(c), veh/h	974	0	854	994	0	848	595	0	0	618	0	0
V/C Ratio(X)	0.23	0.00	0.24	0.23	0.00	0.25	0.06	0.00	0.00	0.11	0.00	0.00
Avail Cap(c_a), veh/h	974	0	854	994	0	848	595	0	0	618	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.5	0.0	8.5	8.6	0.0	8.6	13.6	0.0	0.0	13.9	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.7	0.6	0.0	0.7	0.2	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	1.4	1.6	0.0	1.5	0.3	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	0.0	9.2	9.1	0.0	9.3	13.8	0.0	0.0	14.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		431			445			36			69	
Approach Delay, s/veh		9.1			9.2			13.8			14.3	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.0		35.0		25.0		35.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		20.0		30.0		20.0		30.0				
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				9.7								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary  
Stewarts Utica, 122-176

1: Woodlawn Avenue & Genesee Street  
Build 2023\_AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (veh/h)	23	319	3	3	249	2	12	3	14	7	0	40
Future Volume (veh/h)	23	319	3	3	249	2	12	3	14	7	0	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.98	0.99		0.95	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1900	1900	1811	1900	1900	1900	1900	1976	1976	1899
Adj Flow Rate, veh/h	29	409	4	4	319	3	15	4	18	9	0	51
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	0	3	0	0	6	0	0	0	0	0	0	5
Cap, veh/h	132	1637	16	65	1702	16	261	91	253	114	39	474
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.33	0.33	0.33	0.33	0.00	0.33
Sat Flow, veh/h	129	3275	31	8	3405	32	529	272	759	134	117	1421
Grp Volume(v), veh/h	228	0	214	171	0	155	37	0	0	60	0	0
Grp Sat Flow(s),veh/h/ln	1753	0	1682	1804	0	1641	1560	0	0	1672	0	0
Q Serve(g_s), s	0.0	0.0	4.4	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.2	0.0	4.4	3.1	0.0	3.1	0.9	0.0	0.0	1.5	0.0	0.0
Prop In Lane	0.13		0.02	0.02		0.02	0.41		0.49	0.15		0.85
Lane Grp Cap(c), veh/h	944	0	841	963	0	820	604	0	0	626	0	0
V/C Ratio(X)	0.24	0.00	0.25	0.18	0.00	0.19	0.06	0.00	0.00	0.10	0.00	0.00
Avail Cap(c_a), veh/h	944	0	841	963	0	820	604	0	0	626	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.6	0.0	8.6	8.3	0.0	8.3	13.6	0.0	0.0	13.8	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.7	0.4	0.0	0.5	0.2	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	1.5	1.1	0.0	1.0	0.3	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.2	0.0	9.3	8.7	0.0	8.8	13.8	0.0	0.0	14.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		442			326			37				60
Approach Delay, s/veh		9.2			8.7			13.8				14.1
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.0		35.0		25.0		35.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		20.0		30.0		20.0		30.0				
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				9.6								
HCM 6th LOS				A								

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	38	307	267	34	39	33
Future Vol, veh/h	38	307	267	34	39	33
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	3	6	0	0	0
Mvmt Flow	49	394	342	44	50	42

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	389	0	0	662	196
Stage 1	-	-	-	367	-
Stage 2	-	-	-	295	-
Critical Hdwy	4.1	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	3.5	3.3
Pot Cap-1 Maneuver	1181	-	-	399	819
Stage 1	-	-	-	677	-
Stage 2	-	-	-	736	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1178	-	-	375	817
Mov Cap-2 Maneuver	-	-	-	375	-
Stage 1	-	-	-	639	-
Stage 2	-	-	-	734	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1178	-	-	-	499
HCM Lane V/C Ratio	0.041	-	-	-	0.185
HCM Control Delay (s)	8.2	0.2	-	-	13.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7



Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	4	4	26	43	5
Future Vol, veh/h	5	4	4	26	43	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	4	0
Mvmt Flow	6	5	5	33	55	6

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	101	58	61	0	0
Stage 1	58	-	-	-	-
Stage 2	43	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	902	1014	1555	-	-
Stage 1	970	-	-	-	-
Stage 2	985	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	899	1014	1555	-	-
Mov Cap-2 Maneuver	899	-	-	-	-
Stage 1	967	-	-	-	-
Stage 2	985	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1555	-	947	-	-
HCM Lane V/C Ratio	0.003	-	0.012	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th Signalized Intersection Summary  
Stewarts Utica, 122-176

1: Woodlawn Avenue & Genesee Street  
Build 2023\_PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (veh/h)	18	402	5	3	431	5	22	4	9	5	2	61
Future Volume (veh/h)	18	402	5	3	431	5	22	4	9	5	2	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1900	1870	1900	1900	1900	1900	1976	1976	1961
Adj Flow Rate, veh/h	19	423	5	3	454	5	23	4	9	5	2	64
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	0	0	2	0	0	0	0	0	0	1
Cap, veh/h	98	1711	20	63	1759	19	394	77	124	76	43	501
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	66	3422	40	4	3518	39	887	231	373	37	128	1503
Grp Volume(v), veh/h	232	0	215	242	0	220	36	0	0	71	0	0
Grp Sat Flow(s),veh/h/ln	1819	0	1708	1867	0	1694	1492	0	0	1668	0	0
Q Serve(g_s), s	0.0	0.0	4.3	0.0	0.0	4.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.2	0.0	4.3	4.5	0.0	4.5	0.8	0.0	0.0	1.8	0.0	0.0
Prop In Lane	0.08		0.02	0.01		0.02	0.64		0.25	0.07		0.90
Lane Grp Cap(c), veh/h	974	0	854	994	0	847	596	0	0	620	0	0
V/C Ratio(X)	0.24	0.00	0.25	0.24	0.00	0.26	0.06	0.00	0.00	0.11	0.00	0.00
Avail Cap(c_a), veh/h	974	0	854	994	0	847	596	0	0	620	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.6	0.0	8.6	8.6	0.0	8.6	13.6	0.0	0.0	13.9	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.7	0.6	0.0	0.7	0.2	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	1.5	1.7	0.0	1.5	0.3	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	0.0	9.3	9.2	0.0	9.4	13.8	0.0	0.0	14.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		447			462			36			71	
Approach Delay, s/veh		9.2			9.3			13.8			14.3	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.0		35.0		25.0		35.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		20.0		30.0		20.0		30.0				
Max Q Clear Time (g_c+I1), s		0.0		0.0		0.0		0.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				9.8								
HCM 6th LOS				A								

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↔		↔↕	
Traffic Vol, veh/h	38	385	468	47	40	46
Future Vol, veh/h	38	385	468	47	40	46
Conflicting Peds, #/hr	4	0	0	4	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	40	405	493	49	42	48

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	546	0	-	0	805 275
Stage 1	-	-	-	-	522 -
Stage 2	-	-	-	-	283 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1033	-	-	-	324 729
Stage 1	-	-	-	-	566 -
Stage 2	-	-	-	-	746 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1029	-	-	-	305 726
Mov Cap-2 Maneuver	-	-	-	-	305 -
Stage 1	-	-	-	-	535 -
Stage 2	-	-	-	-	743 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	15.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1029	-	-	-	442
HCM Lane V/C Ratio	0.039	-	-	-	0.205
HCM Control Delay (s)	8.6	0.2	-	-	15.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	6	5	5	22	63	6
Future Vol, veh/h	6	5	5	22	63	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	1	0
Mvmt Flow	6	5	5	23	66	6

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	102	69	72	0	0
Stage 1	69	-	-	-	-
Stage 2	33	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	901	1000	1541	-	-
Stage 1	959	-	-	-	-
Stage 2	995	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	898	1000	1541	-	-
Mov Cap-2 Maneuver	898	-	-	-	-
Stage 1	956	-	-	-	-
Stage 2	995	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	1.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1541	-	942	-	-
HCM Lane V/C Ratio	0.003	-	0.012	-	-
HCM Control Delay (s)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



August 29, 2022

Mr. Joseph Burke, Chairman  
City of Utica Planning Board  
1 Kennedy Plaza  
Utica, New York 13502

Chairman Burke and Members of the Utica Planning Board,

Stewart's participated in a neighborhood forum with Councilwoman Celeste Friend on August 9<sup>th</sup>, 2022. During that meeting, several residents questioned the existing traffic on Woodlawn and Sunset. The Creighton Manning Engineering (CME) report that was underway at the time of the meeting did not include this, but CME returned to satisfy the request of the residents.

This material was not ready for our initial filing, and we offer as the attached correspondence as a supplement. In the attachment you'll see that CME foresees no intended impact and subsequently is not recommending mitigation.

A CME representative will be present for the September 15<sup>th</sup> Planning Board meeting where we believe this will be discussed. If there are any other questions, please do not hesitate to reach me at (518) 581-1201 ext 4435.

Respectfully submitted,

A handwritten signature in black ink that reads "Chuck". The letters are cursive and slightly slanted.

Charles "Chuck" Marshall  
Stewart's Shops Corp.

August 25, 2022

Mr. James Gillespie  
Stewart's Shops Corp.  
P.O. Box 435  
Saratoga Springs, NY 12866

**RE: Response to Comments, Stewart's Shop, 2634 Genesee Street, City of Utica, Oneida County, New York; CM Project No. 122-176**

Dear Mr. Gillespie,

Creighton Manning Engineering, LLP (CM) has reviewed a traffic related comment provided at a neighborhood forum held on August 9, 2022 associated with proposed *Stewart's Shop*. Below is a general summary of the traffic related comment and our response.

***Comment #1 –Was a traffic count conducted on Sunset Avenue near Woodlawn Avenue to determine impacts associated with development of the proposed Stewarts Shop?***

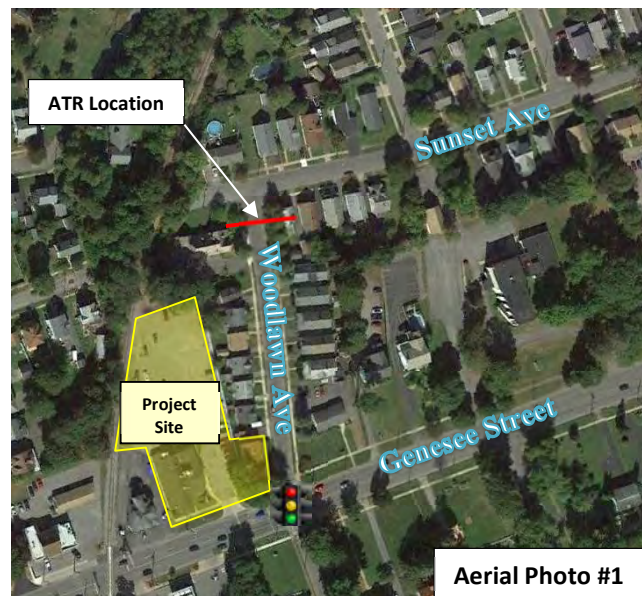
Response: A traffic count was not originally conducted on Sunset Avenue as part of the original *Traffic Assessment* letter dated August 23, 2022; however, an automatic traffic recorder (ATR) was installed in response to the above comment and summarized below.

A review of historical traffic count data provided by the New York State Department of Transportation (NYSDOT) indicates that traffic volume information is available on Sunset Avenue at the following locations:

Annual Average Daily Traffic (AADT)

- Between Woodlawn Avenue and Seward Avenue = Not Available
- Between Seward Avenue and Amy Avenue (2019 data) = 2,155 vehicles per day (vpd)
- Between Amy Avenue and Burstone Road (2017 data) = 5,020 vpd

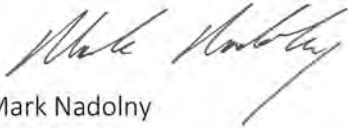
Since historical traffic data is not available on Sunset Avenue near Woodlawn Avenue, an ATR was installed near the Woodlawn Avenue/Sunset Avenue intersection in order to determine existing traffic conditions closer to the proposed site. The ATR was installed from Friday, August 19, 2022 to Wednesday, August 24, 2022 at the location shown on Aerial Photo #1. The detailed count is included under Attachment A. Data collected from the ATR shows that Sunset Avenue near the Woodlawn Avenue intersection currently serves approximately 930 vpd with 50 vehicles during the AM peak hour (8:00 to 9:00 a.m.) and 87 vehicles during the PM peak hour (4:00 to 5:00 p.m.). This shows that traffic volumes on Sunset Avenue decrease as you travel from east to west toward the site. It is noted that a roadway with less than 2,000 vpd is considered a low volume road based on criteria provided in *Guidelines for Geometric Design of Low-Volume Roads, 2019* published by the American Association of State Highway Transportation Officials (AASHTO).



A review of the trip assignment provided in the *Traffic Assessment* letter indicates that the proposed *Stewarts Shop* will add approximately six new vehicle trips to Sunset Avenue during the AM and PM peak hours (3 entering and 3 exiting). This is the equivalent of one additional vehicle on Sunset Avenue every ten minutes which will not significantly impact traffic operations of the roadway during peak conditions. The addition of traffic associated with the proposed *Stewarts Shop* will not change the low volume road classification of Sunset Avenue near Woodlawn Avenue. No mitigation is recommended.

Please call our office if you have any questions or comments regarding the above analysis.

Respectfully submitted,  
**Creighton Manning Engineering, LLP**



Mark Nadolny  
Associate

N:\Projects\2022\122-176 Stewarts - Stewarts Utica\Working\Traffic\Reports\20220825\_Response to Public Comments 20220809\_122176.docx

## Attachment A



Tri-State Traffic Data Inc.  
184 Baker Rd

Location: Utica, New York  
Road Name: Woodlawn Ave W  
Segment: 98' S of Sunset Ave  
Date: 08/19/2022

Coatesville PA 19320  
Serving Transportation Professionals since 1995

GPS: 43.078646, -75.279894

Time	8/19/2022 Fri		8/20/2022 Sat		8/21/2022 Sun		8/22/2022 Mon		8/23/2022 Tue		8/24/2022 Wed		Weekday Average		
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	Total
12:00 AM			2	3	7	3	0	2	2	0	4	3	2	2	4
01:00			2	0	2	5	0	0	0	5	1	3	0	3	3
02:00			4	2	3	1	0	0	1	1	1	2	1	1	2
03:00			2	5	0	2	0	0	0	1	0	1	0	1	1
04:00			1	2	2	0	1	3	0	2	1	5	1	3	4
05:00			2	7	1	5	6	6	5	5	5	10	5	7	12
06:00			4	11	4	10	4	26	4	25	7	25	5	25	30
07:00			5	14	2	16	12	32	18	36	14	26	15	31	46
08:00			8	28	5	20	26	29	18	29	19	30	21	29	50
09:00			15	44	11	36	11	31	15	29	8	34	11	31	43
10:00	25	42	14	41	18	23	14	44	14	44	19	34	18	41	59
11:00	22	59	11	47	9	44	20	36	24	38	17	51	21	46	67
12:00 PM	22	59	14	37	22	29	17	40	24	47			21	49	70
01:00	24	45	20	33	24	27	15	34	15	43			18	41	59
02:00	20	50	17	34	20	28	21	37	29	35			23	41	64
03:00	32	44	28	26	24	32	21	48	26	56			26	49	76
04:00	36	52	28	43	25	32	18	56	34	66			29	58	87
05:00	20	40	24	32	11	33	19	43	21	45			20	43	63
06:00	30	49	19	29	22	28	16	30	27	33			24	37	62
07:00	28	23	19	15	11	20	18	30	17	28			21	27	48
08:00	22	13	3	21	8	16	16	18	15	20			18	17	35
09:00	10	18	8	10	2	3	10	11	9	18			10	16	25
10:00	8	6	3	13	4	6	5	7	7	8			7	7	14
11:00	1	10	6	6	0	2	2	3	2	8			2	7	9
<b>Total</b>	<b>300</b>	<b>510</b>	<b>259</b>	<b>503</b>	<b>237</b>	<b>421</b>	<b>272</b>	<b>566</b>	<b>327</b>	<b>622</b>	<b>96</b>	<b>224</b>	<b>319</b>	<b>612</b>	<b>930</b>
<b>Day</b>	<b>810</b>		<b>762</b>		<b>658</b>		<b>838</b>		<b>949</b>		<b>320</b>				

**PB Case # 16-22**  
**1005 Downer Avenue**

**Curb Cut Application**

Date of Application: 8/8/2022

Property Owner's Name: Tatyana Shepelerich

Property Owner's Telephone Number(s): 315 520 6383

Property Owner's E-Mail Address: \_\_\_\_\_

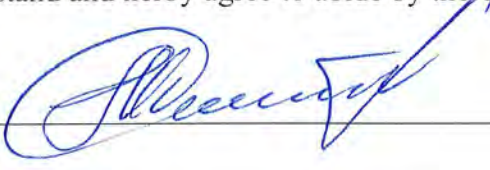
Location of Curb Cut: 1005 Downer AVE Utica NY

Reason for Curb Cut: \_\_\_\_\_

Dimensions of Curb Cut: \_\_\_\_\_

Other Information: \_\_\_\_\_

I, the property owner, understand and hereby agree to abide by the **TERMS & CONDITIONS** on page 1 of this application.

Property Owner's Signature: 

Date: 8/8/2022

Street Excavation Permit No.: \_\_\_\_\_

Contractor: \_\_\_\_\_ /Address: \_\_\_\_\_

Telephone No.: \_\_\_\_\_ /E-Mail: \_\_\_\_\_

**FOR OFFICE USE ONLY**

Street Excavation Permit No.: \_\_\_\_\_

Approved: \_\_\_\_\_ Denied: \_\_\_\_\_

Comments: \_\_\_\_\_

Inspected by: \_\_\_\_\_ Date: \_\_\_ / \_\_\_ / \_\_\_

# SIDEWALK - FINAL MEASUREMENT

NAME: PROPOSED CURB ALTERATION

DATE:

PROPERTY ADDRESS: 1005 DOWNER AVE.

PHONE #:

C.T.M.:

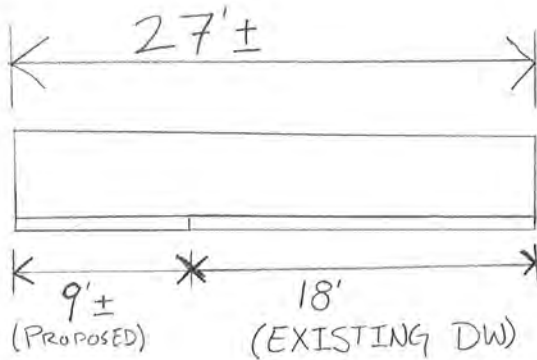
FRONTAGE:

EXISTING DW:

KEY #:

CONDITIONS:

## DRAWING



NOTE: DRAWING NOT TO SCALE

MEASURED BY:

DATE:



