DRAFT ENVIRONMENTAL IMPACT STATEMENT

Proposed Automobile Storage Facility at Yaphank

Town of Brookhaven
Suffolk County

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Executive Summary

This document is a Draft Environmental Impact Statement (DEIS) prepared in accordance with the State Environmental Quality Review Act (SEQRA) and its implementing regulations at 6 NYCRR Part 617 for the action contemplated herein and is based upon the Positive Declaration issued February 4, 2019 and the Final Scope issued April 17, 2019 by the Planning Board of the Town of Brookhaven (the "Planning Board") as the Lead Agency. This DEIS evaluates potential adverse impacts associated with the proposed action, which consists of constructing a 20.82±-acre automobile storage facility on a 35.7±-acre wooded property bounded by Bellport Avenue to the west and the Long Island Rail Road (LIRR) to the north in the Hamlet of Yaphank, Suffolk County, New York (the "subject property").

The DEIS evaluated the following issues based on the aforementioned Positive Declaration and Final Scope issued by the Planning Board:

- Water Resources
- Land Use and Zoning
- Ecological Resources
- Traffic
- Aesthetics and Visual Resources
- Cultural Resources
- Noise and Vibration
- Public Health and Safety
- Climate Change.

This Executive Summary is designed solely to provide an overview of the proposed action, a brief summary of the potential adverse impacts identified and mitigation measures proposed, as well as alternatives considered. Review of the Executive Summary is not a substitute for the full evaluation of the proposed project performed in Sections 2 through 10 of this DEIS.

Project Description

The subject property is a wooded, 35.7±-acre lot bounded by Bellport Avenue to the west, vacant wooded land to the south, Sills Road to the east, and the LIRR to the north, also known on the Suffolk County Tax Map as District 0200, Section 739, Block 1, Lots 1.2 and 1.4 and Block 3, Lot 1. The subject property is primarily wooded and undeveloped, but also includes the former Fishers of Men church (currently vacant, adjacent to the southeast, at the entrance to the subject property).

The proposed action consists of the development of 20.82± acres of the 35.7±-acre subject property as an automobile storage facility for NMF Holdings, LLC (the "Applicant") (see Preliminary Site Plans in Appendix D). Repossessed and insurance salvage cars would be delivered to the subject property generally from towing companies, body shops, garages, car dealers, and residences in the five boroughs of New York City and Nassau and Suffolk Counties. Vehicles destined for the subject property would generally have been held off-site for a minimum of four days and upwards of 30 days (e.g., during insurance adjustment, etc.), before reaching the subject property, such that if the vehicle is experiencing a leak of automotive fluids following an accident, etc., the fluids would likely have already drained from the vehicle.

Vehicles to be stored at the proposed facility will arrive over the course of a typical business day on three to four flat-bed type car-carriers. These deliveries will typically arrive via the Long Island Expressway (LIE) and southbound Sills Road. These vehicles would be stored (approximately 60-to-90 days) until they are auctioned online – no live auctions would occur at the proposed facility.

Creating the storage lot would involve clearing 23.64± acres of wooded area to be replaced with 20.82± acres of paved asphalt on the subject property. Previously, the use of recycled concrete aggregate (RCA) had been considered as a surface material for the automobile storage area. However, this design concept has been abandoned due to concerns regarding the protection of groundwater quality.

Upon implementation of the proposed action, site coverages would be modified as follows:

Coverage Type	Existing Coverage	Proposed Coverage
Roads, Buildings and Other Paved Surfaces	0.6 ± Acre (1.6%)	21.47± Acres (60.2%)
Wooded	32.8± Acres (92.04%)	10.06± Acres (28.2%)
Unvegetated (Bare rock, earth or fill)	<0.01 Acre (0.03%)	0.0± Acres (0%)
Lawn and Landscaping	2.3± Acres (6.3%)	4.14± Acres (11.6%)
TOTAL	**35.7± Acres**	**35.7± Acres**

Water Supply and Sanitary Waste

As the site would be used exclusively for automobile storage and unmanned or minimally staffed during times of operation, there would be no demand or generation of potable water or sanitary waste. Accordingly, the proposed action does not include the establishment of a permanent potable water supply (except as may be required for fire protection) or facilities to accommodate sanitary waste.

Stormwater Management

Stormwater runoff would be captured by a drainage system that includes a recharge basin with a storage capacity of 661,400 CF. Stormwater management measures recommended by H2M Engineers and Architects (H2M) on behalf of the applicant and approved for use by the Suffolk County Water Authority (SCWA) have been incorporated into the proposed system to be protective of groundwater and water supply wells in the vicinity of the subject property. Specifically, the Contech Engineered Solutions hydrodynamic separation system was selected because these types of devices remove sediment, floatable trash, and hydrocarbons from the stormwater flow (see Appendix G for SCWA approval letter). Stormwater runoff collected from the proposed paved automobile storage areas would be directed to a system of Contech CDS-5 hydrodynamic separator systems prior to its ultimate discharge to the proposed on-site recharge basin.

Site Access and Parking

Access to the proposed development would be provided via a single driveway on Sills Road. The proposed automobile storage facility is not expected to generate a demand for off-street parking. However, the extensive areas of paved surface to be created as part of the proposed action will afford opportunities for parking as needed. The subject property has frontage along a LIRR right-of-way. However, the proposed action does not include a rail spur for rail access to the proposed facility. Clear driveways will be maintained throughout the site for on-site circulation and access, and a key lock box will be maintained at the access gate for fire department access if required by the Town of Brookhaven Fire Marshal or requested by the Yaphank Fire Department.

Perimeter Buffers

Substantial natural, wooded perimeter buffers will be retained along all property boundaries. Specifically, a 150-foot naturally vegetated buffer would be maintained along the LIRR right-of-way (i.e., along the northern property boundary) (100 feet adjacent to the recharge basin) and a 100-foot naturally vegetated buffer would be maintained along Bellport Avenue (i.e., the western property boundary). A 100-foot naturally vegetated buffer will also be provided along Sills Road, and naturally vegetated buffers of 50 feet would be provided along other property boundaries. There is an existing covenant regarding minimum required setbacks and buffering along the northern property boundary and the western property boundary, which the proposed buffers would meet and exceed.

Purpose, Need and Benefit

The purpose of the proposed action is to provide the Applicant with a short-term automobile storage facility in support of auction activities that generally occur online over the internet (there would be no live auctions at the subject property). Implementing the proposed action would develop a vacant property within an industrially-zoned, predominately industrially-developed area in the Town of Brookhaven. The surrounding uses already include several automobile storage facilities of various types, such that the applicant can achieve its objectives of establishing a needed automobile storage facility in a manner that is consistent and compatible with the existing character and pattern of land use in the area.

In addition to the expected benefits to the Applicant, it is expected the Town would experience economic benefits from the proposed action as the parcel would generate additional property tax revenues from the site improvements upon development of the vacant subject property with an automobile storage facility. Also, the truck trips that would be generated to the subject property and the overall increase in local business activity resulting from the proposed facility are expected to provide an additional economic benefit due to spending by these individuals in the local community.

Construction Schedule

It is the Applicant's intent, upon securing all applicable agency approvals and permits, to commence and proceed with the proposed action. Construction is expected to last approximately one-to-three months. The sequencing will depend on multiple factors such as time of year approvals are secured, schedule commitments of the construction manager once awarded, etc. The most likely sequencing of the primary construction activities is outlined as follows:

- Delineate the limits of disturbance;
- Install soil erosion control measures;
- Clear the subject property and retain the aforementioned setbacks and natural buffers;
- Excavate and grade the subject property;
- Install the recharge basin and other drainage infrastructure;
- Pave the parking area and complete site work (i.e. security camera installation); and
- Install the permanent perimeter fencing.

Construction would be scheduled to occur between the hours of 7:00 a.m. and 6:00 p.m. on weekdays in accordance with the Town Code Chapter 50 Noise Control. Construction activities outside of these times (e.g., on Saturdays) is only permissible by permission of the Town of Brookhaven.

Required Permits and Approvals

The proposed action is expected to require the following permits and approvals:

Agency	Permit/Approvals
Town of Brookhaven Planning Board	Site Plan Approval Special Use Permit Approval
Suffolk County Department of Public Works	Highway Work Permit
Suffolk County Planning Commission	Referral
New York State Department of Environmental Conservation	SPDES General Permit for Stormwater Discharges (GP-0-15-002)
LIPA/PSEG Long Island	Electric Service

Probable Impacts of the Proposed Action

Water Resources

With respect to groundwater, the proposed action would be consistent with the relevant recommendations of the *Long Island Comprehensive Waste Treatment Management Plan* (LIRPB, 1978) and the Suffolk County Comprehensive Water Resources Management Plan (2015). There would be no discharge of sanitary waste to groundwater (i.e., via on-site sanitary systems) at the subject property as part of the proposed action, nor would the proposed action represent a demand for groundwater in the form of potable water supply. The proposed action has been designed to be consistent with the requirements of Chapter 86 of the Town Code, *Stormwater Management and Erosion Control*. Moreover, the proposed stormwater management system approved for use by SCWA incorporates hydrodynamic separator systems (i.e., Contech CDS-5 continuous deflective separation [CDS] hydrodynamic separators) through which all runoff would be conveyed, which would separate and trap trash, debris, sediments, and hydrocarbons before drainage water is conveyed to the proposed recharge basin. This method of stormwater management is designed to be protective of groundwater, consistent with the intent of Article 7 of the Suffolk County Sanitary Code (SCSC). No bulk storage of hazardous materials is proposed at the subject property as part of the proposed action.

Regarding stormwater, the proposed action includes the construction of a recharge basin at the subject property, designed in accordance with Town of Brookhaven design standards. The proposed stormwater management system is designed to accommodate a minimum 8-inch rainfall event. As mentioned above, the proposed stormwater management system incorporates hydrodynamic separator systems, which have been reviewed and approved for use by the Suffolk County Water Authority (SCWA) to address potential impacts from the proposed action to the groundwater aquifer and nearby public water supply wells (see Appendix G for SCWA approval letter). This system would effectively treat and recharge stormwater runoff at the subject property.

The Applicant developed and maintains an Environmental Best Management Practices (BMPs) document for all of its sites to ensure operations comply with applicable laws, regulations, permits, and orders as it relates to stormwater impacts and the storage and management of materials and wastes. Many of these practices are intended to be protective of water resources impacts, and would be implemented at the proposed facility. Site-specific

Environmental BMPs would be adapted for the proposed facility and submitted to the Planning Board for review and approval based on the final site plan design.

As the proposed project involves soil disturbance of one or more acres, coverage under the SPDES GP-0-15-002 (or subsequent version of this permit) would be obtained. Specifically, a SWPPP would be developed at the time the site plan is finalized, in accordance with the requirements of the GP-0-15-002 and §86-7 of the Town Code. The measures incorporated into the SWPPP would preclude or minimize potential stormwater-related impacts, including water quality, water quantity, and erosion and sedimentation impacts. Several such measures would also be expected to minimize potential construction-related air quality impacts related to fugitive dust generation.

The subject property is not within or proximate to any special flood hazard areas as determined by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), and no flooding related impacts are anticipated.

Land Use and Zoning

The subject property is entirely within the L Industrial 1 (L1) zoning district of the Town of Brookhaven. The property predominantly contains undeveloped woodlands, with the exception of a former (vacant) church building and small grassy and paved parking areas associated therewith, which are proposed to remain. Upon implementation of the proposed action, an automobile storage facility would be established at the subject property, requiring a Special Permit from the Planning Board in accordance with §85-564.K of the Town of Brookhaven Town Code.

A detailed review of the bulk and dimensional requirements of the L1 district (at §85-567 of the Town Code), the land development standards (at §85-843 of the Town Code) and dimensional Special Permit criteria (at §85-569 of the Town Code) was performed to determine zoning compliance of the proposed action with each. The results of this analysis indicate that the proposed action would be consistent with nearly all of the aforementioned requirements, with limited exception. Specifically, relief would be required with respect to the quantity of natural vegetation or landscaping within the front yard, due to the peculiar shape of the subject property. Overall, a significant area (33.66 percent of the subject property) would be retained in natural vegetation or landscaping, and all proposed automobile storage areas would be substantially set back from the nearest roadways.

A detailed analysis of the proposed action with the criteria for the granting of a Special Permit set forth at §85-107 of the Town Code was performed, which respectfully demonstrates that the proposed action would be consistent with all applicable criteria, supporting the granting of the required Special Permit.

The land use of the subject property would be altered upon implementation of the proposed action. The 35.7± subject property would be improved with a 20.82± acre automobile storage facility (paved parking field), recharge basin and driveway. The existing, currently vacant church building, and its associated parking lot would be retained. Impervious surfaces (i.e., paved areas for vehicle parking, etc.) would increase from 0.6± acre to 21.47± acres, and wooded areas would decrease from 32.8± acres to 10.06± acres. The total area of lawn and

landscaping would increase from 2.3± acres to 4.14± acres, and a nominal unvegetated area would be eliminated.

While the proposed automobile storage facility would alter the existing land use of the subject property, the subject property and its character would be consistent with the predominantly industrial nature of nearby development. The proposed land use would be compatible with the pattern and intensity of land uses in the surrounding area. Moreover, an analysis of the proposed action determined that the proposed action is consistent with the relevant considerations of the Town of Brookhaven Comprehensive Land Use Plan (1996) and the Suffolk County Comprehensive Master Plan 2035.

The proposed action is not anticipated to have a significant adverse impact on land use or zoning.

Ecological Resources

Detailed ecological field surveys of the subject property were undertaken on July 27, August 29 and October 26, 2018, and existing ecological conditions at the subject property were evaluated through a review of U.S. Fish and Wildlife Service (USFWS), New York State Department Environmental Conservation (NYSDEC) and New York Natural Heritage Program (NYNHP) maps, database and correspondence. As observed during the field surveys, the majority of the subject property is wooded, with the exception of the easternmost portion of the site, which supports early successional vegetation and is also developed with a building, pavement and landscaping. Pitch Pine-Oak Forest, Successional Southern Hardwoods and Successional Old Field ecological communities comprise the wooded portions of the site, and all are ranked as "demonstrably secure" in New York State by the NYNHP. The remainder of the habitat types are cultural, created or significantly altered by humans.

Habitat areas at the subject property would be altered as a result of the proposed action. The primary impact of the proposed action on habitats and vegetation as well as wildlife would be the removal of 21.47± acres of Pitch Pine-Oak Forest within interior portions of the subject property, to be replaced with 20.82± acres of paved area for the automobile storage facility. The on-site habitats are demonstrably secure in New York State, and a substantial area (10.06± acres) of Pitch Pine-Oak Forest and Successional Southern Hardwoods and their resident flora would be preserved as vegetated buffers surrounding the automobile storage facility. Significantly, the preserved wooded habitat would occur in perimeter areas of the subject property, including the 100-foot setback from Bellport Avenue, the 150-foot setback from the LIRR ROW (100 feet adjacent to the proposed recharge basin), and the 50-foot setback from the adjoining parcel to the east, thereby maintaining connectivity with similar wooded communities on adjoining parcels to the east and south. Construction of the proposed recharge basin would create habitat for planted and/or colonizing vegetative associations as well as increased wildlife diversity for species adapted to the periodically or semi-permanently flooded conditions that typically occur within recharge basins.

With respect to rare or protected species, no New York State- or federally-listed endangered, threatened, or special concern plants or wildlife, or significant natural communities, were observed at the subject property during the field surveys. Habitat for five species of plants and wildlife identified by the USFWS Information for Planning and Consultation (IPaC)

database does not exist at the subject property. A sixth species identified by IPaC, the northern long-eared bat, is listed as a Threatened species (Federally and in New York State). The NYNHP indicated that records exist for a non-winter northern long-eared bat location (i.e., a summer roost tree) occurring within one mile of the subject property. To avoid the cutting or removal of a potential roost tree, NYSDEC Region 1 staff should be contacted and consultations with NYSDEC would be required prior to any such activities. Typically, NYSDEC restrictions to avoid potential impacts to northern long-eared bat in the vicinity of known summer roost locations include restricting removal or cutting of trees to the winter hibernation period (November 1-March 31, inclusive). Alternatively, if clearing is proposed outside of the winter hibernation period, site-specific northern long-eared bat surveys may be required by the NYSDEC. With respect to federal regulations, pursuant to the USFWS northern long-eared bat final 4(d) rule described in Section 3.3.1, any potential direct impact to northern long-eared bat could be avoided by restricting clearing of trees within a 150-foot radius of a known roost trees during the pup season during the pup-rearing season (June 1-July 31).

No wetlands or surface waters were observed at or adjacent to the subject property during the field surveys, and there are no NWI- or NYSDEC-mapped wetlands or surface waters located at or in the vicinity of the subject property. Accordingly, no adverse impacts to wetlands or surface waters are anticipated as a result of the proposed action.

Traffic

A Traffic Impact Study (TIS) was prepared by VHB to provide a comprehensive evaluation of the potential traffic impacts associated with the proposed action. The analysis of future conditions, without and with the proposed project (i.e., “No-Build” and “Build” conditions, respectively), was performed to evaluate the effect of the proposed project on future traffic conditions in the area. Background traffic volumes in the study area were projected to the year 2020, reflecting the year when the project is expected to be completed and operational. The No-Build Condition represents the future traffic conditions that can be expected to occur, even if the proposed project is not constructed. The No-Build Condition serves as a comparison to the Build Condition, which represents expected future traffic conditions resulting from both project and non-project generated traffic. It is noted that no other planned developments relevant to the No-Build condition were identified in consultation with the Town of Brookhaven.

Based on a detailed understanding of the proposed operations as provided by the Applicant, peak hour trip generation forecasts were derived, which indicate that 36 vehicular trips (total entering and exiting) would occur in each the weekday AM Peak Hour and PM Peak Hour. The proposed action would not operate on Saturdays and therefore Saturday conditions were not evaluated for the purposes of the TIS. These trips were assigned onto the surrounding roadway network based on the details of the proposed facility operation.

Capacity analyses were performed for three signalized intersections – Sills Road (CR 101) at Horseblock Road (CR 16); Horseblock Road at Bellport Avenue/Station Road, and Sills Road (CR 101) at Station Road – for the weekday AM Peak Hour and PM Peak Hour.

In the AM Peak Hour, Sills Road at Horseblock Road operates at a Level of Service (LOS) C under Existing, No-Build and Build conditions, such that there is no decrease in LOS as a result of the proposed action. Horseblock Road and Bellport Avenue/Station Road operates at LOS B under existing conditions, and would operate at LOS C under the No-Build and Build conditions with an imperceptible increase in delay (i.e., 0.2 second). Sills Road and Station Road operates at LOS C under Existing, No-Build and Build conditions, with no change in delay from the No-Build to the Build condition. Overall, there would be no adverse impact to the signalized study intersections in the AM Peak Hour as a result of the proposed action.

In the PM Peak Hour, Sills Road and Horseblock operates at an overall LOS C in Existing condition and drops to LOS D in the No-Build and Build conditions, with no change in the overall intersection delay from No-Build to Build condition. The signalized study intersection of Horseblock Road and Bellport Avenue/Station Road operates at an overall LOS C in all three, Existing, No-Build and Build conditions analyzed, with the overall intersection delay increasing only by 0.3 second from No-Build condition to Build condition, which would be imperceptible. The signalized intersection of Sills Road and Station Road operates at an overall LOS C in all three, Existing, No-Build and Build conditions analyzed, with no drop in LOS for the individual movements and no change in the overall intersection delay from No-Build to Build condition. Therefore, as with the AM Peak Hour, there would be no adverse impact to the signalized study intersections in the PM Peak Hour as a result of the proposed action.

Capacity analyses were also performed for five unsignalized intersections. At the unsignalized intersection of Sills Road and Baseball Heaven/Turnaround, the critical stop controlled eastbound approach operates well at a LOS A during in the Existing through Build condition during the weekday a.m. peak hour and at LOS B during the weekday p.m. peak hour. The northbound U-turn / left-turn operates well at LOS C and LOS B, respectively, during the same time periods. It is noted that vehicles that would arrive at the vehicle storage site would use this location to negotiate a northbound to southbound U-turn, then weave to the right to enter the site. Based on the very low number of vehicles (i.e., approximately seven vehicles during the AM and PM peak hour, which equates to approximately one vehicle every ten minutes.) anticipated to perform this movement, it is anticipated that there will be no problems associated with the performance of this weaving maneuver.

At the unsignalized intersection of Sills Road and Old Dock Road, the critical stop controlled westbound approach operates well at LOS B in the Existing through Build Condition during the a.m. peak hour and LOS C during the p.m. peak hour.

At the unsignalized intersection of Sills Road and Maryhaven North Driveway, the critical stop controlled westbound approach operates at LOS C in the Existing condition through the Build condition during the weekday a.m. and p.m. peak hours. The northbound U-turn operates at LOS B in the Existing condition through the Build condition during the weekday a.m. and p.m. peak hours. The southbound U-turn/left-turn operates at LOS A in the Existing condition through the Build condition during the weekday a.m. peak hours and operates at LOS B during the during the p.m. peak hours.

At the unsignalized intersection of Sills Road and Maryhaven South Driveway, the critical stop controlled westbound approach operates at LOS C in the Existing condition through the Build condition during the weekday a.m. and p.m. peak hours. The northbound U-turn operates at LOS B in the Existing condition through the Build condition during the weekday a.m. and p.m. peak hours. The southbound U-turn/left-turn operates at LOS A in the Existing condition through the Build condition and operates at LOS B during the same conditions in the weekday a.m. and p.m. peak hours, respectively.

At the unsignalized intersection of Bellport Avenue and Long Island Avenue the stop controlled eastbound and westbound approaches all operate at LOS A in the Existing condition through the Build condition during the weekday a.m. and p.m. peak hours. The stop controlled northbound and southbound approaches operate at LOS A in the Existing condition through the Build condition and operates at LOS B during the same conditions in the weekday a.m. and p.m. peak hours, respectively.

Overall, the proposed action is not anticipated to result in a significant adverse impact upon any of these unsignalized intersections in the AM or PM Peak Hours.

The TIS also evaluated accident history, site access, on-site parking and circulation, and confirmed there would be no adverse impacts associated with same.

The TIS offers the following conclusions with respect to potential traffic impacts:

- The proposed automobile storage yard will result in a low level of peak period trip generation.
- The traffic generated by the proposed use can be accommodated by the adjacent roadway network without significant negative impact to traffic conditions and no mitigation is proposed.
- The proposed site access will allow for right-turns into and out of the site only.
- The operation of the site will not unduly affect the rate of accident occurrence in the area.
- Smaller, flat-bed type car-carriers and passenger vehicles will be predominately generated by the Site. Larger car-carriers could also be used to transport vehicles off of the site one-to-five times per week during normal business hours.
- The asphalt storage area will allow all activity to occur on site. There will be no loading, unloading or parking of vehicles off the site on Sills Road.
- Based on this study, the operation of the automobile storage yard as proposed is not anticipated to result in any significant adverse traffic impacts in the vicinity of the site.

Aesthetics and Visual Resources

The proposed action involves the clearing of 23.64± acres of vegetation to accommodate a paved automobile storage facility and a recharge basin to be located within the northeast corner of the subject property. The perimeter of the subject property would be enclosed by a minimum 50-foot vegetated perimeter buffer, with increased buffers of 100 feet along the Sills Road and Bellport Avenue site frontages and 150 feet to the north along the LIRR ROW (100 feet adjacent to the recharge basin). Access to the proposed automobile storage facility would be from Sills Road via a gated entrance. No lighting is proposed for the storage

facility, as the operation will be unmanned, and infrared security cameras would be installed and monitored from a remote location.

Given the existing vegetation along Sills Road and Bellport Avenue in addition to the natural vegetated buffer that would be retained within the adjacent portions of the subject property, visibility of the proposed project from the surrounding area would be extremely limited. In addition, visibility would be limited from the north due to the LIRR right-of-way, as well as the proposed 150-foot perimeter buffer proposed on the subject property and the proposed recharge basin to be located in the northeast corner on the subject property. Further, the gated entrance on Sills Road would conceal the proposed action from adjacent uses as well as passersby, and would be in character with the several existing industrial facilities present throughout the surrounding area.

Overall, no significant adverse aesthetic or visual resource impacts are anticipated.

Cultural Resources

According to the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) Cultural Resource Information System (CRIS) online resource, a portion of the subject property is situated within an archaeologically sensitive area, as an archaeological site was recorded within or near the project area (i.e., related to the Bellport Station Depot, which was later replaced by a residence). A project notification was submitted to OPRHP through CRIS requesting review of the impacts of the proposed project on historic and archaeological resources, and as requested by OPRHP, a Phase IA Archaeological Assessment was completed to evaluate the likelihood that the proposed project may impact existing archeological resources.

The proposed action involves clearing of woods and new excavation to a depth that ranges from 3 to 15 feet below grade. As currently proposed, the project has the potential to impact archaeological resources that may be buried within the project site. In order to confirm the presence or absence of archaeological resources within the area of potential effect (i.e., the area that may be impacted by the aforementioned ground disturbance, etc., as a result of the proposed action), and based on the results of the Phase IA study, a Phase IB study was performed south of the proposed vegetated buffer in the northern portion of the project site. to determine horizontal and vertical distribution of archaeological material, if present. No shovel testing was proposed within the vegetated buffers because, according to proposed design, no impacts are proposed for those areas. The Phase IB testing strategy was submitted to OPRHP for approval, and on July 10, 2019 VHB received a response letter from OPRHP that they concurred with the proposed testing strategy.

The Phase IB archaeological fieldwork was completed July 24-26, 2019. A total of 26 shovel test pits were excavated in accordance with the approved testing strategy. No excavation took place within vegetated buffers. No archaeological sites were identified during the Phase IB fieldwork, and no further archaeological investigations are recommended based on the work completed within the current design concept. If future design changes occur that would create new disturbance(s) within the vegetated areas, then additional archaeological investigations may be warranted in those areas. The Phase I report, which will include the results of the Phase IA documentary research and the Phase IB fieldwork, is in preparation.

Once finalized, the Phase IB will be submitted for review and consideration by the OPRHP. Any recommendations offered by OPRHP will be implemented by the Applicant to the maximum extent practicable.

Noise and Vibration

Detailed noise and vibration analyses were performed to identify relevant existing conditions at the subject property, potential noise and vibration sources associated with construction and operation of the proposed facility, and the potential for same to result in adverse impacts at surrounding properties (i.e., at property boundaries) in accordance with Town of Brookhaven requirements, where applicable, and guidance from other salient regulatory agencies (e.g., the NYSDEC, Federal Highway Administration [FHA], Federal Transit Administration [FTA]).

To assess the existing noise environment, sound level measurements were collected at four monitoring locations at and surrounding the subject property. Two additional sound level measurements were conducted at an existing, comparable nearby automobile storage facility to characterize the typical noise from a similar facility, where the primary source of sound was the operation of a wheeled loader to move vehicles around the site.

The proposed action will introduce new sources of noise and vibration. Potential noise impacts associated with worst-case operations at the subject property (i.e., the operation of up to three wheeled loaders in the same area of the proposed facility at the same time) were evaluated with respect to the applicable Town of Brookhaven noise ordinance criteria, which demonstrates that the worst-case noise levels would be below the Town impact criteria of 65 dBA at all nearby sensitive receptors evaluated. Operational noise impacts were also evaluated with respect to NYSDEC impact assessment guidance. Comparing existing sound levels to future sound levels (i.e., with operation of the proposed facility under worst-case conditions described above) indicates that introduction of the proposed facility would increase levels by 1.2 dBA or less. Since future sound levels would increase less than 3 dBA, the change in noise would not be perceptible at receptor locations and there is no need for operational noise mitigation according to the NYSDEC Noise Policy. Therefore, there would be no adverse noise impact due to the Proposed Action.

Construction noise levels were analyzed using the FHA's Roadway Construction Noise Model (RCNM). Among the four nearest sensitive receptors, only one is slightly greater than 65 dBA. However, this noise is specifically associated with construction and would be on a temporary basis. Levels at the other receptors are expected to range from 50.0 dBA to 62.0 dBA. Noise from construction activity during non-sensitive time periods is exempt from noise limits pursuant to Chapter 50 of the Town Code entitled, Noise Control. Nonetheless, the Applicant will implement BMPs to minimize construction noise in accordance with NYSDEC guidance. It is important to note that, due the nature of the proposed action (i.e., one that does not propose the construction of multiple large buildings, etc.), the construction period is expected to be short in duration. Therefore, noise impacts associated with same would be temporary, and would cease upon project completion, approximately three months following the start of construction.

With respect to vibration, the primary source of vibration during construction and operation of the Proposed Action is the use of heavy machinery such as large bulldozers and the wheeled loaders. The FTA's *Transit Noise and Vibration Impact Assessment* guidance manual was used to determine vibration levels for typical equipment, and levels were projected to the nearest property boundaries. At the nearest property line, vibration levels are expected to be approximately 35 to 64 VdB, which are well below the threshold for human annoyance (i.e., 72 VdB). Additionally, because the threshold for structural damage is higher than that of human annoyance, there would be no potential impacts to buildings due to the construction or operation of the Proposed Action.

Public Health and Safety

The proposed action was reviewed with respect to potential public health and safety concerns related to water quality, noise, dust, vibrations and the storage of large quantities of automobiles.

The topics of water quality, noise, dust and vibrations are addressed elsewhere in this DEIS, and the respective analyses confirm that there would be no significant adverse impacts related to each, as a result of the proposed action. Water quality will largely be addressed by the proposed stormwater management system (including the hydrodynamic separator system components approved by SCWA) and BMPs for operation of the proposed facility, as well as the SWPPP to be implemented during construction. Dust would be addressed during construction by relevant erosion control measures as part of the approved SWPPP, and no dust-related impacts are expected in connection with the proposed facility, as the land surface would be paved (where previously RCA surface was contemplated). With respect to noise and vibration, the respective section of this DEIS demonstrates that there would be no adverse impacts associated with same, due in part to the substantial buffers that would surround the improved portion of the proposed facility.

With respect to other considerations associated with the storage of large quantities of automobiles, it is noted that the preliminary site plan for the proposed action was previously submitted to the Town of Brookhaven Division of Fire Prevention for review. The Fire Marshal issued a letter dated November 30, 2018 stating the site plan was approved as submitted (see Appendix O). The proposed action would integrate any additional requirements of the Fire Marshal throughout the approval process.

It is expected that operations at the proposed facility would be comparable to those at the several existing automobile storage, auction and outdoor storage facilities that are present throughout this portion of the Town. It is important to note the Applicant has offered the following measures relevant to fire protection services:

- A portion of the paved area could be designated for the storage of electric and hybrid vehicles, with appropriate signage and labeling.
- A key lock box could be maintained at the access gate for Fire Department access.
- Contact information for the site operator can be kept on file with the Fire Department.

Also relevant to public health and safety, an Environmental BMP document will be prepared for the proposed facility to detail practices and procedures for addressing potential environmental conditions. Once finalized, the Environmental BMP document for the proposed action would be reviewed by the Fire Marshal to ensure safety measures as they relate to fire safety on the site are appropriately detailed.

Climate Change

The proposed action was evaluated for potential climate change-related impacts in accordance with the implementing regulations of SEQRA at 6 NYCRR Part 617, which require the content of a DEIS to include "measures to avoid or reduce both an action's impacts on climate change and associated impacts due to the effects of climate change such as sea level rise and flooding." (6 NYCRR §617.9[b][5][iii][i])

With respect to sea level rise, the subject property is located at an upland location away from any coastline, at an elevation of approximately 100 feet above mean sea level (amsl). Accordingly, the subject property is not vulnerable to climate change impacts associated with sea level rise.

With respect to flooding, the subject property is located within Zone X, outside of any special flood hazard areas, as indicated by the FEMA FIRM, panel no. 36103C0705H. The nearest identified hazard area is associated with the Carmans River, approximately 1.6 miles to the east of the subject property. Further, as described above, the subject property is elevated substantially above sea level (i.e., approximately 100 feet amsl), such that it would not be susceptible to coastal flooding.

The proposed action does not contemplate the establishment of any significant stationary emissions sources at the subject property, such as large boilers or furnaces, incinerators, or sources of methane, and would not require any state or federal air emission registration or permit.

Overall, the implementation and operation of the proposed action would not result in significant adverse impacts associated with sea level rise, flooding or greenhouse gases. Accordingly, no potential significant adverse climate change impacts are anticipated.

Growth-Inducing Impacts

Growth-inducing aspects are generally described as the long-term secondary effects of the proposed action. The proposed project would commit 20.82± acres of the 35.7± acre subject property as a paved lot for automobile storage facility. As such, there would be some level of increased activity at the property and demand for services. However, the proposed facility would be unmanned or minimally staffed, and the subject property is in a well-established industrial area with other automotive storage facilities and outdoor storage uses present throughout the surrounding area. Therefore, the proposed action is not likely to induce growth in the area, and no associated adverse impacts would be anticipated.

Use and Conservation of Energy

The proposed action would generate a nominal demand for electricity, which would power the on-site security camera system. Electricity would be provided by PSEG Long Island via existing infrastructure in the surrounding area. There would be no demand for natural gas or other fuel supplies, such as for heating or hot water, such that there would be no associated energy use. Overall, no significant adverse impacts associated with energy use are anticipated.

Impacts on Solid Waste Management

The portion of the subject property to be improved with an automobile storage facility currently does not generate solid waste, as the parcels are forested and vacant. The proposed automobile storage facility would be unmanned or minimally staffed, and would involve only the temporary storage of vehicles while they await auction. Therefore, any solid waste generation as a result of the proposed action would be minimal, and would be managed in accordance with Chapter 45 of the Town Code.

Cumulative Impacts

The Town Department of Planning, Environment and Land Management identified two existing automobile storage facilities comparable to the proposed action that are located within approximately one-half-mile of the subject property (i.e., one located at 425 Patchogue-Yaphank Road, and another at Rice Court). The proposed action is being designed to meet all Town requirements, and would be constructed pursuant to a Special Permit and an approved Site Plan following a detailed review by the Town Planning Board. The proposed facility and the two identified by the Town are located within an expansive industrial zoning district in this portion of the Town of Brookhaven which contains numerous industrial uses of varying type, such that the proposed facility together with the other two facilities would not create an undue concentration of such uses in this area. Moreover, the proposed facility is designed to incorporate substantial wooded buffers, and the majority of the proposed vehicle storage facility is set back from Sills Road behind other land uses. The facility will be inconspicuous from the roadway, and the potential for associated impacts (e.g., visual, noise, land use, neighborhood character, etc.) is substantially reduced as a result. It is respectfully submitted that as no significant adverse impacts are anticipated under the proposed action, no significant cumulative impacts would be anticipated with the existing automobile storage facilities near the subject property.

The Applicant is not aware of other actions (i.e., other than the proposed action), nor were any past, present or reasonably foreseeable future actions identified by Town of Brookhaven, relevant to potential cumulative impacts. Therefore, no adverse cumulative environmental impacts are expected.

Mitigation Measures

The following measures have been incorporated into the design of the proposed action or would be implemented during the construction or operation of the proposed facility to eliminate or minimize potential environmental impacts:

Water Resources

- Prior to the clearing and paving of the subject property, a SWPPP would be approved and implemented to ensure there will be no significant adverse impact to surrounding properties or roadways due to erosion and sediment transport throughout the construction period.
- Stormwater runoff generated on the subject property would be captured and recharged on site. The proposed system would utilize hydrodynamic separators approved for use by SCWA (i.e., Contech CDS-5 continuous deflective separation system) in line with catch basins and the proposed recharge basin to reduce potential impacts to the three SCWA supply wells located southeast of the subject property.
- A monitoring well would be installed at the subject property, the design and location of which shall be coordinated with the SCWA and which shall be accessible by the SCWA for the monitoring of groundwater conditions beneath the subject property, thus providing a method for early detection of adverse groundwater conditions.

Land Use and Zoning

- Significant wooded buffers would be retained along all site perimeters, especially to the west and north in the direction of the nearest residential neighborhoods.
- Site access would be limited only to along Sills Road, an established industrial and commercial corridor, and no access would be constructed along Bellport Avenue.

Ecological Resources

- The proposed recharge basin to be constructed within the northern portion of the subject property would represent the introduction of an ecological community that currently does not exist at the subject property.

Traffic

- No significant adverse traffic impacts have been identified, such that no mitigation is necessary.

Aesthetics and Visual Resources

- Substantial vegetative buffers would be retained along site perimeters, which would effectively screen the proposed facility from view from surrounding areas.
- No site lighting is proposed.

Cultural Resources

- The Applicant will implement any recommendations offered by OPRHP to the maximum extent practicable.

Noise and Vibration

- Construction noise BMPs acceptable to the Town of Brookhaven and the Applicant would be implemented to the extent practicable

Public Health and Safety

- Measures would be implemented as described above relevant to stormwater, groundwater, dust, noise and vibration.
- The Applicant will submit the revised site plan to the Town Fire Marshal as part of Site Plan review. If required by the Fire Marshal, an isolated portion of the paved area would be designated for the storage of electric and hybrid vehicles separate from gas vehicles and would have appropriate signage and labeling. To assist with fire suppression in the event of a fire when the facility is not operational, the Applicant will maintain a key lock box at the access gate for fire department access if required by the Town of Brookhaven Fire Marshal or requested by the Yaphank Fire Department. Coordination and points of contact with site operations in the event of a fire emergency would be on file with the Fire Department. Once finalized, the Environmental BMP document for the proposed action would be reviewed by the Fire Marshal to ensure safety measures as they relate to fire safety on the site are appropriately detailed. The Applicant will implement Environmental BMPs in accordance with its policies for good housekeeping, preventative maintenance, inspections, stormwater control, etc.

Climate Change

- No significant adverse climate change impacts have been identified, such that no mitigation is necessary.

Alternatives and Their Impacts

Two alternatives to the proposed action were evaluated as part of this DEIS, in accordance with the Planning Board's Final Scope. These include the SEQRA-mandated no-action alternative, as well as one other alternative which contemplates development of the subject property in accordance with prevailing L1 zoning, but without the need for a special permit (whereas the proposed action is expected to require a special permit for outdoor storage).

Analyses of the potential impacts of each alternative, and comparative assessments of the alternatives and the proposed action, are summarized below.

No Action Alternative

The "no-action" alternative in this case assumes that the subject property would remain in its present state. Specifically, the property would remain wooded and vacant, except for the church facility on Sills Road which could be refurbished and reoccupied. Because no further physical additional improvements would occur in connection with the implementation of this alternative and the site would remain primarily vacant and unimproved, there would be no potential adverse impacts to water resources, land use and zoning, ecological resources, traffic, aesthetics and visual resources, cultural resources, or noise.

However, this alternative would be inconsistent with the Applicant's property rights to pursue development of the site and does not meet the objectives of the Applicant; and, as such, the no-action alternative is not a feasible alternative for the Applicant to pursue. Additionally, the no-action alternative foregoes the benefits of the proposed action as the underutilized vacant property would not be developed in a manner comparable to surrounding uses and the parcel would continue to not generate significant tax revenue for the Town.

Alternative Development in Accordance with Prevailing Zoning without Special Permit

This alternative contemplates development of the subject property "as-of-right" in accordance with the use, bulk and dimensional regulations of the prevailing L1 Industrial zoning district. This zoning would allow for the development of industrial land use(s), with the potential for the site being cleared to a greater extent and developed with more intense uses than under the proposed action. This alternative specifically assumes development of the subject property in a manner that would not require a special use permit(s), whereas such a permit for outdoor storage would be required for the proposed action.

Permitted principal uses pursuant to §85-560 of the Code of the Town of Brookhaven within the L1 Industrial zoning district include a wide range of light industrial uses, including agricultural and nursery uses, lumberyards, manufacturing (indoor), printing plants, research and development facilities, warehouses, and several others.

As demonstrated within this DEIS, the range of permitted uses could result in a more extensive and intensive development of the subject property than the proposed action, and environmental impacts of various types under this alternative could be greater than the proposed action. For example, depending upon the specific permitted use(s) established at the site, this alternative would have the potential to result in the generation of significantly greater volumes of traffic on local roadways, sanitary waste generation and discharge to groundwater, potable water demand, electricity demand, and ecological resource impacts, among other things.

The as-of-right alternative does not meet the needs and objectives of the Applicant which is to provide the Applicant with a facility at a vacant property the Applicant owns for the short-term storage of vehicles that are awaiting off-site live auction. Therefore, this alternative is not considered a feasible option for the applicant to pursue.

Water Resources

Development of the subject property under the prevailing zoning could result in a greater demand on water resources than the proposed action. An analysis of three permitted uses in the L1 Industrial zoning district – office, warehouse, and health club – was undertaken to assess the potential water demands and sanitary waste generation that could result from development of the subject property in accordance with this alternative.

As the subject property is within a hydrogeologic sensitive zone, building as-of-right on the site is subject to the dimensional criteria set forth in §85-567 F(2) of the Town Code. For the

subject property, the maximum permitted floor area ratio (FAR) is 0.30. As such, for the approximately 35.7 acres (1,553,688± SF) subject property, the maximum floor area permitted on the subject property would be 466,106± SF.

However, depending on the specific use of the subject property and the associated sanitary load rates, the actual maximum floor area may be limited under Article 6 of the Suffolk County Sanitary Code (SCSC). To discharge greater than 300 gallons per day (gpd) per acre of sewage (i.e., 10,700 gpd for the subject property), a community sewer method of waste disposal would be required. It is assumed that a traditional on-site sanitary system would be used for the purposes of this analysis.

Based on the above, this alternative would be expected to generate 10,700 gpd of sanitary waste to be discharged to the ground, whereas the proposed automobile storage facility would generate none – there are no on-site sanitary systems proposed as of the proposed action. Water use for this alternative is assumed to be equivalent to sanitary waste generation, i.e., 10,700 gpd, plus irrigation (approximately 10 percent of water use or 1,070 gpd). No domestic water use or irrigation is expected in connection with the proposed automobile storage facility. Accordingly, with respect to water use and sanitary waste, this alternative would have a greater impact than the proposed action.

Most permitted uses in the L1 Industrial zoning district would require the construction of paved parking lots where vehicles would remain parked on a temporary basis during operational conditions for staff, customers, etc. It is expected that equivalent areas of impervious surfaces would be created to accommodate the permitted uses, within the applicable site development standards of the Town. Although vehicles could be parked for a duration shorter than the proposed action, there would still be a chance of groundwater contamination, as vehicles parked could leak liquids (i.e., motor oil, coolant, etc.) onto the pavement which could seep into the ground. It is not reasonable to assume that every permitted use would incorporate the proposed stormwater management measures (e.g., hydrodynamic separators approved for use by SCWA) protective of water resources in all parking areas, such as those proposed as part of the proposed action.

Depending on the specific characteristics of any of the permitted uses, a similar or greater potential may exist under this alternative for impacts to groundwater. Several of the permitted uses in the L1 Industrial zoning district, such as manufacturing, commercial laundry, printing plants, and nursery/garden center, could result in discharges to groundwater or the storage, use, or handling of hazardous materials. As the subject property is close to the capture zone of the nearby public water supply wells, constructing a land use that relies on the storage, handling or use of chemicals and hazardous materials, in addition to parked vehicles, poses a potentially greater risk of adverse impacts to groundwater supply and public health as compared to the proposed action.

Land use and Zoning

There are several land uses permitted in the L1 Industrial zoning district, not requiring a special use permit, which would be of similar density, intensity and operation to the proposed action, such as a lumberyard or stone and mason supply use. There are several others that could result in a more intense use than the proposed action, such as an office,

manufacturing facility, warehouse, or commercial laundry. These land uses would be expected to generate more traffic from employees and/or deliveries, involve longer operating hours, increase the amount of site visibility from surrounding properties through the removal of natural vegetation buffers, increase light spillover, generate sanitary waste for discharge to the ground, etc., as compared to the proposed action. Based on the maximum FAR of 0.30 and SCSC Article 6 density loading limitations (assuming traditional on-site sanitary systems), a 178,333± SF office, 267,500± SF warehouse, and 107,000± SF health club could be built at the subject property.

Overall, as development under this alternative would be required to be consistent with prevailing zoning regulations, significant adverse impacts with respect to zoning would not occur. However, development permitted under prevailing zoning, as analyzed above, could result in denser and more intensive use of the subject property than under the proposed action, and thereby lead to greater impacts as elaborated upon in various sections of this alternative's analysis including water resources, sanitary waste, traffic, ecological resources, aesthetics, noise, and cultural resources.

Furthermore, the proposed action exceeds the prevailing zoning and covenant requirements for setbacks and buffers, and approximately 10.06 acres of existing natural vegetation would be retained in natural buffers. Although the zoning and covenant requirements would apply to this alternative, it would not necessarily include the substantial vegetated buffers that would be retained under the proposed action.

Ecological Resources

Prevailing zoning and other applicable existing land use controls for the subject property do not require the preservation of natural vegetation when clearing is proposed. The covenants associated with the subject property at the north and west boundaries also do not require the preservation of natural vegetation. While a building setback with screening (natural or landscaped) of 150 feet along the LIRR right of way (ROW) (100 feet adjacent to the recharge basin) and 100 feet along Bellport Avenue must be provided, and minimum requirements for landscaping would apply, development for the purposes of this alternative could theoretically clear the entire buffer and install plantings to meet minimum screening and landscaping requirements. Accordingly, maximum development under this alternative could drastically reduce the forested nature and habitats of the subject property, as compared to the proposed action. The proposed action would retain 10.06± acres of woodland area. Therefore, the proposed action would provide a greater ecological benefit than maximum development of the subject property in accordance with prevailing zoning.

Traffic

To evaluate the potential traffic impacts of this alternative, trip generation estimates have been prepared for three example permitted uses – office, warehouse, and health club. Based on published rates from the Institute for Transportation Engineers publication, *Trip Generation, 10th Edition*, trip generation estimates for each are as follows:

Project Component	Component Size	AM Peak Hour		PM Peak Hour		Saturday Midday	
		Entering	Exiting	Entering	Exiting	Entering	Exiting
OFFICE/ COMMERCIAL ITE #710 General Office Building	178,333 SF	167	27	32	165	51	44
		Total: 194 Trips		Total: 197 Trips		Total: 95 Trips	
WAREHOUSE ITE #150	267,500 SF	44	13	16	44	8	5
		Total: 57 Trips		Total: 60 Trips		Total: 13 Trips	
HEALTH/ FITNESS CLUB ITE #492	107,000 SF	72	69	210	159	167	174
		Total: 141 Trips		Total: 369 Trips		Total: 341 Trips	

All three example uses would generate a greater number of trips as the proposed action in all time periods analyzed. In some cases, development under this alternative would be expected to generate literally hundreds more trips than the proposed action during peak traffic hours on the surrounding roadways. A detailed traffic analysis would be required to determine the significance of traffic impacts of this alternative, the need for mitigation (e.g., installation of a traffic signal), etc. However, it is clear from the perspective of trip generation on area roadways that this alternative would have a far greater potential to result in an adverse traffic impact than would the proposed action.

Aesthetics

Maximum development under prevailing zoning would allow a building approximately 50 feet and three stories in height on the subject property, in addition to associated driveways, signage, parking areas, and exterior lighting. Under this alternative and depending on the specific use and design, aesthetic changes and views of the subject property from off-site locations in all directions could be substantially modified, in comparison to the well-buffered layout of the proposed action without buildings, structures or exterior site lighting. Therefore, the proposed action would have a significantly reduced potential for adverse visual impact as compared to development of the subject property in accordance with this alternative.

Cultural Resources

There are no above-ground cultural resources present at the subject property. Development in accordance with this alternative would have the potential to result in land disturbance across virtually the entire subject property, as a result of grading, installation of stormwater management infrastructure, building foundations, and other site improvements. As the proposed action would not include any large building foundations, the proposed grading has been minimized, and extensive natural buffers would remain undisturbed, this alternative has a greater potential than the proposed action to result in ground disturbance. Hence, the potential for impacts to archaeological resources may also be greater.

Noise

With respect to noise, operations at the subject property would continue to be governed by the relevant provisions of Chapter 50 of the Town Code (entitled, "Noise Control") under this alternative, similar to the proposed action. Construction noises under this alternative could exceed the proposed action depending on the land use being developed. In addition to the clearing of trees, only the paving of the subject property is proposed for construction of the proposed action. Additionally, many land uses under this alternative would involve a greater degree of construction activity, including the construction of large buildings.

Operational noise under this alternative may be associated with rooftop equipment, manufacturing equipment, vehicular activity (including truck deliveries), and other similar noise sources from permitted uses.

Overall, the potential for noise impacts under the as-of-right alternative could be greater than the proposed action under both construction and operational conditions.

Public Health and Safety

With respect to water quality, nearly all of the permitted uses would be expected to generate higher levels of sanitary waste to be discharged to on-site sanitary systems (whereas none is expected under the proposed action), and many permitted uses would have the same or greater potential to store or handle hazardous materials and/or for vehicles to be kept on the site, such as manufacturing, printing plants, lumberyards, agricultural or nursery uses, motor vehicle rental, etc. The same is also true with respect to noise and vibration. As there are no significant adverse public health and safety impacts are expected in connection with the proposed action, it is respectfully submitted that this alternative could have the same or greater potential to result in such impacts.

Climate Change

The subject property is located away from flood prone areas and is elevated substantially above sea level (i.e., approximately 100 feet amsl), such that the potential for impacts associated with flooding or sea level rise is virtually nonexistent. With respect to air emissions and greenhouse gases, however, the proposed action has a very limited potential to generate emissions, whereas this alternative could generate substantially greater quantities of emissions depending upon the specific use. For example, as discussed above, it is expected that as much as 267,500 SF of industrial building space could be constructed at the subject property, which could have substantial heating and cooling requirements, and which could generate substantial numbers of vehicular trips on area roadways. Industrial processes associate with permitted manufacturing uses could have additional associated emissions, as well.

2

Description of the Proposed Action

2.1 Introduction

This document is a Draft Environmental Impact Statement (DEIS) prepared in accordance with the State Environmental Quality Review Act (SEQRA) and its implementing regulations at 6 NYCRR Part 617 for the action contemplated herein and is based upon the Positive Declaration issued February 4, 2019 and the Final Scope issued April 17, 2019 by the Planning Board of the Town of Brookhaven (the "Planning Board") as the Lead Agency (Appendix A and Appendix B). This DEIS evaluates potential adverse impacts associated with the proposed action, which consists of constructing a 20.82± acre automobile storage facility on a 35.7±-acre wooded property bounded by Bellport Avenue to the west and the Long Island Rail Road (LIRR) to the north in the Hamlet of Yaphank, Suffolk County, New York (the "subject property")(Figure 1). The proposed action requires Site Plan approval and a Special Use permit from the Planning Board, among other County and State permits and approvals (a complete list of required permits and approvals is listed at Table 3 in Section 2.8 of this DEIS).

This DEIS is divided into 11 sections, the first of which is the Executive Summary. This section, Section 2, provides a brief discussion of existing site and surrounding area conditions and provides a description of the proposed action, including the proposed site layout and building components, a brief history of the site, the project's purpose, need and benefits, proposed construction schedule, and the required permits and approvals.

Section 3 of this DEIS provides a discussion of the environmental setting for the project, by topic. Within each sub-section the existing conditions, potential impacts that are likely to

occur upon project implementation, and proposed mitigation measures that reduce or eliminate those impacts are discussed. Section 4 discusses the "no action" alternative to the proposed action, which is required to be discussed pursuant to SEQRA and its implementing regulations at 6 NYCRR Part 617. One additional alternative identified during the scoping process is also presented. Sections 5 through 10 address growth-inducing impacts, cumulative impacts, unavoidable adverse impacts, irreversible and irretrievable commitment of resources, use and conservation of energy, and impacts to solid waste management, respectively. References are included in Section 11 of this DEIS.

FIGURE 1

\\vhb\gis\proj\Hauppauge\26662.00 Yaphank Auto Auction\Project\Figure 1 - Site Location.mxd

0 450 900 1800 Feet

Subject Property

Proposed Automobile Storage Facility at Yaphank | Yaphank, NY

Site Location

Sills Road

hamlet of Yaphank, Town of Brookhaven

Suffolk County

Sources: NYS Ortho Imagery (2016);
NYS Civil Boundaries, NYS Office of Information Technology Services GIS Program Office (GPO)

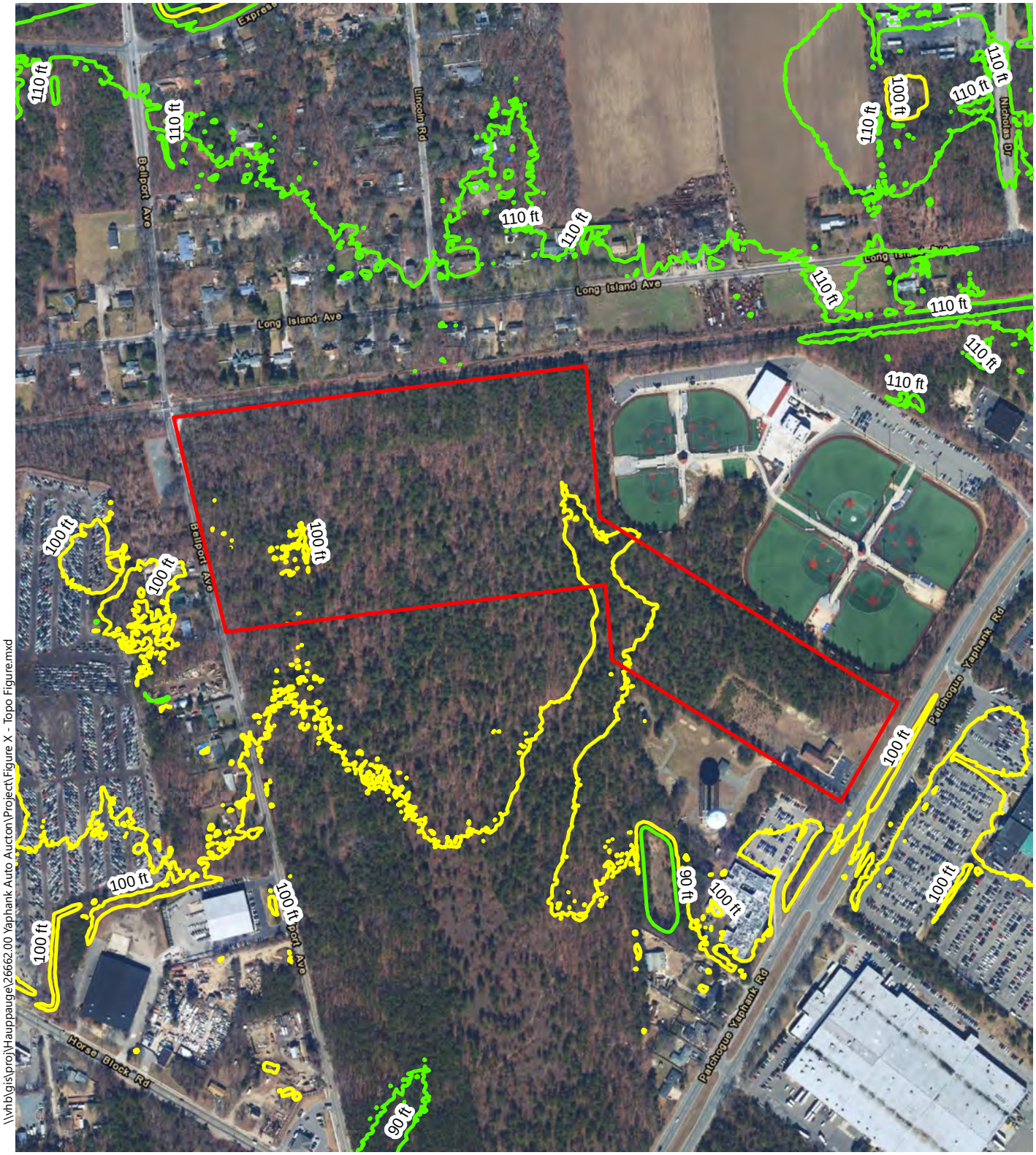
2.2 Existing Site Conditions

The subject property is a wooded, 35.7±-acre lot bounded by Bellport Avenue to the west, vacant wooded land to the south, Sills Road to the east, and the LIRR to the north, also known on the Suffolk County Tax Map as District 0200, Section 739, Block 1, Lots 1.2 and 1.4 and Block 3, Lot 1. The subject property is primarily wooded and undeveloped, but also includes the former Fishers of Men church (currently vacant, adjacent to the southeast, at the entrance to the subject property). Surrounding uses include Baseball Heaven sports complex (adjacent to the northeast), New Interdisciplinary School (approximately 100± feet to the south), and several single-family residences also located south of the subject property. The majority of the subject property is relatively flat throughout, with elevations ranging from 98±-to-108± feet above mean sea level (see *Property Survey* in Appendix C). The elevation is on the subject property generally rises from west to east.

Existing site coverages at the subject property are as follows:

Table 1 Existing Site Coverage

Coverage Type	Existing Coverage in Acres (Percent)
Roads, Buildings and Other Paved Surfaces	0.6 ± Acre (1.6%)
Wooded	32.8± Acres (92.04%)
Unvegetated (Bare rock, earth or fill)	<0.01 Acre (0.03%)
Lawn and Landscaping	2.3± Acres (6.3%)
TOTAL	**35.7± Acres**



\\vhb\gis\proj\Hauppauge\26662.00 Yaphank Auto Aucton\Project\Figure X - Topo Figure.mxd

0 275 550 1100 Feet

Proposed Automobile Storage Facility at Yaphank | Yaphank, NY

Topographical Map

Sills Road

hamlet of Yaphank, Town of Brookhaven

Suffolk County

Subject Property

10ft Contours

100ft Contours

Sources: NYS Ortho Imagery (2016)

2.3 Project Description

The proposed action consists of the development of 20.82± acres of the 35.7±-acre subject property as an automobile storage facility for NMF Holdings, LLC (the "Applicant") (see *Preliminary Site Plans* in Appendix D). Repossessed and insurance salvage cars would be delivered to the subject property generally from towing companies, body shops, garages, car dealers, and residences in the five boroughs of New York City and Nassau and Suffolk Counties. Vehicles destined for the subject property would generally have been held off-site for a minimum of four days and upwards of 30 days (e.g., during insurance adjustment, etc.), before reaching the subject property, such that if the vehicle is experiencing a leak of automotive fluids following an accident, etc., the fluids would likely have already drained from the vehicle.

As provided by the site operator, vehicles to be stored prior to online auction will arrive over the course of a typical business day on three to four flat-bed type car-carriers. The majority of these deliveries will typically arrive south on Sills Road from the Long Island Expressway (LIE). These vehicles would be stored (approximately 60-to-90 days) until they are auctioned online – no live auctions would occur at the proposed facility. It is anticipated that approximately 30 vehicles will arrive at the site daily on car-carriers carrying an average of three vehicles each. The majority of vehicles are not inspected in person, but online. However, there may be occasional visits to the site by prospective purchasers. As with deliveries, it is anticipated that approximately 30 vehicles will depart from the site daily, on car-carriers carrying an average of two vehicles. The site will be unmanned or minimally staffed.

It is possible the proposed facility could occasionally receive water damaged vehicles. The Environmental BMPs to be implemented at the proposed facility (see Appendix K) address flood vehicle preparation for the Applicants facility. Generally, such vehicles will be vacuumed and permitted to dry at the site – no substantial treatment activities are planned to occur at the proposed facility.

Creating the storage lot would involve clearing 23.64± acres of wooded area for the development of 20.82± acres of paved asphalt on the subject property. Additionally, a six-inch curb would be constructed around the paved asphalt perimeter. Previously, the use of recycled concrete aggregate (RCA) had been considered as a surface material for the automobile storage area. However, this design concept has been abandoned due to concerns regarding the protection of groundwater quality. Site access improvements include removing the existing curb cut on Sills Road and installing a new curb cut and driveway on that roadway frontage. The project driveway would provide access to parking area in the interior of the site. The automobile storage area would be contained within an eight-foot high perimeter fence.

Upon implementation of the proposed action, site coverages would be modified as follows:

Table 2 Proposed Land Coverages

Coverage Type	Existing Coverage	Proposed Coverage
Roads, Buildings and Other Paved Surfaces	0.6 ± Acre (1.6%)	21.47± Acres (60.20%)
Wooded	32.8± Acres (92.04%)	10.06± Acres (28.20%)
Unvegetated (Bare rock, earth or fill)	<0.01 Acre (0.03%)	0.0± Acres (0%)
Lawn and Landscaping	2.3± Acres (6.3%)	4.14± Acres (11.60%)
TOTAL	**35.7± Acres**	**35.7± Acres**

Water Supply and Sanitary Waste

As the site would be used exclusively for automobile storage and unmanned or minimally staffed during times of operation, there would be no demand or generation of potable water or sanitary waste. Accordingly, the proposed action does not include the establishment of a permanent potable water supply (except as may be required for fire protection) or facilities to accommodate sanitary waste.

Stormwater Management

Stormwater runoff would be captured by a drainage system that includes a 381-feet-6 inch-by-130-foot recharge basin with a storage capacity of 661,400 CF. Stormwater management measures recommended by H2M Engineers and Architects (H2M) on behalf of the applicant and approved for use by the Suffolk County Water Authority (SCWA) have been incorporated into the proposed system to be protective of groundwater and water supply wells in the vicinity of the subject property. Specifically, the Contech Engineered Solutions hydrodynamic separation system was selected because these types of devices remove sediment, floatable trash, and hydrocarbons from the stormwater flow (see Appendix G for SCWA approval letter). Stormwater runoff collected from the proposed paved automobile storage areas would be directed to a system of Contech CDS-5 hydrodynamic separator systems prior to its ultimate discharge to the proposed on-site recharge basin.

Site Access and Parking

Access to the proposed development would be provided via a single driveway on Sills Road. The proposed automobile storage facility is not expected to generate a demand for off-street parking. However, the extensive areas of paved surface to be created as part of the proposed action will afford opportunities for parking as needed. The subject property has frontage along a LIRR right-of-way (ROW). However, the proposed action does not include a rail spur for rail access to the proposed facility. Clear driveways will be maintained throughout the site for on-site circulation and access, and a key lock box will be maintained at the access gate for fire department access if required by the Town of Brookhaven Fire Marshal or requested by the Yaphank Fire Department.

Perimeter Buffers

Substantial natural, wooded perimeter buffers will be retained along all property boundaries. Specifically, a 150-foot naturally vegetated buffer would be maintained along the LIRR ROW

(i.e., along the northern property boundary) (100 feet adjacent to the proposed recharge basin) and a 100-foot naturally vegetated buffer would be maintained along Bellport Avenue (i.e., the western property boundary). A 100-foot naturally vegetated buffer will also be provided along Sills Road, and naturally vegetated buffers of 50 feet would be provided along other property boundaries. There is an existing covenant regarding minimum required setbacks and buffering along the northern property boundary and the western property boundary, which the proposed buffers would meet and exceed.

2.4 Purpose, Need and Benefits

The purpose of the proposed action is to provide the Applicant with a short-term automobile storage facility in support of auction activities that generally occur online over the internet (there would be no live auctions at the subject property). Implementing the proposed action would develop a vacant property within an industrially-zoned, predominately industrially-developed area in the Town of Brookhaven. The surrounding uses already include several automobile storage facilities of various types, such that the applicant can achieve its objectives of establishing a needed automobile storage facility in a manner that is consistent and compatible with the existing character and pattern of land use in the area.

In addition to the expected benefits to the Applicant, it is expected the Town would experience economic benefits from the proposed action as the parcel would generate additional property tax revenues from the site improvements upon development of the vacant subject property with an automobile storage facility. Also, the truck trips that would be generated to the subject property and the overall increase in local business activity resulting from the proposed facility are expected to provide an additional economic benefit due to spending by these individuals in the local community.

2.5 Project History

The subject property has been the subject of a prior development application for a similar use. On December 17, 2012, the Town of Brookhaven issued a SEQRA Negative Declaration for a larger automobile storage and auction project an overall 80±-acre parcel which included the subject property (i.e., not including lots 1.2 or 1.4, along Patchogue-Yaphank Road). However, a court decision resulting from a New York Civil Practices Law and Rules Article 78 proceeding ruled that the Town of Brookhaven failed to take a “hard look” at potential environmental impacts of that prior application, ordering the Town to issue a Positive Declaration and ordering the preparation of a DEIS.

In 2008, the Town of Brookhaven also issued a Negative Declaration and site plan approval for the construction of a 73,827 SF warehouse building with proposed railroad spur and associated improvements on approximately 25.5 acres of the subject property. This former development application additionally sought special use permits for proposed outdoor or overnight parking as an accessory use to the permitted principal use.

2.6 SEQRA Segmentation

Pursuant to the Final Scope issued by the Planning Board on April 17, 2019 (see Appendix B), this DEIS must address the potential for the proposed action to represent improper "segmentation" as defined at the implementing regulations of SEQRA (see 6 NYCRR §617.2[ah]), in relation to the previously proposed larger project that included the subject property and other contiguous properties, as discussed above in Section 2.5.

SEQRA defines segmentation as:

> *"…the division of the environmental review of an action such that various activities or stages are addressed under this Part as though they were independent, unrelated activities, needing individual determinations of significance."* (6 NYCRR §617.2[ah])

There are two primary scenarios where segmentation conditions are recognized.[1] The first is where the project sponsor splits a whole action into two or more smaller projects, thus evading a more in-depth environmental review. Per SEQRA, the "whole action" examines if proposals or parts of proposals are interrelated and should be evaluated as one project. The second is when other potential components or phases supporting the proposed action, although occurring at a different time or location, are excluded from the scope of the environmental review. Excluding these actions from the environmental review may give the perception the proposed action is more acceptable to the reviewing agencies and the public.

SEQRA additionally provides the following basic test for agencies to utilize in determining whether or not segmentation is occurring. As demonstrated in the application of the basic segmentation test to the proposed action, it is respectfully submitted the proposed action would not result in.

The below analysis evaluates whether or not segmentation will occur as a result of the proposed action.

- *Purpose: Is there a common purpose or goal for each segment?*

  There are no other segments of the current proposed action that are associated with the lots south of the subject property. No development is proposed except for the current proposed action. It is respectfully submitted there would be no segmentation as a result of the proposed action.

- *Time: Is there a common reason for each segment being completed at or about the same time?*

  There is only the proposed action at this time on the subject property and no other parcels. It is respectfully submitted there would be no segmentation as a result of the proposed action..

- *Location: Is there a common reason for each segment being completed at or about the same time?*

[1] http://www.dec.ny.gov/docs/permits_ej_operations_pdf/dseqrhandbook.pdf Pages 60-62

The applicant is not aware of any pending development proposals or future segments proximate to the subject property. Any development of surrounding parcels at the same time as the proposed action would be coincidental and unrelated to implementation of the proposed action. It is respectfully submitted there would be no segmentation as a result of the proposed action.

- *Impacts: Do any of the activities being considered for segmentation share a common impact that may, if the activities are reviewed as one project?*

  The proposed action only entails the development described and analyzed in this DEIS. There are no other activities that could have a common impact on the proposed action. It is respectfully submitted there would be no segmentation as a result of the proposed action.

- *Ownership: Are the different segments under the same or common ownerships or control?*

  The Applicant has the rights to only the land associated with the current proposed action. The parcels south of the subject property in different ownership. It is respectfully submitted there would be no segmentation as a result of the proposed action.

- *Common Plan: Is a given segment a component of an identifiable overall plan? Will the initial phase direct the development of subsequent phases or will it preclude or limit the consideration of alternatives in subsequent phases or will it preclude or limit the consideration of alternatives in subsequent phases?*

  As discussed above, the proposed action is not influenced by the future potential development of surrounding parcels. As the Applicant does not own other surrounding parcels, there is no common plan for development of future parcels. It is respectfully submitted there would be no segmentation as a result of the proposed action.

- *Utility: Can any of the interrelated phases of various projects be considered functionally dependent on each other?*

  At the present time, no other development planned. The proposed action is designed to function as an independent entity and not in conjunction with any other use. It is respectfully submitted there would be no segmentation as a result of the proposed action.

- *Inducement: Does the approval of one phase or segment commit the agency to approve other phases?*

  The proposed action is designed to operate on its own and is entirely contained to the subject property. The purpose of the proposed facility is fulfilled wholly with proposed action and is not dependent on any later phases of development. Any future development that may be proposed for other parcels would be subject to its own SEQRA process and jurisdictional rulings. It is respectfully submitted there would be no segmentation as a result of the proposed action.

As set forth above, the proposed action, limited to the current development proposal for the 35.7±-acre subject property, passes the basic test to demonstrate that segmentation is not occurring in this case.

Specifically, the proposed action only includes the single phase presented herein, for the only land at this location which currently is under the control of this Applicant; no future phases are contemplated as part of the proposed action.

Analysis of any potential future development of the remainder of the original 80±-acre parcel would be speculative.

Any future development of the remaining parcels from the overall 80±-acre site would be subject to its own review in accordance with SEQRA. Accordingly, it is respectfully submitted that analysis in this DEIS of potential development for the remaining property that was part of the prior application is not required or appropriate under SEQRA.

2.7 SEQRA Process and Reasons Supporting Positive Declaration

A Part 1 – Environmental Assessment Form (EAF) was submitted by the Applicant in October 2018 to the Planning Board to accompany the Site Plan.

During a hearing held on February 4, 2019, the Planning Board issued the Positive Declaration requiring the preparation of a DEIS in accordance with 6 NYCRR §617.7. Within the Positive Declaration, the Planning Board identified the following potential significant adverse environmental impacts (Appendix A):

- Water Resources;
- Land Use and Zoning;
- Ecological Resources;
- Traffic;
- Aesthetics and Lighting;
- Cultural Resources;
- Noise; and
- Cumulative Impacts.

Pursuant to the latest implementing regulations of SEQRA at 6 NYCRR Part 617, for actions which received a determination of significance on or after January 1, 2019, projects requiring an EIS must undergo a formal EIS scoping process; whereas, under the prior SEQRA regulations, scoping was optional. On February 25, 2019, a public meeting was held to discuss the Draft Scope and afford the public an opportunity to identify potentially significant adverse impacts related to the proposed action. After its consideration of input received during the public scoping process, the Final Scope was issued by the Planning Board on April 17, 2019.

2.8 Construction Schedule

It is the Applicant's intent, upon securing all applicable agency approvals and permits, to commence and proceed with the proposed action. Construction is expected to last approximately one-to-three months. The sequencing will depend on multiple factors such as time of year approvals are secured, schedule commitments of the construction manager

once awarded, etc. The most likely sequencing of the primary construction activities is outlined as follows:

- Delineate the limits of disturbance;
- Install soil erosion control measures;
- Clear the subject property and retain the aforementioned setbacks and natural buffers;
- Excavate and grade the subject property;
- Install the recharge basin and other drainage infrastructure;
- Pave the parking area and complete site work (i.e. security camera installation); and
- Install the permanent perimeter fencing.

Construction would be scheduled to occur between the hours of 7:00 a.m. and 6:00 p.m. on weekdays in accordance with the Town Code Chapter 50 Noise Control. Construction activities outside of these times (e.g., on Saturdays) is only permissible by permission of the Town of Brookhaven.

2.9 Required Permits and Approvals

The proposed action is expected to require the following permits and approvals:

Table 3 Required Permits and Approvals

Agency	Permit/Approvals
Town of Brookhaven Planning Board	Site Plan Approval Special Use Permit Approval
Suffolk County Department of Public Works	Highway Work Permit
Suffolk County Planning Commission	Referral
New York State Department of Environmental Conservation	SPDES General Permit for Stormwater Discharges (GP-0-15-002)
LIPA/PSEG Long Island	Electric Service

3

Existing Environmental Conditions, Potential Impacts and Proposed Mitigation

3.1 Water Resources

3.1.1 Existing Conditions

3.1.1.1 Groundwater

Long Island is considered a sole source aquifer region, which means that groundwater is the single water supply source. Thus, land uses have the potential to impact the quality of the water supply. According to the NYSDEC, "the aquifers underlying Long Island are among the most prolific in the country. Almost all of Long Island's drinking water is from groundwater with surface water an insignificant contributor…The three most important Long Island aquifers are the Upper Glacial Aquifer, the Lloyd Aquifer, and the Magothy Aquifer."

More specifically, according to NYSDEC,[2]

> *"The Upper Glacial Aquifer is an unconfined aquifer directly underlying the ground surface. The Upper Glacial aquifer was formed during the last ice age. Of note, the Harbor Hill Moraine and Ronkonkoma Moraine represent two different glacial advances and run roughly east to west for the length of Long Island. They comprise poorly sorted*

[2] New York State Department of Environmental Conservation, *Long Island Aquifers* (accessed July 2018); available from http://www.dec.ny.gov/lands/36183.html.

glacial till (sand, pebbles, rock, boulders) deposited at the glacier's leading edge. Found between these moraines and to the south, are outwash plains of well sorted sand and gravel.

The Magothy is the largest of Long Island's aquifers. Consisting of sand deposits alternating with clay, it attains a maximum thickness of approximately 1,100 feet and is the source of water for most of Nassau County and about half of Suffolk County. The formation can be seen in the coastal bluffs of the north shore and plunges under the land surface to the south.

The Raritan Formation underlies the Magothy. Its two primary units are an upper clay member and a lower sand member named the Lloyd Sand. The clay member separates the Magothy and Lloyd aquifers and serves as a confining unit for the underlying Lloyd Sand aquifer. The clay member has a maximum thickness of 300 feet.

The Lloyd Aquifer is the deepest and oldest of Long Island's aquifers. It is a sand and gravel formation ranging in thickness from zero to five hundred feet. At its deepest, it is 1,800 feet below the surface. The water contained in the Lloyd aquifer is about six thousand years old. Not many wells tap this formation and New York Environmental Conservation Law §15-1528 establishes a moratorium on the use of water from this formation in order to maintain it for future generations. The Lloyd is underlain by bedrock."

According to the United States Geological Survey (USGS) *Water Table and Potentiometric Surface Altitudes in the Upper Glacial, Magothy, and Lloyd Aquifers beneath Long Island, New York, April-May 2010*(the "USGS Water Table Map"), the water table beneath the subject property lies approximately 32-35 feet above mean sea level (amsl) (see Figure 3). This USGS source also indicates the depth to groundwater ranges from approximately 58 to 65 feet below grade surface (bgs) (see Figure 4).

Groundwater flow on Long Island is characterized by a groundwater divide, extending east-west along its length. To the north of the groundwater divide, horizontal groundwater flow is generally toward the north; in areas south of the divide, it is toward the south. Based on a review of the aforementioned USGS Water Table Map, groundwater beneath the Subject Property is expected to flow in a southeasterly direction.

Groundwater underlying the Subject Property and the surrounding area is categorized by the NYSDEC as Class GA, a source of potable water supply (as is all fresh groundwater in New York State).[3] This classification requires quality standards to be the most stringent.

The Subject Property is located within Suffolk County Water Authority's (SCWA) Distribution Area 12 and gets its water from 108 wells drilled into the Upper Glacial aquifer. In an effort to obtain information regarding groundwater quality, VHB reviewed the *Suffolk County Water Authority 2018 Drinking Water Quality Report.*[4] The report did not indicate the presence of inorganics, synthetic organic compounds, volatile organic compounds, or disinfectant and disinfection by-products beyond regulatory limits within this distribution

[3] http://www.dec.ny.gov/chemical/23853.html

[4] http://s1091480.instanturl.net/dwqr2018/water-quality-report-2018-scwa_v1.html

area. Testing described in the report did indicate the presence of iron (a naturally occurring inorganic compound) beyond the regulatory limit of 300 micrograms per liter (ug/L); however, the average value of 531 tests for iron was 99 ug/L. In addition, although Distribution Area 12 had detectable levels of nitrates,[5] they were below the maximum contaminant level of 10 milligrams per liter (mg/L). As of the most recent available report (i.e., the 2018 report discussed herein), drinking water in Distribution Area 12 of the Suffolk County Water Authority meets all federal and state requirements.

Relevant comprehensive plans, management plans, and/or codes related to existing groundwater and water quality near the Subject Property are summarized below. The Proposed Action's consistency with these plans/codes is described in Section 3.1.2 of this DEIS.

Long Island Comprehensive Waste Treatment Management Plan (1978)

The Long Island Comprehensive Waste Treatment Management Plan (hereinafter the "*208 Study*") established eight Hydrogeologic Zones on Long Island. These zones were delineated based on groundwater recharge characteristics, existing water quality, water supply potential, and other factors, and their identification assisted in the development of targeted wastewater management approaches with the intent of protecting Long Island's aquifers.

[5] Likely due to runoff from fertilizers and leaching from septic tanks and sewage.

FIGURE 3

\\vhb\gis\proj\Hauppauge\26662.00 Yaphank Auto Aucton\Project\Figure X - Water Table.mxd

0 500 1000 2000 Feet

Proposed Automobile Storage Facility at Yaphank | Yaphank, NY

Water Table Elevation

Sills Road

hamlet of Yaphank, Town of Brookhaven

Suffolk County

Subject Property

Water Table (10' Interval Contours)

Sources: NYS Ortho Imagery (2016);
VHB Representative Field Survey conducted on July 19, 2018

vhb | **FIGURE 4**

\\vhb\gis\proj\Hauppauge\26662.00 Yaphank Auto Auction\Project\Figure X - Depth to Groundwater.mxd

0 462.5 925 1850 Feet

Depth to Groundwater (5' Interval Contours)

Subject Property

Proposed Automobile Storage Facility at Yaphank | Yaphank, NY

Depth to Groundwater

Sills Road

hamlet of Yaphank, Town of Brookhaven

Suffolk County

Sources: NYS Ortho Imagery (2016);
Water-table and Potentiometric

-surface altitudes in the Upper Glacial, Magothy, and Lloyd aquifers beneath Long Island, New York, April-May 2010, (c) USGS, 2013; 2013.

According to the *208 Study*, the Subject Property is located within Hydrogeologic Zone III (see Figure 5). A description of the Hydrogeologic Zone III is summarized below for reference. It is noted that more recent plans and studies have been conducted to assess groundwater conditions on Long Island since the *208 Study*, including the *Suffolk County Comprehensive Water Resources Management Plan* and the *State of the Aquifer 2016*, both of which are either summarized below or referenced in this section to provide a more current depiction of existing groundwater conditions in the vicinity of the Subject Property.

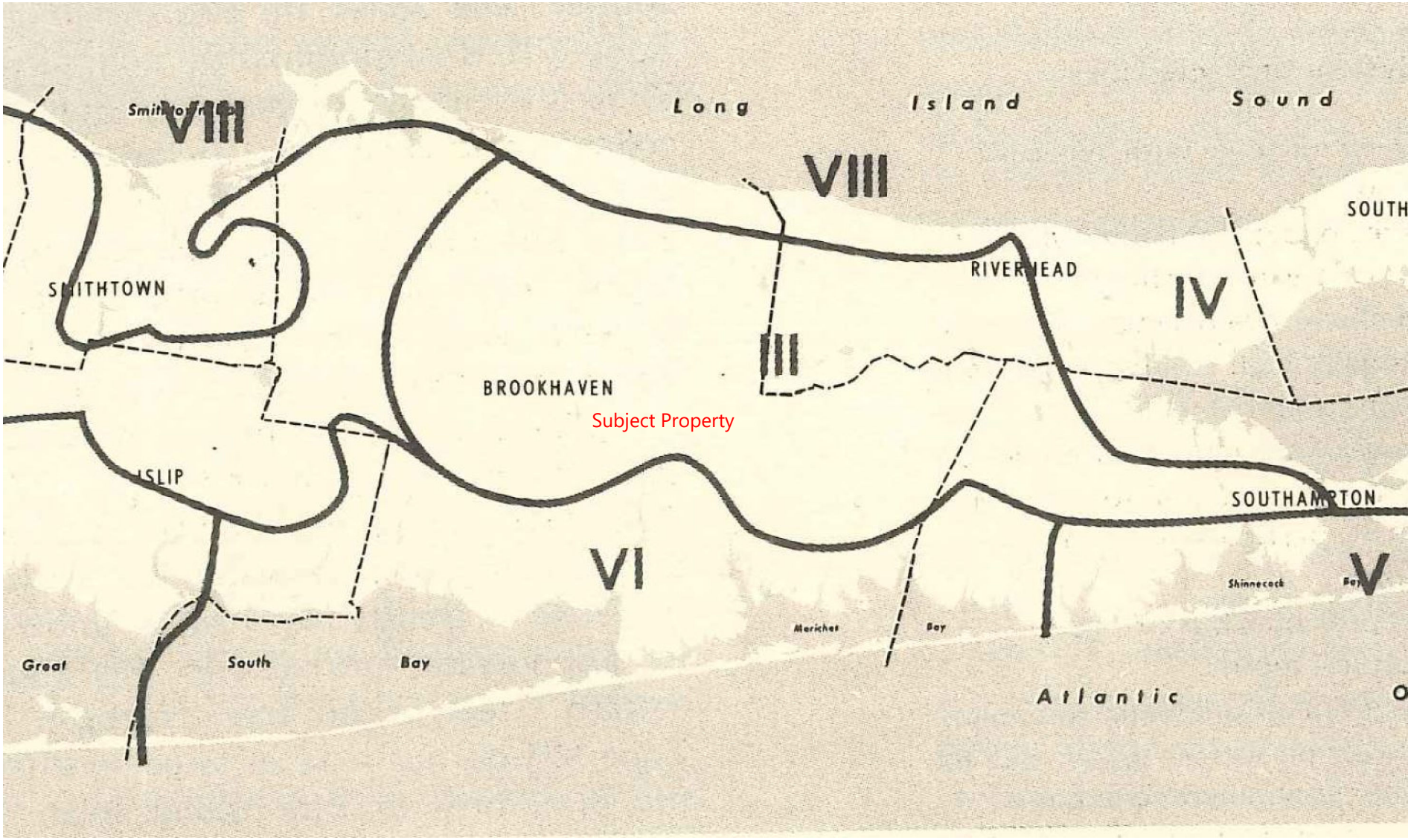
The Zone III Hydrogeologic Zone, as defined by the *208 Study*, is characterized as the Highest Grade Reservoir. This zone encompasses the eastern portion of the Magothy recharge zone and is generally of high water quality. This zone is a recharge area and is associated with the Upper Glacial, Magothy, and Lloyd aquifers.

Suffolk County Comprehensive Water Resources Management Plan (2015)

The *Suffolk County Comprehensive Water Resources Management Plan* (*Comprehensive Water Resources Plan*), issued by the Suffolk County Department of Health Services (SCDHS) in March 2015, provides an extensive review of Suffolk County's aquifer system, groundwater quality and quantity issues and surface water impairments, as well as the programs that address them. The Draft Comprehensive Water Resources Plan outlines volatile organic compounds (VOCs) that are the greatest threat to Suffolk County groundwater quality (solvents and degreasers such as tetrachloroethylene, trichloroethylene and trichloroethane) and hydrocarbons associated with fuel (benzene, toluene and xylene).

This plan discusses how concentrations of key contaminants found in groundwater have increased in some areas over the almost three decades since the *208 Study* was completed. The *Comprehensive Water Resources Plan* also includes goals and objectives designed to assure a viable, high quality groundwater resource for the future. The aforementioned goals and objectives, and the Proposed Action's consistency therewith, are evaluated in Section 3.1.2.1 of this DEIS.

vhb | FIGURE 5



\\vhb\gis\proj\Hauppauge\26662.00 Yaphank Auto Auction\Project\Figure X - Hydrogeologic.mxd

↑ Not To Scale

Subject Property

Proposed Automobile Storage Facility at Yaphank | Yaphank, NY

208 Study Hydrogeologic Zone

Sills Road

hamlet of Yaphank, Town of Brookhaven

Suffolk County

Source(s): Long Island Comprehensive Waste Treatment Management Plan, 1978

The Long Island Comprehensive Special Groundwater Protection Area Plan (SGPA Plan)

Special Groundwater Protection Areas (SGPAs), which are Critical Environmental Areas (CEAs), are significant, largely undeveloped or sparsely developed geographic areas of Long Island that provide recharge to portions of the deep flow aquifer system. SGPAs represent a unique, final opportunity for comprehensive, preventive management to preclude or minimize land use activities that can have a deleterious impact on groundwater. Nine SGPAs are located on Long Island: North Hills, Oyster Bay, West Hills/Melville, Oak Brush Plains, South Setauket Woods, Central Suffolk, Southold, South Fork and Hither Hills. Based on a review of the publicly accessible information, the Subject Property is not within a SGPA.

The Carmans River Conservation and Management Plan (2013)

The Town of Brookhaven created the Carmans River Study Group to prepare the *Carmans River Conservation and Management Plan* (the "*Carmans River Plan*"), which was finalized on October 15, 2013. *The Carmans River Plan* discusses the importance of groundwater quality, as much of the water (approximately 94 percent) in the river originates from groundwater. Data show that the quality of water and the aquatic habitats in the river have undergone some degradation over the past several decades. The Subject Property is outside the boundary of the river's watershed as delineated within the *Carmans River Plan* and, therefore, activities at the subject property would not be expected to impact the Carmans River watershed. Moreover, the recommendations of the *Carmans River Plan* would not apply to the subject property.

Suffolk County Sanitary Code

In order to protect the groundwater quality in Suffolk County, the SCDHS adopted Articles 6, 7, 12, and 19 of the Suffolk County Sanitary Code in 1980, 1985, 1976, and 2016, respectively. The *208 Study* is the basis for the Suffolk County Sanitary Code, as there are specific recommendations for the SCDHS' Groundwater Management Zones, which were adapted from the Hydrogeologic Zones (see Figure 5) defined in the *208 Study*.

Article 6, *Realty Subdivisions, Developments and Other Construction Projects,* aims to protect groundwater resources by limiting maximum permissible discharge to on-site sanitary systems at properties considered for development, based upon the Groundwater Management Zone in which a property is situated. As noted above in this section, the Subject Property is located in Groundwater Management Zone III and, as such, sewage discharge from on-site systems is capped based on the acreage of a given property and the proposed use if an on-site sanitary system is used as a method of sanitary waste disposal. A community sewerage method of sewage disposal (e.g., a Sewage Treatment Plant) would be required if the anticipated quantity of sanitary waste generation exceeds that amount. The subject property is not currently within an area served by public sewers. Additionally, Article 6 requires a community water system method of water supply if "the construction project, or any portion thereof, is located within an existing water district or service area" (§760-608 [A]). As discussed above, the subject property is within the service area of the SCWA. As the site is primarily vacant, undeveloped land (except for a former church building at the Sill Road frontage, which currently is unoccupied), it does not generate any sanitary waste or potable water demand.

Article 7, *Water Pollution Control*, is intended to protect water resources "... from discharges of sewage, industrial and other wastes, toxic or hazardous materials and stormwater runoff," and sets forth restrictions and prohibitions for certain discharges of such materials. Article 7 generally requires that construction and/or modification of sanitary disposal systems be conducted in accordance with SCDHS standards and that stormwater runoff not be allowed to run overland and become contaminated. Article 7 sets forth additional restrictions on discharges within deep recharge areas and water supply sensitive areas, and enumerates those activities that are excluded from such restrictions (e.g., application of approved fertilizers or pesticides, deicing salts, discharge of sewage to municipal sewers, etc.). as indicated above, the Subject Property is not within a SGPA. The subject property is located within a water supply sensitive area and a deep recharge area as defined by Article 7.

Article 12, *Toxic and Hazardous Materials Storage and Handling Controls*, addresses the storage and handling of toxic and hazardous materials in order to safeguard water resources from existing sources of contamination and to prevent further pollution from new sources. As the subject property is primarily vacant, undeveloped land (except for the former church), no toxic or hazardous materials are being stored or used on-site.

Article 19, *Management of Innovative and Alternative Onsite Wastewater Treatment Systems,* was created to promote the best available on-site wastewater management technologies to prevent and minimize water pollution from on-site wastewater treatment systems. Innovative and Alternative Onsite Wastewater Treatment Systems (I/A OWTS) provide a cost effective and environmentally sound alternative to sewers in the portions of Suffolk County that are not within a sewer district. These wastewater treatment systems significantly reduce nitrogen, and in many cases, have reduced or eliminated levels of other contaminants of concern that have adversely impacted groundwater.

3.1.1.2 Water Supply

As the subject property is primarily vacant, undeveloped land (except for the unoccupied building), there are no existing on-site connections to a public water supply, and the Subject Property does not generate a demand for potable water.

As stated above, the Subject Property is located within SCWA's Distribution Area 12. According to the SCWA *2018 Drinking Water Quality Report* (for calendar year 2017), the SCWA supplied water to 1.2 million people 73 billion gallons of water through 590 active wells. Distribution Area 12 covers the central portion of Suffolk County and contains a total of 108 active wells.

A review of well data available from the SCWA indicates that there are three active public water supply wells (Well No. S-121159, S-52944, and S-52945) located on the SCWA well field site to the southeast of the Subject Property. The subject property is located within the two-year capture zone of SCWA's Patchogue-Yaphank Road Wellfield.

3.1.1.3 Sanitary Waste

The subject property is primarily vacant, undeveloped land (except for the unoccupied building), and thus does not generate any sanitary waste. Additionally, there are no existing sanitary systems on the Subject Property.

3.1.1.4 Stormwater

Stormwater runoff is generated by precipitation events and is divided into three components: surface runoff, interflow and base flow. Surface runoff is that portion of the stormwater that remains after a precipitation event and is not captured by depression storage or ponding, does not infiltrate the surface and is not evapotranspired from the earth's surface. Interflow is that portion of stormwater that infiltrates the surface into the soil zone and moves in a horizontal direction until reaching a surface water body. Finally, the base flow is that portion which infiltrates the surface and soil profile to reach groundwater.[6]

In the NYSDEC manual, *Reducing the Impacts of Stormwater Runoff From New Development*, the concept of stormwater management is such that there are quantitative controls, or a system of vegetative and structural measures, which can be used "to control increased volume and rate of surface runoff caused by man-made changes to the land" to convey stormwater flows and avoid flooding, and qualitative controls, that can also be used "to control or treat pollutants carried by surface runoff" (page 5). The goal of stormwater management is to prevent substantial alteration of the "quantity and quality of stormwater run-off from any specific development… from predevelopment conditions" (page 6).

As indicated in the *New York State Stormwater Management Design Manual* (*NYS Stormwater Manual*)[7], stormwater management planning consists of a calculation of the stormwater volume for a site, incorporating any runoff reduction features or techniques in place, and use of standard stormwater management practices (SMPs) and control practices, as applicable given site-specific considerations. Acceptable SMPs for stormwater treatment can capture and treat the full stormwater volume, and meet performance standards designed in the *NYS Stormwater Manual*, including the removal of pollutants before stormwater reaches groundwater. Broad categories of acceptable practices include stormwater wetlands, infiltration practices (capturing and temporarily storing stormwater before allowing it to infiltrate into the soil), filtering practices (capturing, temporarily storing stormwater and passing it through a filter bed of treatment media) and open channel practices (capturing and treating stormwater within designed dry or wet cells).

According to the *NYS Stormwater Manual,* infiltration practices can be used as an accepted quantity control for stormwater from up to a 10-year storm, provided the infiltration rate is greater than five inches per hour. Accordingly, stormwater that does not infiltrate or

6 New York State Department of Environmental Conservation, Reducing the Impacts of Stormwater Runoff from New Development (Albany, NY: NYSDEC, 1992).

7 New York State Department of Environmental Conservation (originally prepared by Center for Watershed Protection), New York State Stormwater Management Design Manual (Albany, NY: NYSDEC, 2015); available from http://www.dec.ny.gov/chemical/29072.html.

evapotranspire is permitted to pond at the site or run overland onto adjacent properties and roadways.

As noted previously, the majority of the Subject Property is currently vacant, undeveloped woodland, which lacks stormwater management infrastructure. Stormwater runoff generated in this area either infiltrates into the ground on-site or flows overland onto adjacent properties.

Town Code Chapter 86 – Stormwater Management and Erosion Control

The USEPA Phase I Rule was issued in 1990, and regulates stormwater discharges associated with industrial activities. As defined at 40 CFR 122.26(b)(14), industrial activities include construction activities (e.g., clearing, grading, excavation activities) that result in the disturbance of five acres or more of land area. The Phase I Rule requires such activities to obtain National Pollutant Discharge Elimination System (NPDES) permit coverage for stormwater discharges (or coverage under an NPDES-approved State permit). The USEPA Phase II stormwater rule was implemented to regulate (among other things) construction activities disturbing less than five acres, but greater than one acre of land. NYSDEC administers New York's NPDES-approved SPDES program, which includes a General Permit for Stormwater Discharges from Construction Activity (GP-0-15-002 – current version). This General Permit applies to the following construction activities when stormwater runoff may discharge to Waters of New York State (including Waters of the United States):

- Construction activities involving soil disturbances of one or more acres; including disturbances of less than one acre that are part of a larger common plan of development or sale that will ultimately disturb one or more acres of land.
- Construction activities involving soil disturbances of less than one acre where the Department has determined that a SPDES permit is required for stormwater discharges based on the potential for contribution to a violation of a water quality standard or for significant contribution of pollutants to surface waters of the State.

Projects covered under the SPDES GP-0-15-002 are required to develop and implement a Storm Water Pollution Prevention Plan (SWPPP) that meets criteria set forth by NYSDEC. All SWPPPs must include practices consistent with the New York Standards and Specifications for Erosion and Sediment Control (2016 Blue Book)[8]. Many construction sites must also comply with the NYS Stormwater Manual to address post-construction stormwater discharges.

[8] New York State Department of Environmental Conservation, *New York State Standards and Specifications for Erosion and Sediment Control*, July 2016; available from http://www.dec.ny.gov/chemical/29066.html.

SPDES GP-0-15-002, which became effective May 1, 2015, includes new requirements for eligibility for coverage under that general permit in cases where there is potential for construction activities to impact potentially historic and archaeologically significant properties. NYSDEC and the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) developed a screening process that is incorporated into the SPDES GP-0-15-003 eligibility requirements to identify and address potential impacts on archaeological and historic resources. This screening process is documented in a Letter of Resolution dated January 9, 2016.[9]

In addition, the USEPA Phase II rule requires permits be obtained for stormwater discharges from Municipal Separate Storm Sewer Systems (MS4s) in New York State-designated urbanized areas. The Town of Brookhaven is a designated urbanized area with a regulated MS4.[10] The SPDES General Permit for Stormwater Discharge from MS4s (GP-0-15-003) requires that permittees meet a variety of requirements that are generally designed to encourage municipalities and/or public agencies to actively seek to reduce the amount of contaminants that reach waters of the State through stormwater runoff, including:

- To inventory and analyze stormwater runoff generated within the MS4 jurisdiction
- To engage in public education and outreach efforts that disseminate information on the sources of stormwater runoff, potential causes of contamination of stormwater runoff, and the impacts of same on surface water quality; and
- To implement and enforce stormwater management regulations for land development activities within the MS4 jurisdiction that are at least as stringent as SPDES General Permit requirements.[11]

Chapter 86 of the Code of the Town of Brookhaven establishes minimum stormwater management requirements and controls to protect and safeguard the general health, safety and welfare of the residents of the Town. Under the performance and design criteria set forth at §86-7 of the Town Code, the *New York State Stormwater Management Design Manual* and the *New York Standards and Specifications for Erosion and Sediment Control* are considered to be the technical standards by which stormwater management practices should be designed and constructed.

As set forth in §86-1(B) of the Town Code, the overall purpose of the chapter is to "establish minimum stormwater management requirements and controls to protect and safeguard the general health, safety, and welfare of the residents of and the general public within the Town of Brookhaven by achieving the following objectives:

(1) Meet the requirements of minimum measures four and five of the NYSDEC State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from

[9] Letter of Resolution between the NYS Department of Environmental Conservation and the NYS Office of Parks, Recreation and Historic Preservation, January 9, 2015; available from http://www.dec.ny.gov/docs/water_pdf/gp015002loroprhp.pdf.

[10] New York State Department of Environmental Conservation, *Designation Criteria for Identifying Regulated Municipal Separate Storm Sewer Systems (MS4s)*, Revised May 2010; available from http://www.dec.ny.gov/docs/water_pdf/ms4gpdescrit.pdf.

[11] New York State Department of Environmental Conservation, *New York State Department of Environmental Conservation SPDES General Permit for Stormwater Discharges from Municipal Separate Storm Sewer Systems (MS4s)*, effective May 1, 2015; available from http://www.dec.ny.gov/docs/water_pdf/ms4permit.pdf.

Municipal Separate Stormwater Sewer Systems (MS4s), Permit No. GP-02-02 or as amended or revised;

(2) Require land development activities to conform to the substantive requirements of the NYSDEC SPDES General Permit for Construction Activities GP-02-01 or as amended or revised;

(3) Minimize increases in stormwater runoff from land development activities in order to reduce flooding, siltation, increases in stream temperature, and stream bank erosion;

(4) Minimize increases in pollution caused by stormwater runoff from land development activities, which would otherwise degrade local water quality;

(5) Minimize the total annual volume of stormwater runoff, which flows from any specific site during and following development to the maximum extent practicable; and

(6) Reduce stormwater runoff rates and volumes, soil erosion and nonpoint source pollution, wherever possible, through stormwater management practices and to ensure that these management practices are properly maintained and eliminate threats to public safety."

The consistency and compliance of the proposed action with the requirements set forth in Chapter 86 of the Town Code are discussed in Section 3.1.2 of this DEIS, below.

Long Island Segment of the Nationwide Urban Runoff Program (NURP Study)

The 1982 *Long Island Segment of the Nationwide Urban Runoff Program* (*NURP Study*) recognized that years of study, including various 208 studies, have provided conclusive evidence that in many areas pollutant loading contributed by non-point sources exceed those contributed by point sources, with urban runoff being the most significant non-point source. With regard to stormwater runoff, the *NURP Study* made the following findings concerning groundwater and surface water:

<u>Groundwater</u>

- Most of the runoff into recharge basins is derived from rain that falls directly on impervious surfaces, except during storms of high intensity, high volume and/or long duration;
- In general, with the exception of lead and chloride, the concentrations of inorganic chemicals measured in stormwater runoff do not have the potential to adversely affect groundwater quality;
- Infiltration through the soil is generally an effective mechanism for reducing lead and probably chromium from runoff on Long Island. Although the *NURP Study* findings concerning chromium are not conclusive, data from a spill at Farmingdale indicate attenuation. Chloride is not attenuated. The effect of infiltration on nitrogen is undetermined; and
- Coliform and fecal streptococcal indicator bacteria are removed from stormwater as it infiltrates through soil.

Surface Water

- Any control of chemical constituents in runoff requires awareness of the year-round presence. The use of highway deicing salts in winter explains the high chloride concentrations found in runoff during that season;
- Stormwater is a major source of coliform loading to Long Island bays. Some of the bays in Suffolk County contain areas where impaired water quality exists for reasons other than stormwater runoff (e.g., localized duck farm discharges); and
- The evidence accumulated in the NURP Study strongly supports the belief that fecal coliform loads are derived from non-human sources. Estimates indicate that the dog population could be a major source of the fecal coliform load in stormwater runoff.

With regard to stormwater runoff, the *NURP Study* has made the following recommendations:

Groundwater

- Continue to use recharge basins wherever feasible for the disposal of stormwater and the replenishment of groundwater
- Avoid maintenance practice that would interfere with the natural revegetation of basins by grasses and shrubs.
- Use "ecological recharge basins" only where their aesthetic value justifies the additional cost.
- Consider the use of in-line storage leaching drainage systems, or components thereof, as a substitute for recharge basins in areas, other than parking lots where maintenance will be assured and where the value of the land for development purposes is greater than the cost of installing and maintaining the underground system. Storage leaching drainage systems should also be considered for use where the installation of recharge basins is not feasible.
- Prevent illegal discharges to drainage systems or recharge basins. Such discharges, which often result from improper storage or deliberate dumping of chemicals, must be controlled at the source.

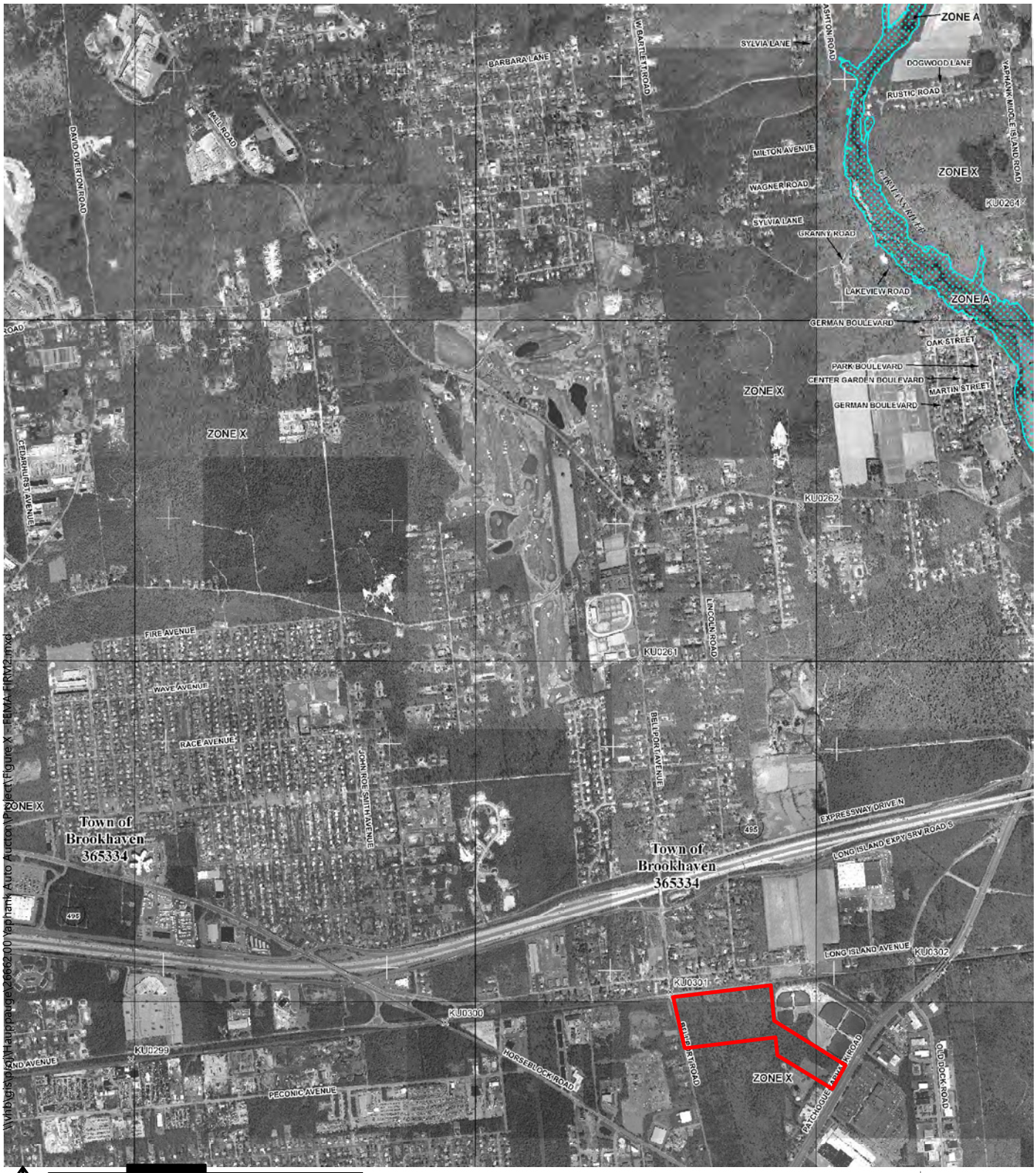
Surface Water

- Maintain existing water quality where it is currently satisfactory
- Improve water quality in those area where modest reductions in coliform counts could lead to the conditional opening of currently uncertified areas or the unconditional opening of conditionally certified or uncertified shellfishing areas.

A consistency analysis of the proposed action with the recommendations of the *NURP Study* is included in Section 3.1.2 of this DEIS, below.

3.1.1.5 Floodplains

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Index Map indicates that the subject property is located within FIRM Map No. 36103C0705H. As indicated in Figure 6, the subject property is in Zone X. Therefore, the subject site is not located within a special flood hazard area and not vulnerable to flooding.



0 1150 2300 4600 Feet

Proposed Automobile Storage Facility at Yaphank Yaphank, NY

FEMA FIRM Excerpt

Sills Road

hamlet of Yaphank, Town of Brookhaven

Suffolk County

Subject Property

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

ZONE X

OTHER FLOOD AREAS

Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

ZONE X

OTHER AREAS

Areas determined to be outside the 0.2% annual chance floodplain.

Sources: Federal Emergency Management Agency

3.1.2 Probable Impacts of the Proposed Action

3.1.2.1 Groundwater

The proposed automobile storage facility would add impervious surface to the subject property. This is not expected to have a significant adverse impact on groundwater resources, as discussed below. Under existing conditions, runoff infiltrates into the site or is permitted to flow overland onto adjacent properties and roadways. The proposed action would provide an on-site new stormwater management system, including hydrodynamic separators approved by SCWA and a recharge basin, which would be installed to collect and recharge stormwater on-site. The depth to groundwater is approximately 58 to 65 feet amsl; while the proposed in-ground infrastructure would have a depth of 10 to 12 feet below grade level, well above the water table.

The DEIS analysis of groundwater included a review of relevant plans and policies to determine the project's consistency with these plans and policies. Overall, the proposed project would be consistent with the aforementioned plans.

Long Island Comprehensive Waste Treatment Management Plan (1978)

As indicated in Section 3.1.1.1, the subject property is within Hydrogeologic Zone III, an area that is the Highest Grade Reservoir and encompasses the eastern portion of the Magothy recharge zone and is generally of high water quality. Depth to groundwater for the proposed action would be slightly altered through the grading of the subject property. A high priority for the zone is the management of stormwater runoff to minimize transport of nutrients, metals, and organic chemicals to groundwater. The proposed action includes a stormwater management system designed to be protective of groundwater with regards to removing contaminants before stormwater is conveyed to the recharge basin. This system would be constructed in accordance with New York State and Town of Brookhaven requirements. As such, the proposed action is consistent with the relevant recommendations of the *208 Study*.

Suffolk County Comprehensive Water Resources Management Plan (2015)

The following goal targeted to protect and manage groundwater quality and quality relates to the proposed action:

> *Land use patterns should be consistent with the protection of the County's groundwater and surface water resources, including the protection of existing and future drinking water supplies.*
>
> The proposed action would be constructed on parcels south of the Long Island Rail Road and centrally located in a large contiguous area which is zoned as a L-Industrial-1 Zoning District. As such, the proposed action is anticipated to be consistent with land use patterns in the surrounding area (see Section 3.2.1) for the proposed action's consistency with land use for the proposed action's consistency with land use). Therefore, the location of the proposed action is expected to be an appropriate use in an area that contains multiple industrial uses of various magnitudes.

Concentrations of other regulated and unregulated contaminants in groundwater should be minimized to protect current and future drinking water supplies and restore/maintain ecological functions of streams, lakes, estuaries, and marine waters. Reduce the discharge of volatile organic compounds and other regulated and other regulated contaminants to groundwater.

The Comprehensive Water Resources Plan determined supply wells within the vicinity of the subject property are not impacted by tetrachloroethene, trichloroethene, trichloroethane or methyl tert-butyl ether (MTBE). As such, it is not expected that groundwater quality in the vicinity of the subject property is impaired by these VOCs.

Suffolk County Sanitary Code

Article 6 of the Suffolk County Sanitary Code (SCSC) limits the discharge of sanitary waste to on-site sanitary systems. The proposed action does not involve the generation of sanitary waste, and no on-site sanitary system is proposed to be installed.

Article 7 of the SCSC requires that water resources be protected "...from discharges of sewage, industrial and other wastes, toxic or hazardous materials and stormwater runoff." The proposed action does not involve the generation of sewage or industrial wastes, nor does it propose any facilities for the storage or discharge of toxic or hazardous materials.

Concerns have been raised with respect to the potential for fluids that are normally contained within automobiles leaking out of the automobiles to be stored at the subject property on a temporary basis. Although such an event is not anticipated, the proposed action incorporates measures to preclude or minimize potential impacts to water resources. First and foremost, the proposed action has been designed to be consistent with the requirements of Chapter 86 of the Town Code, *Stormwater Management and Erosion Control*. Moreover, the proposed stormwater management system incorporates hydrodynamic separator systems approved by SCWA through which all runoff would be conveyed, which would separate and trap trash, debris, sediments, and hydrocarbons before drainage water is conveyed to the proposed recharge basin. This method of stormwater management is designed to be protective of groundwater, consistent with the intent of SCSC Article 7.

No bulk storage of hazardous materials is proposed at the subject property as part of the proposed action, such that Article 12 of the SCSC is not expected to apply.

3.1.2.2 Water Supply

The proposed automobile storage facility would be unmanned or minimally staffed, and no potable water supply is proposed (except as may be required for fire protection). The subject property is within the service area of the Suffolk County Water Authority (SCWA).

It should be noted that, by correspondence dated December 13, 2018, the SCWA indicated its concern with the proposed action's proximity to three active SCWA public water supply wells located southeast of the subject property, within the Patchogue-Yaphank Road well field (see Appendix E and Appendix F). The proposed action was since modified to incorporate measures that are protective of these resources, as detailed below in Section 3.1.2.4. By correspondence dated May 21, 2019, the SCWA indicated that the proposed

measures adequately address its concerns and offered its approval of the conceptual site plan and proposed stormwater management system measures (Appendix G).

3.1.2.3 Sanitary Waste

The subject property does not currently generate sanitary waste, nor would there be sanitary waste generated under the proposed action.

3.1.2.4 Stormwater

The proposed action includes the construction of a recharge basin at the subject property, designed in accordance with Town of Brookhaven design standards. The proposed stormwater management system is designed to accommodate a minimum 8-inch rainfall event. Specifically, the proposed 381-feet-6-inch- by 130-foot recharge basin would have a capacity of 661,400 cubic feet (CF) with a liquid depth of 10 feet. For security, a six-foot high chain-link would be installed at the perimeter of the recharge basin. A 12-foot wide recycled concrete aggregate (RCA) drive would be constructed for maintenance vehicles to access the recharge basin. See Appendix D for the proposed drainage plan.

As mentioned above, SCWA informed the Planning Board of concerns related to the potential for stormwater runoff generated from the proposed action to impact the water supply wells located to the southeast of the subject property. To address the concerns of the SCWA, the Applicant retained the services of a water resource engineer, H2M, to review the current conditions of the subject property and recommend viable treatment options for the recharge basin that would be protective of drinking water resources. H2M recommended the implementation of a hydrodynamic separator system. SCWA reviewed the proposed stormwater management system and approved utilizing this technology to address potential impacts from the proposed action to the aquifer and nearby SCWA wellfield (see May 21, 2019 letter in Appendix G). The primary treatments used in hydrodynamic separators are gravity and spill capture. High-gravity particulates settle to the sump of the device and low gravity particulates are trapped in a screen technology[12]. SCWA chose this technology because these devices remove sediment, floatable trash, and hydrocarbons from stormwater runoff (Appendix P). This technology is widely used as part of stormwater treatment best management practices (BMPs) in stand-alone applications where space is limited, such as the proposed action. For the proposed action, this style of stormwater management system would be more protective of the supply wells than a traditional catch basin and leaching galley systems. HDS systems capture and retain a variety of stormwater pollutants, which would benefit the proposed action's commitment to pretreating stormwater runoff before it is conveyed to the recharge basin.

Specifically, the SCWA approved the utilization of Contech CDS-5 continuous deflective separation (CDS) hydrodynamic separators as part of the proposed action. The Contech technology was specifically chosen by the applicant's engineers over competitors for the following reasons (see Appendix P):

[12] https://www.stormwaterassociation.com/hydrodynamicseparators

- Contech technology has been implemented globally;
- Contech makes an effort to provide the latest product information to the Consulting Engineering Community;
- Contech offers online design tools for engineers to utilize;
- Contech's specifications and standard details are accurate;
- Contech provides assistance on local regulatory requirements; and
- Contech engineers are willing to assist by providing product specific engineering calculations such as hydraulics, buoyancy, foundation reactions, unit sizing and cost estimating.

CDS hydrodynamic separator device utilize swirl concentration and continuous deflective separation to screen, separate and trap trash, debris, sediment, and hydrocarbons from the stormwater before stormwater is conveyed to the recharge basin (Appendix I). The quantity of sediment, floatable trash and hydrocarbons can be measures within each of the three areas of the device (Appendix P). Stormwater velocity continually shears debris off the screen and directs trash and sediment toward the center of the separation cylinder (Appendix I). This enables the screen to be self-cleaning, thus requiring less frequent maintenance, and removes 100-percent of floatables and neutrally buoyant material debris 4.7 millimeters (mm) or larger. The maintenance schedule for the device can be adjusted based on the quantities collected (Appendix P). Self-cleaning screens reduces clogging in the system and minimizes the risk of flooding on site (Appendix I). With a singular structure, CDS is able to treat stormwater more efficiently than traditional stormwater management systems that require several structures. CDS is most widely used in the following applications:

- Stormwater quality control – trash, debris, sediment, and hydrocarbon removal;
- Urban retrofit and redevelopment;
- Inlet and outlet protection; and
- Pretreatment for filtration, detention/infiltration, bioretention, rainwater harvesting systems, and Low Impact Development designs.

As outlined in Appendix H, utilizing CDS has the following advantages:

- Grate inlet option available;
- Internal bypass weir;
- Accepts multiple inlets at a variety of angles;
- Advanced hydrodynamic separator;
- Captures and retains 100-percent of floatables and neutrally buoyant debris 4.7 mm or larger;
- Indirect screening capability keeps screen from clogging;
- Retention of all captured pollutants, even at high flows; and
- Performance verified by NJCAT, WA Ecology, and ETV Canada.

Material available from Contech discusses how the system specifically addresses oil and grease that are generally found in stormwater runoff from automobiles and anthropogenic activities (Appendix J). Oil and grease appear in stormwater runoff as free, dissolved, emulsified, or attached to sediments and the Total Petroleum Hydrocarbons (TPH) indicates the fuels, oil and grease present. These units can be equipped with oil baffles to capture and retail oil, grease, and other TPH pollutants transported to stormwater management systems during wet weather events and spill flows. Oil sorbents added to the CSD unit ensures the permanent removal of free oil and grease from stormwater runoff.

Laboratory tests detailed in Appendix J concluded CDS units are effective at containing an oil entering the unit and those units with sorbents can achieve 80-percent to 90 percent removal of oil and grease at influent concentrations ranging from 13.6 mg/L to 41.1 mg/L. Effluent and grease concentrations were less than 10 mg/L following the test (Appendix J).

The CDS hydrodynamic separators are approximately 10-feet deep and would include manhole covers for the unit, inlet pipe (potential for multiple inlet pipes), separation cylinder and inlet, oil baffle skirt, separation screen, and solid storage sump.

This system would effectively treat stormwater runoff and water recharged back into the water supply would be cleaner than what is anticipated from a traditional stormwater management system. Minimizing contaminants recharged into the water supply would ensure the integrity of the existing water supply is maintained under operational conditions for the automobile storage facility. By the time the water would reach the SCWA well field, the water would have less contaminants and be protective of the supply well. In the vehicle storage area closest to the entrance to the subject property, two CDS hydrodynamic separators would be installed, with a total of seven catch basins, five inlet pipes, and one outgoing pipe connecting to a drainage pipe along the eastern boundary of the drive leading to the recharge basin (see Appendix D). In the main automobile storage area of the subject property, six CDS hydrodynamic separators would be installed, five with four catch basins and one with three catch basins, two inlet pipes, and one outgoing pipe connecting to a singular drainage pipe centrally located on the property leading to the recharge basin (see Appendix D). A single CDS hydrodynamic separator with three catch basins with one inlet pipe directly into the recharge basin would be located on the eastern side of the paved parking area (see appendix D).

Manholes installed over the CDS hydrodynamic separators would provide access for maintenance (Appendix I). One manhole would provide access for inspect and cleanout of the separation chamber and sump and the second manhole provides access for inspection and cleanout of sediment captured and retained behind the screen. Maintenance of the CDS hydrodynamic separator units should occur at 75 percent capacity and inspections of the units should occur semi-annually. Typically, vacuum trucks are utilized to clean out the CDS hydrodynamic separator units. For the proposed action, inspections could occur more frequently if there is a period of heavy rain, as site conditions could lead to a rapid accumulation of pollutants. SCWA has also requested a copy of the Covenants and Restrictions from the Town of Brookhaven to ensure the site has ongoing maintenance.

In addition to the measures to preclude or minimize potential impacts associated with stormwater described above, the Applicant has agreed to install a four-inch monitoring well

at the subject property with a depth of 10 feet below the water table (Appendix G). The well would be accessible to SCWA and use 15 feet of screen with five feet of screen above the water table and 10 feet below (Appendix G). The design and location of the monitoring well shall be coordinated with the SCWA and shall be accessible by the SCWA for the monitoring of groundwater conditions beneath the subject property, thus providing a method for early detection of adverse groundwater conditions.

- The Applicant developed and maintains an Environmental BMP (Appendix K) document for all of its sites to ensure operations comply with applicable laws, regulations, permits, and orders as it relates to stormwater impacts and the storage and management of materials and wastes. Site-specific Environmental BMPs would be adapted for the proposed facility and submitted to the Planning Board for review and approval based on the final site plan design. Annually, the Applicant revisits these Environmental BMPs to determine if revisions are required based on Significant changes in the facility's design, construction, operation, or maintenance that has an effect on potential environmental impacts; and
- When there is a change in applicable laws, regulations, permits, and orders that affects operations at branches.

Section 4 of Appendix K outlines protocol for disposal, documenting and reporting, and storage for hazardous waste storage and disposal applicable to the branch – conditionally exempt small quantity generators (CESQG) and small quantity generator (SQG). If the facility generates less than 220 pounds of hazardous waste or less than 220 pounds of spill residue per calendar month, the facility is considered a CESQG and if the facility generates between 220 pounds and 2,200 pounds of hazardous waste per calendar month, it is considered a SQG. Having these streamlined protocols ensures hazardous waste is handled in a manner which promotes the protection of human health and the environment.

Section 5 of Appendix K addresses how activities may impact stormwater. Of particular concern on site that could be pollutant sources are:

- Aboveground storage tanks (AST) containing materials such as fuel, oil, and waste fluids;
- Drums and containers that contain fuel, oil, waste fluids, and cleaning and maintenance;
- Burned vehicles and vehicles that contain fluids within their mechanical systems;
- Hydraulic equipment that contain fluids within their mechanical systems; and
- Oil water separators

These pollutant sources can be vehicle-related fluids, material and waste storage, runoff from adjacent properties, and erosion of inorganic solids as potential sources of materials that may come in contact with stormwater runoff from operational conditions. Appropriate measures would be taken for each source to ensure risks and spills are reduced.

Section 6 of Appendix K outlines vegetative stormwater control measures and structural control measures as Environmental BMP's aimed to control or reduce possible contaminants that may discharge to stormwater. Protective measures to be implemented include vegetated stormwater controls and structure control measures. The proposed stormwater management system for the proposed action includes the Contech CDS-5 HDS as a

structural control measure and the vegetated areas of the recharge basin (see Appendix D) as a vegetated control.

Additional Environmental BMP's which serve to minimize environmental impacts from operations are good housekeeping, preventative maintenance, inspections, stormwater control measures, release response, vehicle washing, flood vehicle preparation, and specialized equipment service and maintenance. These Environmental BMP's will adequately address the concern for storing a large volume of automobiles and would reduce potential impacts to public health and safety.

Although the Applicant believes that the measures described above will be found to be acceptable to the SCWA for the protection of its resources from potential impacts, formal confirmation by the SCWA remains pending.

Town Code Chapter 86 – Stormwater Management and Erosion Control

As the proposed project involves soil disturbance of one or more acres, coverage under the SPDES GP-0-15-002 (or subsequent version of this permit) would be obtained.

Specifically, a SWPPP would be developed at the time the site plan is finalized, in accordance with the requirements of the GP-0-15-002 and §86-7 of the Town Code, as indicated below. The SWPPP is a construction management document that includes a detailed erosion and sediment control plan to manage stormwater generated on-site during construction activities, along with an analysis of the post-construction stormwater management system for compliance with the GP-0-15-002 and requirements set forth in §86-7 of the Town Code, and description of construction inspections and long-term drainage maintenance requirements.

The proposed action's consistency with the Chapter 86 of the Town Code is presented below.

(1) Meet the requirements of minimum measures four and five of the NYSDEC State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Municipal Separate Stormwater Sewer Systems (MS4s), Permit No. GP-10-01 or as amended or revised;

As indicated above, coverage under GP-0-15-002 would be obtained, as a SWPPP containing detailed construction site and post-construction site runoff control measures would be prepared for review and approval by the Town, in accordance with minimum control measures 4 and 5 of GP-0-15-002.

(2) Require land development activities to conform to the substantive requirements of the NYSDEC SPDES General Permit for Construction Activities GP-02-01 or as amended or revised;

Development of the proposed project would conform to the requirements GP-0-15-002. As discussed in more detail above in this section, a SWPPP would be prepared, to include a detailed phasing plan, erosion and sediment control measures, post-construction control measures, and provisions for inspections and long-term operation and maintenance of the stormwater management system. The SWPPP would be submitted to

the Town for its review and acceptance, and a Notice of Intent would be filed with NYSDEC.

(3) *Minimize increases in stormwater runoff from land development activities in order to reduce flooding, siltation, increases in stream temperature, and stream bank erosion;*

Implementation of the previously discussed erosion and sediment control measures during construction, and installation of a comprehensive stormwater management system that would capture and recharge stormwater runoff would ensure that stormwater would continue to be recharged on-site and would not be permitted to run overland or contribute to flooding or siltation/sedimentation. The subject property is not located in proximity to any streams.

(4) *Minimize increases in pollution caused by stormwater runoff from land development activities, which would otherwise degrade local water quality;*

As stated above, erosion and sediment control measures would be implemented during construction, and a comprehensive stormwater management system would be installed that would capture and recharge stormwater runoff on-site, thereby controlling the off-site flow of stormwater to the degree practicable and mitigating the risk of contamination before discharge to groundwater and surface waters. The proposed stormwater management system approved by SCWA is protective of local water quality as the proposed CDS hydrodynamic separators would separate trash, debris, sediment, and hydrocarbons from the stormwater before stormwater flowed to the recharge basin. As three supply wells are located southeast of the subject property, measures were taken by the applicant at the request of SCWA to ensure the proposed action would not have an adverse impact on public water supply.

(5) *Minimize the total annual volume of stormwater runoff, which flows from any specific site during and following development to the maximum extent practicable; and*

Currently, stormwater runoff is not managed on the subject property and overland flow occurs to surrounding properties. Under the proposed action, stormwater runoff would be contained on-site through the aforementioned stormwater management system. This system would be sized to accommodate flow from the entire subject property, including the naturally vegetated buffered areas.

(6) *Reduce stormwater runoff rates and volumes, soil erosion and nonpoint source pollution, wherever possible, through stormwater management practices and to ensure that these management practices are properly maintained and eliminate threats to public safety."*

As noted above, the proposed stormwater management system would ensure that stormwater runoff would be captured and recharged on-site through the implementation of a comprehensive stormwater management system, which would control overland runoff. Furthermore, in accordance with the requisite SWPPP, and pursuant to the requirements of GP-0-15-002, provisions to ensure the long-term operation and maintenance of the stormwater management system would be assured.

As indicated above, the proposed project would comply with Chapter 86-6 of the Town Code for stormwater management. As also indicated above, the proposed project would

provide stormwater runoff controls, subject to Town approval, during the construction phase; and would continue to employ an integrated stormwater management system in the development phase that would collect and recharge stormwater runoff on-site. This stormwater management system would minimize the amount of pollutants entering the soil and groundwater from runoff generated on the site, and stormwater facilities would be required to undergo routine cleaning and maintenance in order to minimize potential impacts to the public. It is expected 100 percent of floatables and neutrally buoyant material debris 4.7 millimeters or larger in stormwater runoff would be trapped in the CDS hydrodynamic separator and only stormwater runoff with no processed water would be conveyed to the recharge basin.

Long Island Segment of the Nationwide Urban Runoff Program (NURP Study)

The proposed action would create approximately 20.82± acres of impervious surface for the automobile storage area, an increase of approximately 20.22± acres from existing conditions. The total acreage of impervious surface under the proposed action would be 21.47± acres, which includes the 20.82± acre automobile storage area and 0.65± acres of existing impervious surface at the subject property. The amount of pervious surface by means of naturally vegetated buffer would be approximately 10.06± acres. Maintaining the naturally vegetated area would allow for natural filtration of runoff in these areas. Additionally, the recharge basin has been sized to accommodate stormwater runoff from the entire site, including these vegetated areas.

The *NURP Study* has made recommendations with regard to stormwater runoff, as it pertains to the protection of groundwater and surface water resources. The proposed project's consistency with the relevant recommendations is as follows:

<u>Groundwater</u>

› Continue to use recharge basins wherever feasible for the disposal of stormwater and the replenishment of groundwater

  The proposed action would utilize a 381-feet-6-inch- by 130-foot recharge basin with a total storage capacity of 661,400 CF would be constructed.

  To ensure runoff received is protective of groundwater resources and nearby supply wells, utilizing the Contech CDS-5 hydrodynamic separators approved by SCWA would allow just the runoff to be recharged and trash, debris, sediment, and hydrocarbons would be trapped for later maintenance. Therefore, the proposed action is consistent with this recommendation.

<u>Surface Water</u>

› Maintain existing water quality where it is currently satisfactory

  At the recommendation of SCWA, the applicant has proposed a stormwater management plan that is protective of the supply wells located southeast of the subject property. Through the use of the CDS hydrodynamic separators, the applicant is taking measures necessary to minimize trash, debris, sediment, and hydrocarbons from seeping

into the ground and putting the supply wells at risk. Therefore, the proposed action is consistent with this recommendation.

3.1.2.5 Floodplains

As discussed above in Section 3.1.1.5, the subject property is located in Zone X and outside of the nearest mapped floodplain. Therefore, the proposed action would not impact floodplains, nor would the subject property be vulnerable to flooding.

3.1.3 Proposed Mitigation Measures

Measures have been incorporated to minimize potential impacts to water resources from the proposed action, including the following:

- Prior to the clearing and paving of the subject property, a SWPPP would be approved and implemented to ensure there will be no significant adverse impact to surrounding properties or roadways due to erosion and sediment transport throughout the construction period.
- Stormwater runoff generated on the subject property would be captured and recharged on site. The proposed system would utilize hydrodynamic separators (i.e., Contech CDS-5 continuous deflective separation system) in line with catch basins, and the proposed recharge basin to reduce potential impacts to the three SCWA supply wells located southeast of the subject property.
- A monitoring well would be installed at the subject property, the design and location of which shall be coordinated with the SCWA and which shall be accessible by the SCWA for the monitoring of groundwater conditions beneath the subject property, thus providing a method for early detection of adverse groundwater conditions.

3.2 Land Use and Zoning

This section will describe and provide maps depicting the existing land uses and zoning on the subject site and surrounding area. Bulk and dimensional requirements of the prevailing zoning district are presented, along with the applicable criteria for the granting of a Special Permit for the proposed use (i.e., outdoor storage of vehicles) and an assessment of the consistency of the proposed action with same. Compatibility of the proposed use with the established pattern of land uses and neighborhood character is addressed in this section. Additionally, this section includes a discussion of relevant local comprehensive land use plan recommendations.

3.2.1 Existing Conditions

Zoning

The subject property is located within the L Industrial 1 (L1) District of the Town of Brookhaven (see Figure 7). According to §85-560, permitted uses in the L1 district include, but is not necessarily limited to, agricultural or nursery uses, assembly and social recreation halls, banks, commercial laundry establishments, convent or monasteries, day-care facilities, health clubs, lodges, lumberyards, manufacturing, motor vehicle rental, nonmotorized recreational activities, nursery or garden centers, offices, places of worship, printing plants, research and development facilities, stone and mason supplies, veterinarians, warehouses, as well as certain accessory uses.

Uses permitted by special permit from the Town Board in the L1 district include adult entertainment establishments, adult bookstores, adult motels, adult theaters, massage establishments, and peep shows, airports, anaerobic digester facilities, and electric generating facilities.

Uses permitted by special permit from the Planning Board in the L1 district include car parking fields, bars, taverns, nightclubs, commercial bus storage facilities, heavy construction vehicles and equipment dealerships subject to design standards, indoor recreation, kennels, mini-storage warehouses, motor vehicle repair facilities with or without a depot, non-degree-granting sports programs, outdoor recreation, outdoor storage, public or private schools, retail sales provided it is limited only to those goods that are generated by the principal use on the premises and does not occupy more than five percent of the total gross floor area of the building or more than 10,000 square feet (whichever is less), trucking terminals, universities, and uses within a designated Redevelopment Initiative: Main Street Business District.

Accessory uses permitted by special permit from the Planning Board in the L1 district include drive-through facilities as accessory uses to banks, fueling stations as accessory uses to a transportation terminal/facility, trucking terminal or warehouse, motor vehicle repair shops as accessory uses to a transportation terminal/facility trucking terminal or warehouse, outdoor or overnight parking of registered vehicles as an accessory use to a permitted principal use, outdoor storage as an accessory use to a permitted principal use, take-out restaurants and delicatessens as accessory uses to a permitted principal use, and tasting rooms as accessory uses to a permitted principal farm brewery, cidery, distillery or winery use.

In addition to being within the L1 district, the subject property and all surrounding properties are within the Hydrogeologic Sensitive Zone (HSZ) overlay district as delineated on the Town of Brookhaven Zoning Map and Chapter 85, Subsection 570 of the Town of Brookhaven Zoning Code. This overlay district places additional site development constraints on the development of a parcel in the form of increased bulk and dimensional requirements. In addition, development of the subject property is also subject to the land development standards set forth at §85-843. Moreover, a covenant exists on the property (Liber 4739 Page 60). The covenant requires a buffer of natural growth or planting to provide screening along the southerly side of the LIRRROW and on the westerly boundary of the subject property along Bellport Avenue. In addition, no buildings are permitted to be erected within 150 feet of the LIRR corridor or 100 feet of Bellport Avenue.

The bulk and dimensional requirements of the L1 district (for property within the Hydrogeologic Sensitive Zone), as well as the relevant land development standards, are presented in Table 4, below.

Table 4 Bulk and Dimensional Zoning Requirements

Section	Regulation	Requirement
Land Development Standards		
§ 85-843-A-1	Minimum Natural/ Landscaped Area	30%
§ 85-843-A-2	Minimum Natural/ Landscaped Area in Front Yard	50% of Required Landscape Area (15%)
§ 85-843-A-4	Minimum Natural/ Landscaped Area Along Street Frontage (Industrial use > 5 acres)	15 feet
§ 85-843-A-6-C	Supplemental Standard: Landscaping Along All Road Frontages	50 feet
§ 85-843-B-2-C § 85-843-B-3	Supplemental Standard: Minimum Perimeter Residential Buffer (Industrial use > 5 acres)	75 feet
L Industrial 1 Dimensional Criteria		
§ 85-567-A-3	Minimum Lot Area (Hydrogeologic Sensitive Zone)	120,000 SF (2.75± acres)
§ 85-567-B-3	Minimum Road Frontage (Hydrogeologic sensitive zone)	200 feet
§ 85-567-C-2	Front Yard Setback (Sills Road) Front Yard Setback (Bellport Station Road)	100 feet[1] 100 feet[1]
§ 85-567-D-3	Side Yard Setback	50 feet
§ 85-567-E-3	Rear Yard Setback	50 feet
§ 85-567-F-2	Maximum Floor Area Ratio (FAR) (Hydrogeologic sensitive zone)	0.30
§ 85-567-G-1	Maximum Building Height	50 feet (3 stories)
Special Permit Criteria		
§ 85-569-K-1	Minimum Lot Area (Hydrogeologic Sensitive Zone)	120,000 SF (2.75± acres)
§ 85-569-K-3	Minimum Buffer to Adjoining Residentially Zoned or Used Properties	100 feet

Section	Regulation	Requirement
§ 85-569-K-4	Minimum Buffer to Adjoining Industrially Zoned or Used Properties	25 feet[2]
§ 85-569-K-5	Maximum Combined Total Area of Principal Buildings/Structures, Impervious Areas, and the Outdoor Storage Areas	65%

Notes:
[1]= Applies to parcels of five acres or more. See §85-567 of the Town Code
[2]= Refers to buffer required for specially permitted outdoor storage use. See §85-569 of Town Code.
Source: Town of Brookhaven Zoning Code, Chapter 85

Generally, properties in the immediate area surrounding the subject property, south of the LIRR corridor, are within either the L1 or L Industrial 2 (L2) zoning districts. Beyond, north of the LIRR and to the southwest of Horseblock Road, properties are zoned A Residence 1 (A1) and B Residence (B).

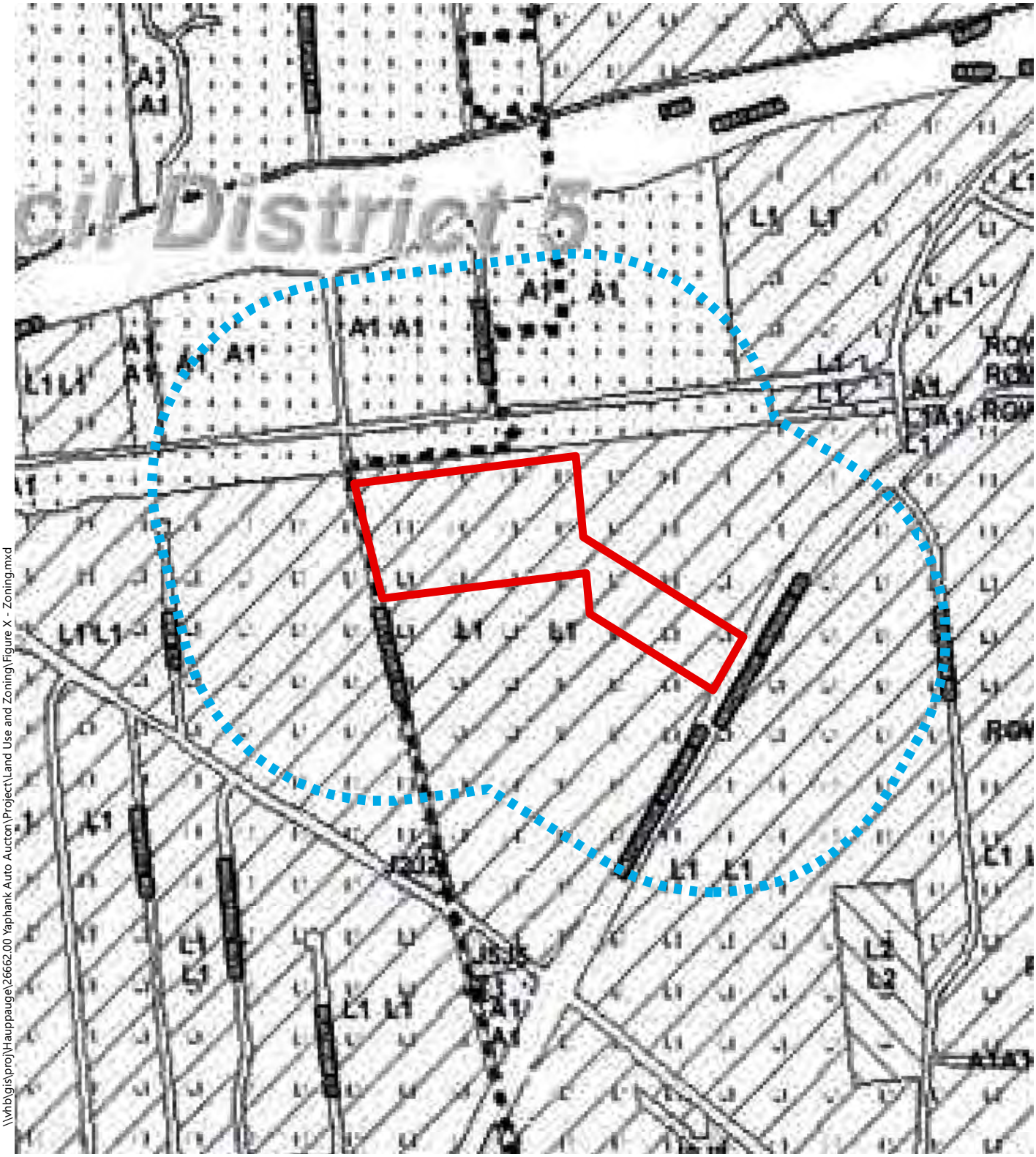
Figure 7 depicts the specific Town of Brookhaven zoning districts within an approximate 1,500-foot study area surrounding the subject property, as also described below:

North: Areas north of the subject property are within the A Residence 1, and L1 zoning districts.

South: Immediately south of the subject property is property zoned L1.

East: To the east, properties are zoned within the L1 and L Industrial 2 zoning districts.

West: A Residence 1, L1, and J Business 2 zoning districts.



\\vhb\gis\proj\Hauppauge\26662.00 Yaphank Auto Auction\Project\Land Use and Zoning\Figure X - Zoning.mxd

0 500 1000 2000 Feet

Proposed Automobile Storage Facility at Yaphank | Yaphank, NY

Zoning

Sills Road
hamlet of Yaphank, Town of Brookhaven
Suffolk County

Subject Property*

Quater-Mile Radius

* The subject property is located within the L-Industrial-1 (L1) District of the Town of Brookhaven.

Sources: Town of Brookhaven,
General Reference Map, Tile #9 (2014)

Land Use

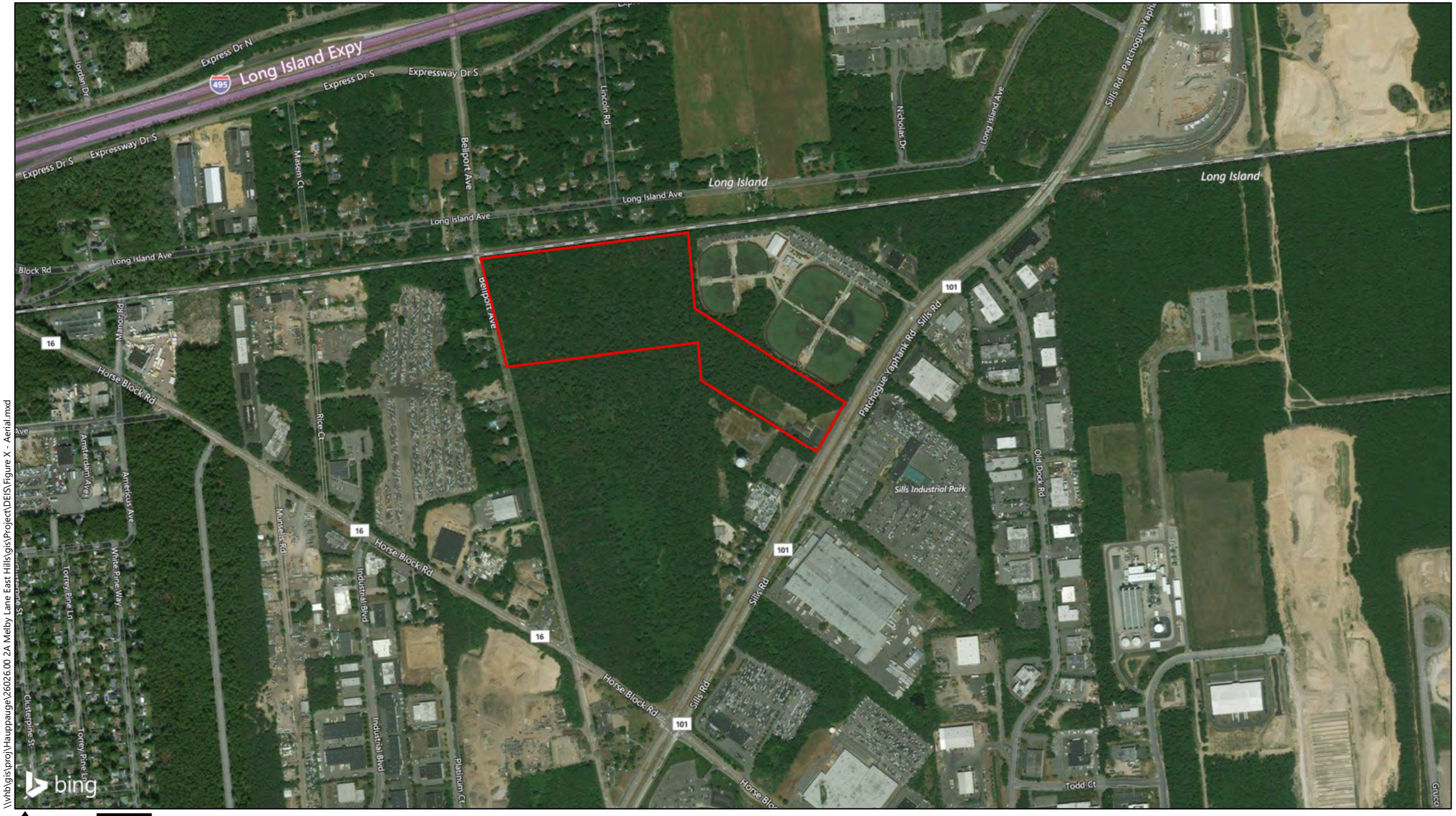
The subject property is situated within a major industrial hub, with a wide range of large-scale industrial developments present in this portion of the Town. Nonetheless, the surrounding area supports a mix of uses, including industrial facilities, single-family residential neighborhoods, and commercial facilities. Significant land uses in this area include transportation corridors and infrastructure (Patchogue Yaphank Road, Bellport Road, and the LIRR tracks), a school, a medical facility and utility (water district) infrastructure. There is no defined traditional downtown or centralized commercial district located within the 1,500-foot study area.

The land uses surrounding the subject property within the study area are depicted in Figure 9 and described herein. As indicated throughout this DEIS, the subject property collectively consists of vacant, wooded land and a former vacant church facility.

In its existing condition, the 35.7±-acre subject property consists of three tax parcels as shown on the Suffolk County Tax Map (SCTM). For the purposes of this analysis, the subject property is described as Lots A, B and C, corresponding to the existing tax parcels that comprise the subject property:

- Lot A: District 0200, Section 739, Block 1, Lot 1.0
- Lot B: District 0200, Section 739, Block 1, Lot 1.4
- Lot C: District 0200, Section 739, Block 1, Lot 1.2

The areas defined as Lot A and Lot B are vacant, wooded properties, which do not contain any structures. Lot C contains an existing vacant building (a former church). The property also contains a small amount of grassy open space with a small playground and a paved parking area with access to Patchogue-Yaphank Road (see Figure 8). Wooded and landscaped areas (i.e., pervious surfaces) comprise approximately 92.0 percent of the property, while buildings and pavement (impervious surfaces) occupy approximately 1.6 percent of the property.



0 375 750 1500 Feet

Subject Property

Proposed Automobile Storage Facility at Yaphank | Yaphank, NY

Aerial

Sills Road
hamlet of Yaphank, Town of Brookhaven
Suffolk County

Sources: BING Maps

\\vhb\gis\proj\Hauppauge\26026.00 2A Melby Lane East Hills\gis\Project\DEIS\Figure X - Aerial.mxd

Existing land uses within 1,500± feet of the subject property include a mixture of industrial uses, forested and vacant land, transportation, commercial, and single-family residential uses. However, light industrial uses are the predominant land use within the study area. Specifically, these light industrial uses include automobile storage facilities, car auction facilities and industrial warehouses. The generally industrial land use pattern in the study area is interspersed with various, and somewhat scattered, residential, commercial and agricultural uses. A map identifying the land uses at and surrounding the subject property is provided as Figure 9, and representative photographs depicting land uses on the subject property and in the surrounding area are provided in Appendix L. Surrounding land uses, within a radius of approximately 1,500 feet surrounding the subject property, are further described below:

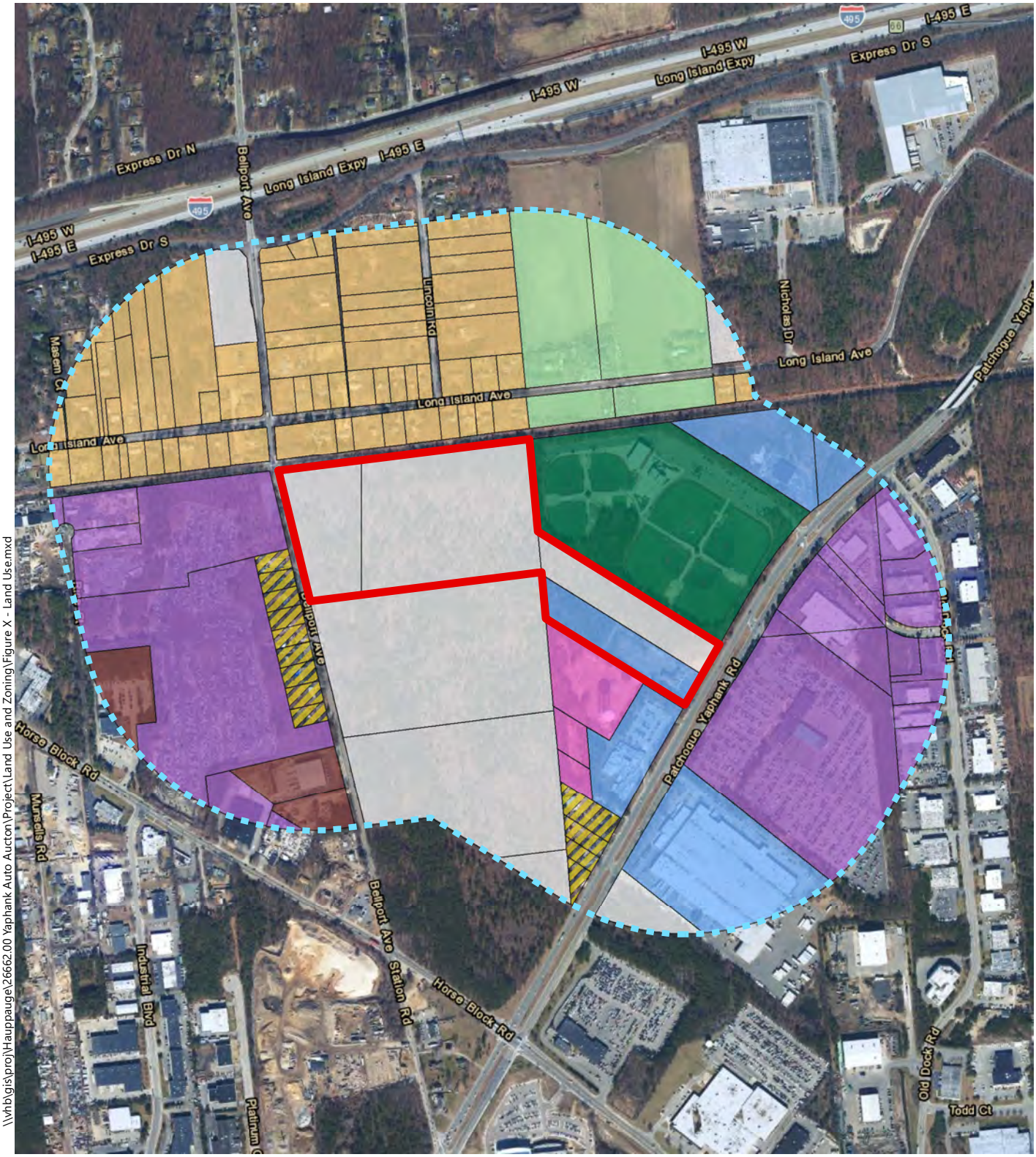
North: Immediately north of the subject property is the LIRR. To the northeast of the subject property is a recreational baseball facility. Beyond these uses, along Long Island Avenue, Bellport Avenue, and Lincoln Road, are mostly single-family residences with tree-lined streets. Northwest of the subject property are open fields used for agriculture and as parking for agricultural and industrial vehicles (e.g., bulldozers, backhoes and tractors).

East: The easternmost portion of the subject property is bound by Sills Road, which is an established industrial and commercial corridor. Along Sills Road are a number of light industrial facilities, such as a refractory metals manufacturer and a vacant industrial park. In addition to the various industrial facilities along Sills Road, there are community service uses, such as a special needs medical facility and a private primary school. Additionally, there is a large auto auction facility and associated parking lot on the east side of Sills Road. Further east, along Old Dock Road, is the Sills Industrial Park which contains office space, industrial buildings with associated parking lots, and a delicatessen.

South: Immediately south of the subject property are vacant wooded parcels with the same character as Lots A and B as mentioned above. Directly south of Lot C is a Suffolk County Water Authority (SCWA) well field and elevated water tank. Southeast of the subject property, along Sills Road, are a few one-story residences, some of which have been converted to industrial uses.

West: The western edge of the subject property is bounded by Bellport Avenue, which has a mix of single-family residential, commercial and industrial uses. These industrial uses include a wholesale building materials warehouse, an automobile storage facility including an outdoor storage lot for construction materials and vehicles, and various other heavy machinery and car parking lots. An automobile storage facility on the west side of Bellport Avenue runs the entire span of the avenue from the LIRR tracks to Horseblock Road, with an entrance off Rice Court. Additionally, there are multiple single-family residences that interrupt the general pattern of industrial uses along Bellport Avenue. Of these residences, some have been converted to industrial use. As mentioned previously, further east along Rice Court are additional industrial uses, such as large, fenced car auction yards and outdoor materials storage lots.

FIGURE 9



\\vhb\gis\proj\Hauppauge\26662.00 Yaphank Auto Aucton\Project\Land Use and Zoning\Figure X - Land Use.mxd

0 450 900 1800 Feet

- Subject Property
- Quarter-Mile Radius
- Vacant
- Utility
- Single-family Residential
- Residential with Industrial Use
- Commercial
- Agricultural
- Recreational
- Institutional
- Industrial

Proposed Automobile Storage Facility at Yaphank | Yaphank, NY

Land Use

Sills Road
hamlet of Yaphank, Town of Brookhaven
Suffolk County

Sources: NYS Ortho Imagery (2016);
VHB Representative Field Survey conducted on July 19, 2018

Relevant Land Use Plans

Town of Brookhaven Comprehensive Land Use Plan (1996)

The *Town of Brookhaven 1996 Comprehensive Land Use Plan (*hereinafter, the "*1996 Comprehensive Plan"*), which is the current effective plan for the Town, includes an assessment of existing land uses; existing zoning and related codes; demographic data concerning the population, housing, social and economic conditions in the Town; historical and cultural facts; discussion of previous land use plans such as Brookhaven's 1975 and 1987 plans; and analyses of community services and facilities, traffic circulation and transportation infrastructure, and environmental resources. The *1996 Comprehensive Plan* also identifies existing problems, deficiencies and needs, as well as community strengths and assets, and sets forth goals and objectives to be achieved. Lastly, alternatives and implementation programs for achieving the goals and objectives are proposed in the *1996 Comprehensive Plan*.

The *1996 Comprehensive Plan* incorporates eight Hamlet Plans, which gathered community input to develop specific recommendations for the future development of the hamlets. The Longwood Mini-Master Plan hamlet study, which was written by The Longwood Alliance Committee and includes the Hamlet of Yaphank, is discussed in the *1996 Comprehensive Plan*. The overall goals in the Longwood Mini-Master Plan, as mentioned in the *1996 Comprehensive Plan* and which pertain to the Proposed Action, is as follows:

- Other parcels south of the LIE, close to the SD [School District] boundary should be designated as future sites for industrial development.

It should be noted that the southern terminus of the Brookhaven SGPA is north of the Subject Property, on the north side of the LIE. As such, the Subject Property is not listed within this SGPA; and, therefore, the goals that relate to the SGPA in the Longwood Mini-Master Plan are not relevant to the current Proposed Action.

The "Problems and Needs – Industrial Land Use and Zoning" subsection of the *1996 Comprehensive Plan* provides a general discussion of how, at the time of the study, there were high vacancy rates for industrial space and that many of the Brookhaven region's manufacturing jobs had been lost since 1987. As such, the plan notes the need to provide for and attract strong industries to the Town of Brookhaven in order to promote economic growth and create high-quality jobs. Additionally, the *1996 Comprehensive Plan* emphasizes the need to consolidate industrial uses within already existing industrial areas. Furthermore, Plate 21 of the *1996 Comprehensive Plan,* Land Use Plan, depicts future land use patterns for the Town of Brookhaven. For the subject property and surrounding area, Plate 21 indicates this land would be suited best for industrial land use due to their consolidated location.

A discussion of the proposed action's consistency with the relevant goals in the *1996 Comprehensive Plan,* is provided in Section 3.2.2 of this DEIS.

Suffolk County Comprehensive Master Plan 2035 (Suffolk 2035 Plan)

The *Suffolk County Comprehensive Master Plan 2035: Framework for the Future* (*Suffolk 2035 Plan*), adopted by the Suffolk County Legislature on July 28, 2015, represents the final step in a planning effort that was initiated in 2011 with the publication of an inventory of data

relating to demographics, the economy and quality of life in Suffolk County. The full *Suffolk 2035 Plan* is guided by three themes, which include revitalizing the economy, rebuilding downtowns and infrastructure, and reclaiming the quality of groundwater, surface water and terrestrial resources.

The *Suffolk 2035 Plan* notes that Suffolk County's assets include various transportation options, including mass transit and the roadway network, open spaces, shopping opportunities, agriculture, higher educational facilities, and various other attractions. However, it cautions that the County is at a turning point, and should capitalize on its assets, while balancing the relationship between land use, the economy, traffic and natural and built resources.

The *Suffolk 2035 Plan* discusses the need for sustainable economic development, the demographic trends in the County, including an aging population, education attainment and crime rates, and the need to build a more integrated transit network. Section 2 of the *Suffolk 2035 Plan* focuses on building a transit network to provide more transportation choices to improve mobility, access, and safety. Strengthening the transit system is also noted as being a priority action for the County in order to promote sustainable development, while maintaining the high-quality environment for residents and visitors. The following priority actions are relevant to this project:

- Facilitate the mitigation of noise levels, especially near residential neighborhoods, schools, and health care facilities.
- Encourage economic development that will help to retain and attract businesses and create jobs for Suffolk County residents.

A discussion of the proposed action's consistency with the *Suffolk 2035 Plan* is provided in Section 3.2.2 of this DEIS.

3.2.2 Probable Impacts of the Proposed Action

3.2.2.1 Zoning

As discussed in Section 3.2.1, the entire subject property is in the L1 zoning district. Pursuant to Chapter 85 of the Town Code, specifically, §85-564.K, in the L1 District, a Special Permit for outdoor storage would be required from the Town of Brookhaven Planning Board to allow the proposed development of an automobile storage facility. The proposed action is also subject to the Land Development Standards set forth at §85-843. Consistency of the dimensional criteria for the L1 district (for properties in the hydrogeologic sensitive zone) with the proposed automobile storage facility is analyzed in Table 5, below.

Table 5 Project Consistency with Bulk and Dimensional Zoning Requirements

Section	Regulation	Requirement	Proposed Automobile Storage Facility
Land Development Standards			
§ 85-843-A-6-A	Minimum Natural/ Landscaped Area	30%	39.8%
§ 85-843-A-2	Minimum Natural/ Landscaped Area in Front Yard	50% of Required Landscape Area (15%)	23.3% of required landscaping*
§ 85-843-A-4	Minimum Natural/ Landscaped Area Along Street Frontage (Industrial use > 5 acres)	15 feet	297 feet (Sills Road) 100 feet (Bellport Station Road)
§ 85-843-A-6-C	Supplemental Standard: Landscaping Along All Road Frontages	50 feet	297 feet (Sills Road) 100 feet (Bellport Station Road)
§ 85-843-B-1	Minimum Perimeter Residential Buffer	25 feet	N/A
§ 85-843-B-2-C § 85-843-B-3	Supplemental Standard: Minimum Perimeter Residential Buffer (Industrial use > 5 acres)	75 feet	N/A[1]
L Industrial 1 Dimensional Criteria			
§ 85-567-A-3	Minimum Lot Area (Hydrogeologic Sensitive Zone)	120,000 SF (2.75± acres)	1,553,688 SF (35.66± acres)
§ 85-567-B-3	Minimum Road Frontage (Hydrogeologic sensitive zone)	200 feet	400 feet (Sills Road) 806 feet (Bellport Station Road)
§ 85-567-C-2	Front Yard Setback (Sills Road) Front Yard Setback (Bellport Station Road)	100 feet[2] 100 feet[2]	100 feet[5] 100 feet[5]
§ 85-567-D-3	Side Yard Setback	50 feet[2]	50 feet[5]
§ 85-567-E-3	Rear Yard Setback	50 feet	50 feet[5]
§ 85-567-F-2	Maximum Floor Area Ratio (FAR) (Hydrogeologic sensitive zone)	0.30	N/A[5]
§ 85-567-G-1	Maximum Building Height	50 feet (3 stories)	N/A[5]

Table 5 (continued) Project Consistency with Bulk and Dimensional Zoning Requirements

Section	Regulation	Requirement	Proposed Automobile Storage Facility
Special Permit Criteria			
§ 85-569-K-1	Minimum Lot Area (Hydrogeologic Sensitive Zone)	120,000 SF (2.75± acres)	1,553,688 SF (35.66± acres)
§ 85-569-K-3	Minimum Buffer to Adjoining Residentially Zoned or Used Properties	100 feet	150 feet (100 feet to recharge basin)
§ 85-569-K-4	Minimum Buffer to Adjoining Industrially Zoned or Used Properties	25 feet	50 feet
§ 85-569-K-5	Maximum Combined Total Area of Principal Buildings/Structures, Impervious Areas, and the Outdoor Storage Areas	65%	60.2%

Notes:
* Relief required per § 85-143(B).
[1] The subject property is not adjacent to residential uses or zone.
[2.] Applies to parcels of five acres or more. See §85-567 of the Town Code.
[3.] Refers to buffer required for specially permitted outdoor storage use. See §85-569 of Town Code.
[4.] Refers to the combined total area allowed for specially permitted outdoor storage use. See §85-569 of Town Code.
[5.] The proposed project does not include a building to be on the subject property.
Source: Town of Brookhaven Zoning Code, Chapter 85.

As demonstrated in Table 5, relief would be required with respect to the quantity of natural vegetation or landscaping within the front yard, due to the peculiar shape of the subject property. Overall, a significant area (39.8 percent of the subject property) would be retained in natural vegetation or landscaping, and all proposed automobile storage areas would be substantially set back from the nearest roadways. It is respectfully submitted that the proposed buffers, landscaping and overall site layout meet the general intent of these requirements, and the requested relief would not result in a significant adverse zoning impact.

In regard to the existing covenant restricting development on the subject property, the overall subject property would be enclosed by a 150-foot naturally vegetated buffer along the northern boundary along the LIRR ROW (100-feet adjacent to the recharge basin), 100-foot naturally vegetated buffer along Bellport Avenue and Sills Road, and a 50-foot naturally vegetated buffer along the remaining property boundaries. The proposed action is consistent with the requirements set forth by the existing covenant enacted by the Town of Brookhaven.

Special Use Consistency Analysis

As indicated above, a Special Permit would be required from the Planning Board under the proposed action, specifically for the outdoor storage of vehicles within the L1 zoning district. In accordance with Section 85-107, the Planning Board must consider various criteria in its evaluation of an application to allow certain special uses. Each criterion, along with the proposed project's compliance therewith, is presented below. For the Planning Board to grant a special use, it must determine the following, as set forth in Section 85-107(a) and (b):

- *That the use will not prevent the orderly and reasonable use of adjacent proportion or of properties in the surrounding area or impair the value thereof.*

The proposed automobile storage facility is located within 20.82± acres of the overall 35.7± acre property. The proposed facility is bounded by East Patchogue Yaphank Road to the east and Bellport Avenue to the west, with the LIRR to the north. The subject property, which is currently undeveloped, is adjacent to additional undeveloped land to the south. West of Bellport Avenue are several mixed-use single-family residential and industrial properties (e.g., properties containing a residential structure but also containing industrial business operations and materials or equipment storage, etc.), the nearest of which is approximately 400 feet from the closest property line of the subject property. The area in which these single-family residences are located is zoned for light industrial use. Moreover, as described above, the design of the proposed facility is such that substantial buffers of natural vegetation would be retained at site perimeters, particularly toward the west and north in the direction of the nearest residential uses.

The proposed action includes the temporary storage of vehicles awaiting online auction, such that no dismantling or repair of vehicles would occur on-site. Vehicles would be stored on-site on a temporary basis while awaiting online auction. Maneuvering vehicles within the subject property would be on their own power or via forklifts. The site would be minimally staffed when needed or unmanned, or would have minimal staffing during times of operations, infrared security cameras would be installed and monitored from a remote location. Exterior lighting is not proposed. The proposed action will not introduce odor, dust or substantial noise into the area (also see Section 3.7 of this DEIS). Therefore, the proposed action would not prevent the orderly and reasonable uses of adjacent properties or properties in the surrounding area, in conformance with this criterion.

- *That the use will not prevent the orderly and reasonable use of permitted or legally established uses in the district wherein the proposed use is to be located or of permitted or legally established uses in adjacent districts.*

The proposed automobile storage facility would be compatible with the surrounding uses in the adjacent L1 and L2 Industrial Districts, including the automobile storage facilities to the east and west in the vicinity of the site. Further, the permitted uses within the L1 district, by nature, often are more intense than other uses permitted within the Town. According to §85-559, the purpose of this district is to provide for a wide range of light industrial uses that can meet a high level of performance standards. The proposed automobile storage facility has been designed to minimize or eliminate potential impacts upon adjacent properties as discussed throughout the various sections of this DEIS, and is consistent with virtually all

applicable bulk and dimensional requirements and site development standards to the maximum extent practicable. The implementation of the proposed action would minimize impacts associated with the future operations on-site, thereby permitting the orderly and reasonable use of permitted or legally established uses in the L1 industrial and adjacent use districts, in conformance with this criterion.

- *That the safety, health, welfare, comfort, convenience or order of the Town will not be adversely affected by the proposed use and its location.*

The proposed automobile storage facility would be constructed in compliance with all applicable building and fire codes. Based on its review of a preliminary site plan for the proposed project, the Town of Brookhaven Department of Building and Fire Prevention issued correspondence dated November 30, 2018, indicating that the "site plan is approved as submitted" (see Appendix O). In addition, as the site will be minimally staffed or unmanned, except when vehicles are delivered to or removed from the site, and no building is currently contemplated in connection with same, no sanitary sewage would be generated on-site. To manage stormwater runoff on-site, an approximately 381-ft-6-inch by 130-foot recharge basin is proposed in the northeast corner of the subject property, and the automobile storage area would be paved to preclude inadvertent spills or releases from infiltrating directly into the underlying ground. The proposed stormwater management system includes components that would filter stormwater runoff to remove trash, debris, sediment, and hydrocarbons before discharge to the recharge basin, thereby mitigating potential impacts to groundwater or public water supplies (see detailed discussion in Section 3.1 of this DEIS). Further, the proposed action includes the temporary storage of cars awaiting online auction, such that no dismantling or repairs would occur on-site. Vehicles destined for the subject property would generally have been held off-site for four days and up to four weeks (e.g., during insurance adjustment, etc.), before reaching the subject property, such that if the vehicle is experiencing a leak of automotive fluids following an accident, etc., the fluids would likely have already drained from the vehicle.

As described above, the proposed facility would be unmanned, or minimally staffed, and infrared security cameras would be installed and monitored from a remote location. Exterior lighting is not proposed. Additionally, the storage area would be contained within a proposed 8-foot fence. The overall subject property would be enclosed by a 150-foot naturally vegetated buffer along the northern boundary along the LIRR ROW (100-feet adjacent to the recharge basin), 100-foot naturally vegetated buffer along Bellport Avenue and a 50-foot naturally vegetated buffer along the interior of the subject property. With these buffers and security measures in place, it is respectfully submitted that the proposed operations would not adversely affect the public health, safety, welfare, comfort, convenience or order of the Town.

As previously mentioned, the subject property would be utilized for only the storage of vehicles; there will be no live auctions held on the site. Therefore, the only traffic to be generated by the proposed action would be the movement of cars to and from the site. It is expected that the proposed action would generate approximately three trips entering the subject property during the a.m. and p.m. peak hours and seven trips exiting the subject property during the a.m. and p.m. peak hours. As identified in the Traffic Impact Study (see

Appendix H), traffic associated with the automobile storage facility would not result in adverse traffic conditions at any of the several area roadways and intersections analyzed, such that there would be no associated adverse effect on the public health, safety, welfare, comfort, convenience or order of the Town, in conformance with this criterion.

- *That the use will be in harmony with and promote the general purposes and intent of this chapter.*

As with any zoning ordinance, the major purpose and intent is to ensure that the health, safety, and welfare of the Town and its residents are protected, and that development is orderly. As demonstrated throughout this DEIS, the development of the automobile storage facility will not adversely alter the essential character of the area.

The traffic impact analysis (see Chapter 3.4 of this DEIS) indicates that the proposed action will result in a low level of traffic generation, at eight truck trips daily. Further, all truck trips would travel on the adjacent County roadways and access would be restricted to right-turns-only into and out of the site. The traffic impact analysis demonstrates that no significant adverse traffic impacts would result upon implementation of the prosed action. As discussed throughout this DEIS, implementation of the proposed project would also not result in significant adverse impacts on the environment. Accordingly, the proposed use would be in harmony with the character of the surrounding area – which includes existing automobile storage facilities and other industrial uses consistent with the industrial zoning of the area – and would promote the general purposes and intent of the Town of Brookhaven Zoning Code.

- *The character of the existing and probable development of uses in the district and the peculiar suitability of such district for the location of any of such permissive uses.*

The character of the existing uses on the site and within the L1 district is that of predominately industrial and commercial uses. There are established automobile storage facilities located in the vicinity of the subject property.

The proposed automobile storage facility is situated within an industrial zoning district. This district is appropriate for and permits the construction and operation of the proposed project on site upon issuance of a special permit. Therefore, the district is suitable for the proposed use and, thus, the proposed action is in conformance with this criterion.

- *The conservation of property values and the encouragement of the most appropriate uses of land.*

As the subject property is located within an industrial area, surrounded on three sides by parcels that are similarly zoned and predominantly developed with industrial uses and on the fourth side by the LIRR, the proposed use of the property for automobile storage is appropriate and compatible with adjacent uses. The overall subject property would be enclosed by a 150-foot naturally vegetated buffer along the northern boundary along the LIRR ROW (100-feet adjacent to the recharge basin), 100-foot naturally vegetated buffer along Bellport Avenue and a 50-foot naturally vegetated buffer along the interior of the site. These buffers would mitigate visual or noise impacts that may be associated with the proposed facility. Further, the low number of truck trips and limited routes on county

roadways to and from the site would limit project-related impacts to the surrounding community regarding traffic. Based on its consistency with the nature of surrounding zoning and development, without significant impacts, it can be concluded that the proposed action represents a use of the subject property and would not detract from property values, in conformance with this criterion.

- *The effect that the location of the proposed use may have upon the creation or undue increase of traffic congestion on public streets, highways or waterways.*

As demonstrated by the Traffic Impact Study (see Section 3.4 and Appendix H of this DEIS), the proposed use would not create an undue increase on traffic congestion on public streets or highways. Project-generated traffic would be almost entirely associated with low-volume deliveries to the site for automobile storage and subsequent removal for distribution following auction; no live auctions would be held on the site. It is expected that this would entail approximately eight car carrier truck trips a day, which would be limited to the adjacent county roadway network and would be restricted to right-turns into and out of the site. More specifically, the Traffic Impact Study concluded, in pertinent part, that:

- The proposed automobile storage yard would result in a very low level of trip generation;
- The traffic generated by the proposed use can be accommodated by the adjacent roadway network, with no mitigation required;
- The proposed site access would safely accommodate project-generate traffic by limiting ingress and egress to right-turns into and out of the site only; and
- The operation of the site would not unduly affect the rate of accident occurrence in the area.

Based upon the foregoing, the proposed action would not create undue traffic congestion, and, as such, would comply with this criterion.

- *The availability of adequate and proper public or private facilities for the treatment, removal or discharge of sewage, refuse or other effluent, whether liquid, solid, gaseous or otherwise, that may be caused or created by or as a result of the use.*

As previously mentioned, the proposed action includes the temporary storage of vehicles awaiting online auction; no dismantling or repairs would occur on-site. Automobiles would be held off-site before being delivered to and stored at the subject property, thereby ensuring that leakage of automotive fluids does not occur on-site. Further, the proposed stormwater management system includes components that would filter stormwater runoff to remove trash, debris, sediment, and hydrocarbons before discharge to the proposed on-site recharge basin, thereby mitigating potential impacts to groundwater or public water supplies. And, as the proposed facility would primarily be unmanned or would have minimal staffing during times of operations, no sanitary sewage or solid waste would be generated on-site. As such, the proposed action complies with this criterion.

- *Whether the use or materials incidental thereto or produced thereby may give off obnoxious gases, odors, smoke or soot.*

As mentioned above, the proposed action involves the temporary storage of vehicles awaiting online auction, and no dismantling or repairs would occur on-site. These operations

would not introduce obnoxious gases, odors, smoke or soot to the subject property or surrounding area, in accordance with this criterion.

- *Whether the use will cause disturbing emission of electrical discharges, dust, light, vibration or noise.*

The proposed action involves the construction of the paved parking surface for the temporary storage of vehicles, along with an associated paved driveway and recharge basin. This facility would not result in electrical discharges. Dust generation would be avoided during operation, due to the pavement covering the active area of the site and the retention of perimeter buffers. Exterior lighting is not proposed. Minor noise generation during vehicle delivery to and removal from the site via truck would be similar traffic on the adjacent roadways in terms of noise generation and would be moderated for off-site receptors due to the preservation of perimeter woodland buffers. The proposed operations do not involve activities that are significant sources of vibrations (also see detailed discussion of potential noise and vibration impacts in Section 3.7 of this DEIS). With respect to lighting, no exterior site lighting is proposed as part of the proposed facility operation, whereas infrared cameras would be utilized instead for site security.

During site development, measures would be implemented, as necessary, to mitigate reduce potential impacts associated with fugitive dust generated by the clearing of the site. Furthermore, currently unpaved/undeveloped areas that have the potential to generate dust under the existing condition would be paved as part of the proposed action. Construction activities would occur during daylight hours, in accordance with Town Code requirements, such that lighting would not be used.

Temporary noise and vibration impacts associated with the proposed on-site construction activities would be mitigated by compliance with the Town's Noise Ordinance, which regulates the days and hours of construction (see a detailed analysis in Section 3.7.2).

Based upon the foregoing, implementation of the proposed action would be consistent with this criterion.

- *Whether the operation in pursuance of the use will cause undue interference with the orderly enjoyment by the public of parking or of recreational facilities, if existing or if proposed by the Town or other competent governmental agency.*

There are no public parking or recreational facilities, existing or proposed, on this site or adjoining properties. Thus, to the extent this criterion is applicable, the proposed action is consistent therewith.

- *The necessity for an asphaltic or concrete surfaced area for purposes of off-street parking and loading of vehicles incidental to the use and whether such area is reasonably adequate and appropriate and can be furnished by the owner of the plot sought to be used within or adjacent to the plot wherein the use shall be held.*

The proposed facility would provide a large capacity for temporary parking of vehicles to be auctioned off online. All such vehicles will be retained on the site during their storage period, with no spillover to adjacent areas. To the degree that parking is needed for operational staff, such as when vehicles are delivered to or removed from the site, the small demand for

staff parking would be readily accommodated by the large area of pavement to be developed under the proposed action.

- *Whether a hazard to life, limb or property because of fire, flood, erosion or panic may be created by reason or as a result of the use or by the structures to be used therefor or by the inaccessibility of the plot or structures thereon for the convenient entry and operation of fire and other emergency apparatus or by the undue concentration or assemblage of persons upon such plot.*

The design and location of the proposed automobile storage facility is such that the development of the subject property would consist of a large area of pavement, on which vehicles in storage would be temporarily held. The subject property would be surrounded by an eight-foot high perimeter fence; and as the facility would largely be unmanned or minimally staffed, infrared security cameras would be installed and monitored from a remote location to ensure safety and avoid a hazard to life, limb or property because of fire, flood, erosion or panic. The subject property is not located in a flood-prose area, and adequate drainage infrastructure would be installed to properly handle runoff and direct it to a new on-site recharge basin. The topography of the site is relatively level and the installation of pavement would avoid the potential for erosion. Furthermore, the applicant will prepare and implement a Stormwater Pollution Prevention Plan (SWPPP), which will address issues related to erosion particularly during construction, but also post-development.

The proposed automobile storage facility would be constructed according to all applicable building and fire codes, ensuring the safety of those surrounding the subject property. Furthermore, there would be adequate access to and within the property for emergency apparatus via paved driveways, which would facilitate the operations of emergency service vehicles on the site.

Based on the foregoing, the granting of the special permit to allow the development of an automobile storage facility would not create a hazard to life, limb or property, and the proposed action would be in accordance with this criterion.

- *Whether the use or the structures to be used therefor all cause an overcrowding of land or undue concentration of population.*

As previously identified, the proposed action consists of an automobile storage facility consisting of a parking field for temporary vehicle storage, with ancillary features (e.g., recharge basin and driveway). No new building or similar structure is proposed on the subject property. Thus, there would not be an overcrowding of land. In addition, the proposed facility would be unmanned, or would have minimal staffing during times of operations thereby avoiding an undue concentration of population on the site, consistent with this criterion.

- *Whether the plot area is sufficient, appropriate and adequate for the use and the reasonable anticipated operation and expansion thereof.*

The proposed action consists of an automobile storage facility consisting of a parking field and ancillary features. Vehicles delivered to the site would be retained exclusively within the proposed eight-foot high fence surrounding the parking pavement for the duration of their

storage period, with no spillover to adjacent areas. No building or structure is proposed on the subject property. The proposed action complies with the bulk and dimensional requirements set forth by the Town for the L1 zoning district and hydrogeologic sensitive zone, in which it is located, to the maximum extent practicable (i.e., with the exception of the minimum area of natural vegetation or landscaping in the front yard, which cannot reasonably be accommodated due to the peculiar shape of the subject property). On this basis, the subject property is sufficient, appropriate and adequate for the proposed use and its reasonable operation, consistent with this criterion.

- *The physical characteristics and topography of the land.*

The subject property is currently vacant land (other than the former church building, which would remain unchanged) with fairly level topography. Upon implementation of the proposed action, 23.64± acres of this land would be cleared and developed with 20.82± acres of asphalt pavement and ancillary features, including a drainage system, for operation as a temporary parking field. Thus, the subject property does not have any significant physical characteristics that would preclude development, in line with this criterion.

- *Whether the use to be operated is unreasonably near to a church, school, theater, recreational area or place of public assembly.*

The NIS Learning Center for Children and Families is adjacent to the driveway associated with the proposed action. As discussed above, the vehicle storage area would be contained within an 8-foot high fence, which would separate the proposed facility from the NIS site. Further, under the proposed action the subject property would be encircled by a retained natural vegetation buffer, 150 feet in width along the northern boundary along the LIRR ROW (100-feet adjacent to the recharge basin), 100 feet in width along Bellport Avenue, and 50 feet in width along the interior of the subject property. Thus, the proposed facility would be concealed within and shielded from the public and adjacent uses, consistent with this criterion.

Based on the analyses presented above, the proposed action is consistent with the Special Permit criteria set forth at §85-107 of the Town of Brookhaven Zoning Code.

3.2.2.2 Land Use

Upon implementation of the proposed action, the 35.7± subject property would be improved with a 20.82± acre automobile storage facility (paved parking field), recharge basin and driveway. The existing, currently vacant former church building, and its associated parking lot would be retained adjacent to the proposed facility's driveway at Sills Roads. Preliminary site plans are presented in Appendix D of this DEIS.

The proposed action would change the land cover on the subject property, as detailed in Table 6, below.

Table 6 Potential Future Land Coverages

Type of Coverage	Existing Coverage in Acres (Percent)	Future Coverage in Acres (Percent)
Roads, buildings, and other paved surfaces	0.6± (1.6%)	21.47± (60.20%)
Unvegetated (bare rock, earth or fill)	<0.01 (0.03%)	0.0± (0%)
Wooded	32.8± (92.04%)	10.06± (28.20%)
Lawn and landscaping	2.3± (6.3%)	4.14± (11.60%)
Total	35.7±	35.7±

While the proposed automobile storage facility would alter the existing land use of the subject property, the subject property and its character would be consistent with the predominantly industrial nature of nearby development. As discussed in Section 3.2.1, and as depicted in the aerial photograph (Figure 8) and the existing Land Use Map (Figure 9), the proposed land use would be compatible with the pattern and intensity of land uses in the surrounding area, which includes several automobile storage, auction, and miscellaneous outdoor storage uses among the generally industrially developed neighborhood. Accordingly, the proposed action would not have a significant adverse impact on land use. Therefore, no mitigation measures related to land use are necessary or proposed as part of the proposed action.

Relevant Land Use Plans

Town of Brookhaven Comprehensive Land Use Plan (1996)

As discussed in the Existing Conditions section above, the *1996 Comprehensive Plan* identified goals for the Town of Brookhaven. In addition, the *1996 Comprehensive Plan* contained community Hamlet Plans, including the Longwood Mini-Master Plan which provided goals pertaining to Yaphank. The relevant goals are presented below, along with an evaluation of the proposed project's consistency therewith.

- Other parcels south of the LIE, close to the SD [School District] boundary should be designated as future sites for industrial development.

The proposed action consists of developing land with an automobile storage facility, an industrial use. Furthermore, the subject property is located south of the Long Island Expressway (LIE) within a light industrial zone within the Town of Brookhaven. As such the proposed action is consistent with this goal of the *1996 Comprehensive Plan*.

The southern terminus of the Brookhaven SGPA is north of the Subject Property, on the north side of the LIE. As such, the Subject Property is not located within this SGPA; and, therefore, the goals that relate to the SGPA in the Longwood Mini-Master Plan are not relevant to the Proposed Action.

Further, the "Problems and Needs – Industrial Land Use and Zoning" subsection of the *1996 Comprehensive Plan* provides a general discussion of high vacancy rates for industrial space and that many of the Brookhaven region's manufacturing jobs had been lost since 1987. As

such, the plan notes the need to provide for and attract strong industries to the Town of Brookhaven in order to promote economic growth and create high quality jobs. In addition, the *1996 Comprehensive Plan* emphasizes the need to consolidate industrial uses within already existing industrial areas. This is illustrated in Plate 21 of the *1996 Comprehensive Plan*, as the subject property and surrounding area were indicated as proposed industrial land use a part of the Town's vision for future land use patterns. In keeping with these themes, the proposed action would develop the subject property with an automobile storage facility, within a light industrial zoning district in which the proposed action is permitted as special use. This development would occur in an established industrial area which has already been defined as being particularly appropriate for such use, considering that adjacent parcels already have been improved with similar facilities. As such, the proposed action is generally consistent with the goals identified within the "Problems and Needs – Industrial Land Use and Zoning" subsection of the *1996 Comprehensive Plan* regarding the need for industrial uses within the Town of Brookhaven.

Suffolk County Comprehensive Master Plan 2035 (Suffolk 2035 Plan)

The *Suffolk 2035 Plan* focuses on policy guidance for future Suffolk County growth and decision-making and does not make extensive recommendations relevant to local land use decisions. Nonetheless, this plan discusses the need for sustainable economic development within the County. The following priority actions are evaluated in regard to their consistency with the proposed action.

- *Facilitate the mitigation of noise levels, especially near residential neighborhoods, schools, and health care facilities.*

The primary noise associated with the operations of the proposed action comes from the equipment used on site, best management practices would be implemented to minimize the potential for impact (see Section 3.7.3.). In addition, the proposed action would retain approximately 10.06-acres of vegetated buffer surrounding the subject property aiding in noise attenuation to adjacent properties.

- *Encourage economic development that will help to retain and attract businesses and create jobs for Suffolk County residents.*

The proposed action would introduce a new industrial use to the wooded, undeveloped property. It is expected the Town would experience economic benefits from the proposed action as the parcel would generate additional tax revenues from the site improvements to convert the vacant subject property into an automobile storage facility. The truck trips generated to the subject property under the proposed action is expected to provide a small benefit in terms of spending by these individuals in the local community.

As such, the proposed action is generally consistent with the aforementioned priority actions identified within the *Suffolk 2035 Plan* regarding the County's growth and decision-making.

3.2.3 Proposed Mitigation Measures

With respect to potential land use and zoning impacts, the following design considerations have been incorporated into the proposed action to minimize or preclude such potential impacts such that no significant adverse impacts are anticipated:

- Significant wooded buffers would be retained along all site perimeters, especially to the west and north in the direction of the nearest residential neighborhoods.
- Site access would be limited only to along Sills Road, an established industrial and commercial corridor, and no access would be constructed along Bellport Avenue.

3.3 Ecological Resources

Existing ecological conditions at the subject property were evaluated through review of U.S. Fish and Wildlife Service (USFWS), New York State Department of Environmental Conservation (NYSDEC) and New York Natural Heritage Program[13] (NYNHP) maps, databases and correspondence. In addition, habitat and rare/protected species assessments were performed and vegetation and wildlife species inventories were compiled during ecological field surveys on July 27, August 29 and October 26, 2018. An evaluation of potential impacts to vegetation and wildlife species has been performed relative to the proposed project, and mitigation measures have been proposed where significant adverse impacts have been identified.

3.3.1 Existing Conditions

Habitats and Vegetation

As observed during the field surveys, the majority of the subject property is wooded, with the exception of the easternmost portion of the site, which supports early successional vegetation and is also developed with a building, pavement and landscaping. The existing site coverages are provided on Table 7.

Table 7 Existing Site Coverage

Site Coverage Type	Existing	
	Area (Acres)	Percent of the Subject Property
Wooded	32.8±	92.04
Lawn and Landscaping	2.3±	6.3
Roads, Buildings, and other paved surfaces	0.6±	1.6
Unvegetated	<0.01±	0.0
TOTAL:	**35.7**	**100**

Qualitative refinement of the existing site coverage types occurred through field observations and review of the NYNHP publication *Ecological Communities of New York State*[14] (ECNYS). This guidance provides detailed descriptions and global and state rarity rankings for various ecological communities that occur within New York. Utilizing ECNYS, seven ecological communities were identified at the subject property, as summarized on Table 8 and shown on Figure 10.

[13] The NY Natural Heritage Program is a partnership between the New York State Department of Environmental Conservation and the State University of New York College of Environmental Science and Forestry.

[14] Edinger, G.J., D.J. Evans, S. Gebauer, T.G. Howard, D.M. Hunt, and A.M. Olivero (editors). 2014. *Ecological Communities of New York State.* Second Edition. A revised and expanded edition of Carol Reschke's Ecological Communities of New York State. New York Natural Heritage Program, New York State Department of Environmental Conservation, Albany, NY.

Table 8 Existing Ecological Communities

ECNYS Community	Global/NYS Rarity Ranking	Community Distribution
Pitch Pine-Oak Forest	G4/G5 S5	Coastal Lowlands and Hudson Valley Ecozones
Successional Southern Hardwoods	G5 S5	Southern Half of NYS
Successional Old Field	G5 S5	Throughout NYS
Mowed Lawn	unranked cultural	Throughout NYS
Unpaved Road/Path	unranked cultural	Throughout NYS
Paved Road/Path	unranked cultural	Throughout NYS
Urban Structure Exterior	unranked cultural	Throughout NYS

Global/New York State Community Rarity Rankings
G5: Demonstrably secure globally, though it might be quite rare in parts of its range, especially at the periphery.
G4: Apparently secure globally, though it might be quite rare in parts of its range, especially at the periphery.
S5: Demonstrably secure in New York State.

As shown on Table 8, the Pitch Pine-Oak Forest, Successional Southern Hardwoods and Successional Old Field ecological communities are ranked by the NYNHP as "demonstrably secure" in New York State, with wide distributions throughout the State and/or the Long Island Region. The remaining four communities are cultural communities, which are habitats that have been created or significantly altered by humans. The NYNHP has not assigned rarity rankings to the four communities, which are instead listed as "unranked cultural communities," due to their artificial origin, disturbed conditions and wide distribution throughout New York State.

FIGURE 10

\\vhb\gis\proj\Hauppauge\26662.00 Yaphank Auto Aucton\Project\Figure X - Ecological Communities.mxd

Not to Scale

Subject Property

Delineated Communities

Proposed Automobile Storage Facility at Yaphank | Yaphank, NY

Ecological Communities

Sills Road

hamlet of Yaphank, Town of Brookhaven

Suffolk County

Sources: NYS Ortho Imagery (2016);
VHB Ecological Field Surveys July 27, August 29, and October 26, 2018.

Based on the NYNHP rankings and distribution statuses of the communities observed during the field surveys, the subject property is comprised of common ecological communities that are either unranked or considered demonstrably secure, with wide distributions in New York State. No rare or protected ecological communities were observed at the subject property during the field surveys. With respect to individual plant species, an inventory of the flora observed at the subject property during the 2018 field surveys is provided in Appendix J.

The following text provides a description of the existing conditions within each of the seven ecological communities that occur at the subject property.

Pitch Pine-Oak Forest

The Pitch Pine-Oak Forest community that occurs across the majority of the subject property is defined in ECNYS as:

> "A mixed forest that typically occurs on well-drained, sandy soils of glacial outwash plains or moraines; it also occurs on thin, rocky soils of ridge tops.
>
> The dominant trees are pitch pine (*Pinus rigida*) mixed with one or more of the following oaks: scarlet oak (*Quercus coccinea*), white oak (*Q. alba*), red oak (*Q. rubra*), or black oak (*Q. velutina*). The relative proportions of pines and oaks are quite variable within this community type. At one extreme are stands in which the pines are widely spaced amidst the oaks, in which case the pines are often emergent above the canopy of oak trees. At the other extreme are stands in which the pines form a nearly pure stand with only a few widely spaced oak trees.
>
> The shrub layer is well-developed with scattered clumps of scrub oak (*Quercus ilicifolia*) and a nearly continuous cover of low heath shrubs such as blueberries (*Vaccinium pallidum, V. angustifolium*) and black huckleberry (*Gaylussacia baccata*).
>
> The herbaceous layer is relatively sparse; characteristic species are bracken fern (*Pteridium aquilinum*), wintergreen (*Gaultheria procumbens*), and Pennsylvania sedge (*Carex pensylvanica*)…"

Consistent with the ECNYS characterization of the community, the relative proportions of pitch pine versus oak species varies within the Pitch Pine-Oak Forest at the subject property, and several community variants were noted in the field. Many factors contribute to this variation, including fire regime and soil moisture/fertility. Generally speaking, increased fire frequency and/or severity results in dominance of pitch pine over tree oak species, while oaks dominate in areas with low burn frequency/severity, and particularly in areas where fire has been historically suppressed. Soil moisture and fertility, are also relevant to community composition. Sandy, xeric (dry), low-nutrient soils favor pitch pine, while mesic (moist), more nutrient-rich soils are needed to support most oaks and other hardwoods. Other factors, including the history of the subject property, play a role in tree community composition. The community variants observed at the subject property are described below in descending order of frequency:

- A community variant dominated by white oak, with scattered scarlet oak, black oak and occasional pitch pines occurring over a robust and nearly continuous heath stratum (e.g., blueberries and black huckleberry), with only sporadic occurrences of groundcover plants.

- A community variant with a canopy stratum comprised of a nearly even mix of pitch pines and tree oaks (i.e., white-, scarlet- and black-oak). Estimated coverage for pitch pine and tree oaks is 50 percent for each. Occasional sassafras (*Sassafras albidum*) trees are also present. A low but relatively continuous heath stratum and a sparse-to-non-existent groundcover stratum occurs underneath the canopy.
- A community variant with a canopy stratum comprised of widely-spaced, mature pitch pines (estimated coverage of 30-40 percent) that extend well above the surrounding mixed tree oak canopy (e.g., scarlet, black and white oak). The heath-dominated shrub stratum is discontinuous and often sparse. Scattered occurrences of scrub oak, bayberry (*Myrica pensylvanica*) bearberry (*Arctostaphylos uva-ursi*) and sweet fern (*Comptonia peregrina*) occur within disturbed canopy openings. Underneath the shrub stratum, the groundcover stratum is sparse-to-non-existent. Where present, dominant species include bracken fern, wintergreen, stripped wintergreen (*Chimaphila maculata*) and mono-specific patches of Pennsylvania sedge.
- Nearly pure stands of white oak, with a dense, nearly continuous heath understory stratum.
- A nearly pure stand of immature pitch pine and pitch pine saplings, with sparse understory vegetation.
- Intermediate versions of the five community variants described above.

As documented above, the relative proportions of the dominant vegetative species vary significantly between the Pitch Pine-Oak Forest community variants that occur at the subject property. However, overall, the community variants support a relatively homogeneous species assemblage dominated by a small number of trees, shrubs and herbaceous plants. These conditions are characteristic of Pitch Pine-Oak Forest communities, which are known to have low overall vegetative species diversity.

Evidence for invasive southern pine beetle (*Dendroctonus frontalis*) infestation (e.g., resin clumps, shotgun-pattern holes on bark surface, s-shaped tunnels under bark) was observed in dead or dying pitch pine trees at multiple locations throughout the subject property.

<u>Successional Old Field</u>

The Successional Old Field community represents the initial stage in the process of ecological succession, which is the process by which a cleared or otherwise disturbed terrestrial habitat progresses by stages to a climax forest community over time. The Successional Old Field community is described in ECNYS as:

> "A meadow dominated by forbs and grasses that occurs on sites that have been cleared and plowed (for farming or development), and then abandoned…Shrubs may be present, but collectively they have less than 50% cover in the community…"

The Successional Old Field community at the subject property occurs to the west of the existing on-site building. The community appears to be a former lawn that is currently in the earliest stage of ecological succession, due to the cessation of active mowing/maintenance. The observed plant species include bluegrasses (*Poa* spp.) and other common turf grasses, gray goldenrod (*Solidago nemoralis*), Queen-Anne's lace (*Daucus corota*), yellow hawkweed

(Hieracium caespitosum), heath aster (*Symphyotrichum ericoides*), orchard grass (*Dactylis glomerata*), common dandelion (*Taraxacum officinale*) and other common herbaceous plants.

Successional Southern Hardwoods

The Successional Southern Hardwoods community occurs sporadically across the northern portion of the subject property, in several isolated pockets of historically disturbed land located between the LIRR ROW and the surrounding Pitch Pine-Oak Forest to the south.

As compared to the Successional Old Field community described above, the Successional Southern Hardwoods community represents a later successional stage characterized by wooded conditions with a canopy of mature trees. The community is described in ECNYS as:

> "A hardwood or mixed forest that occurs on sites that have been cleared or otherwise disturbed.
>
> Characteristic trees and shrubs include any of the following: American elm (*Ulmus americana*), slippery elm (*U. rubra*), white ash (*Fraxinus americana*), red maple (Acer rubrum), box elder (*Acer negundo*), silver maple (*A. saccharinum*), sassafras (*Sassafras albidum*), gray birch (*Betula populifolia*), hawthorns (*Crataegus spp*.), eastern red cedar (Juniperus virginiana), and choke-cherry (Prunus virginiana). Certain introduced species are commonly found in successional forests, including black locust (*Robinia pseudo-acacia*), tree-of-heaven (*Ailanthus altissima*), and buckthorn (*Rhamnus cathartica*). Any of these may be dominant or co-dominant in a Successional Southern Hardwoods forest. Southern indicators include American elm, white ash, red maple, box elder, choke-cherry, and sassafras. This is a broadly defined community and several seral and regional variants are known…"

As indicated in the above description, two introduced (non-native) tree species dominate the canopy stratum of the Successional Southern Hardwoods observed at the subject property: Norway maple (*Acer plantanoides*) and black locust. The shrub and groundcover strata within the communities was observed to be sparse-to-non-existent.

Mowed Lawn, Unpaved Road/Path, Paved Road/Path and Urban Structure Exterior

As described previously, the four remaining ECNYS communities that occur at the subject property are unranked cultural communities. With the exception of the Mowed Lawn community, they are essentially unvegetated and are of little overall ecological significance.

The Mowed Lawn, Paved Road/Path and Urban Structure Exterior communities occur in association with the site building at the easternmost portion of the subject property. The Mowed Lawn community describes the maintained lawn dominated by common turf grasses that occurs within the property frontage along Sills Road, while the Paved Road/Path and Urban Structure Exterior communities describe the impervious surfaces of the parking lot/driveway/walkways and the site building, respectively.

The largely unvegetated Unpaved/Road Path community is descriptive of the network of unpaved trails that occurs within the wooded portions of the subject property. The limited

and sporadic vegetation that occurs along the trails is dominated by grasses and other herbaceous plants.

Wildlife

Based on predominantly wooded conditions, the subject property represents habitat for wildlife species of forest and forest edge habitats. To a lesser extent, the subject property provides habitat for species adapted to developed settings. Significantly, given its location adjacent to the LIRR ROW and connectivity to wooded and agricultural communities to the east, west, and south, the subject property functions as a habitat corridor that facilitates the movement of wildlife between these communities.

In addition to the 2018 field surveys, and in order to further investigate the potential on-site species assemblage, VHB consulted with the NYNHP (Appendix J) and performed research of NYSDEC and USFWS records regarding the potential presence or absence of particular species at and in the vicinity of the subject property. Based upon these resources and the field surveys, a summary of the birds, mammals and herpetofauna (amphibians and reptiles) observed or expected at the subject property follows.

Birds

The seven ecological communities that occur at the subject property represent potential habitat for birds commonly associated with wooded, early successional and cultural communities. A total of 40 avian species were observed (i.e., seen or heard) at or over the subject property during the 2018 field surveys (Appendix J).

In order to provide a detailed estimate of other avian species potentially using the subject property, the NYSDEC *New York State Breeding Bird Atlas*[15] (NYSBBA) was consulted. According to this resource, a total of 71 bird species were identified within the NYSBBA survey block in which the subject property is located (Block 6652D) during the 2000-2005 breeding bird survey (Appendix J). According to the NYSBBA, of the 71 bird species observed within Block 6652D, 40 are confirmed as breeding, 24 are listed as probably breeding and 7 are listed as possibly breeding.

It is noteworthy that Block 6652D is 9 square miles in area and supports a diverse range of habitats that do not occur at or adjacent to the subject property, including wetlands and surface waters, native grasslands and agricultural fields. As such, some of the avian species noted within Block 6652D during the NYSBBA survey require breeding and non-breeding habitats that are not supported at the subject property. Therefore, these birds are not expected to occur at the subject property, except perhaps as occasional transients.

Based on the wooded conditions that occur across the majority of the subject property, the site is best-suited to avian species adapted to coniferous and mixed-deciduous woodlands. Characteristic birds of the Pitch Pine-Oak Forest community, including pine warbler (*Setophaga pinus*), common yellowthroat (*Geothlypis trichas*), eastern towhee (*Pipilo*

[15]McGowan, K.J. and K. Corwin, eds. 2008. *The Atlas of Breeding Birds in New York State*. Cornell University Press. Data also available online at http://www.dec.ny.gov/animals/51030.html . Accessed October 26, 2018.

erythrophthalmus) and blue jay (*Cyanocitta cristata*) were observed at the subject property during the field surveys. Other woodland birds noted within Block 6652D during the NYSBBA survey were observed during the field surveys, including ovenbird (*Seiurus aurocapilla*), eastern wood-peewee (*Contopus virens*), white-breasted nuthatch (*Sitta carolinensis*), black-capped chickadee (*Poecile atricapillus*), yellow-billed cuckoo (*Coccyzus americanus*) and wild turkey (*Meleagris gallopavo*). Additionally, four woodpecker species commonly associated with forests and forest edge communities were also observed: downy woodpecker (*Picoides pubescens*), hairy woodpecker (*Picoides villosus*), northern flicker (*Colaptes auratus*) and red-bellied woodpecker (*Melanerpes carolinus*).

Characteristic species of early successional areas, thickets and forest edges were observed within the Successional Old Field community and/or along the LIRR ROW and Bellport Avenue, including chipping sparrow (*Spizella passerine*), field sparrow (*Spizella pusilla*), song sparrow (*Melospiza melodia*), yellow warbler (*Setophaga petechia*), gray catbird (*Dumetella carolinensis*), yellow-rumped warbler (*Setophaga coronata*), American goldfinch (*Spinus tristis*), dark-eyed junco (*Junco hyemalis*) and Carolina wren (*Thryothorus ludovicianus*).

The existing building complex (i.e., the Urban Structure Exterior, Paved Road/Path and Mowed Lawn communities) represents habitat for a number of observed songbirds and other common avian species adapted to developed conditions, including northern cardinal (*Cardinalis cardinalis*), American robin (*Turdus migratorius*), northern mockingbird (*Mimus polyglottos*), mourning dove (*Zenaida macroura*), house sparrow (*Passer domesticus*), pigeon (*Columba livia*), and European starling (*Sturnus vulgaris*).

Mammals

Multiple sightings of whitetail deer (*Odocoileus virginianus*), woodchuck (*Marmota monax*), eastern cottontail (*Sylvilagus floridanus*), eastern gray squirrel (*Sciurus carolinensis*) and eastern chipmunk (*Tamias striatus*) occurred at the subject property during the field surveys.

In order to determine other mammal species that may occur at the subject property, existing surveys of Long Island mammalian populations, including *The Mammals of Long Island, New York*[16] (Connor, 1971) were consulted. Based on these resources, as well as an evaluation of existing ecological conditions, additional mammal species have been identified as potentially utilizing the subject property (Appendix J).

Small rodent species (e.g., several species of mice, moles and shrews) are expected to be the most abundant mammals at the subject property. However, due to their diminutive sizes and predominantly subterranean life histories, these species are not easily observed. Primarily nocturnal mammals such as raccoon (*Procyon lotor*) and Virginia opossum (*Didelphis virginiana*) are also expected to be common on-site. Red fox (*Vulpes vulpes*) is likely the top mammalian predator present at the subject property. Overall, given the predominance of wooded conditions, the subject property is best-suited for woodland and woodland edge mammals, including the five species observed during the field inspections.

[16] Connor, Paul F. 1971. *The Mammals of Long Island. New York* State University of New York, New York Museum and Science Service.

Herpetofauna

Northern redback salamander (*Plethodon cinereus*) was observed at the subject property during the field surveys. In order to identify other herpetofauna that may occur at the subject property, an evaluation of habitat conditions was performed during the field surveys. Additionally, the 1990-1995 New York State Amphibian and Reptile Atlas Project (NYSARAP) database[17] was consulted. According to this resource, a total of 29 herpetofauna species were identified within the USGS Bellport, New York Quadrangle between 1990 and 1995 (see NYSARAP species list in Appendix J). However, as the subject property does not provide the necessary habitat requirements for many of these species, it is not expected that the subject property is used by all of the herpetofauna included on the NYSARAP list.

Specifically, due to the absence of permanent surface waters at or immediately adjacent to the subject property, the site does not provide the necessary habitat to support the highly- or fully-aquatic herpetofauna on the NYSARAP list. Furthermore, the subject property does not appear to provide semi-permanent surface waters used as breeding pools during the spring, summer and/or fall months by most of the amphibian species (i.e., salamanders, frogs and toads) included on the NYSARAP list. Rather, the wooded communities and sandy, xeric soils that occur across most of the subject property are most conducive to highly terrestrial herpetofauna species adapted to dry, upland conditions, including the aforementioned northern redback salamander, as well as eastern garter snake (*Thamnophis sirtalis*), northern black racer (*Coluber c.* constrictor) and eastern milk snake (*Lampropeltis triangulum*).

Rare/Protected Species

No New York State- or federally-listed endangered, threatened, or special concern plants or wildlife, or significant natural communities, were observed at the subject property during the field surveys. In order to determine the potential for other rare/protected species to occur at the subject property, a review of USFWS and NYNHP records was performed, as detailed below.

The USFWS Information for Planning and Consultation (IPaC) Species List[18] for the subject property includes four federally-listed wildlife species and two plant species that occur in Suffolk County (Appendix J). The listed species include three marine shorebirds: piping plover (*Charadrius melodus*), red knot (*Calidris canutus rufa*) and roseate tern (*Sterna dougallii dougallii*). Also included on the list are sandplain gerardia (*Agalinis acuta*) and seabeach amaranth (*Amaranthus pumilus*), which are plants of undisturbed native grass

[17] New York State Department of Environmental Conservation. 2014. New York State Amphibian and Reptile Atlas Project. Available online at: http://www.dec.ny.gov/animals/7140.html. Accessed October 26, 2018.

[18] United States Fish and Wildlife Service. 2018. Information Planning and Conservation. Available online at: http://ecos.fws.gov/ipac/. Accessed October 27, 2018.

prairies and marine shorelines, respectively. As suitable habitat to support these five species does not exist within or adjacent to the subject property, they are not expected to occur on-site and were not observed during the field surveys.

The IPaC Species Lists also includes the northern long-eared bat (*Myotis septenrionalis*), which is listed as threatened by the USFWS and the NYSDEC. According to the USFWS *Northern Long-Eared Bat Fact Sheet*,[19] this species is a brown colored, medium-sized bat, ranging in size from 3 to 3.7 inches, with a wingspan of 9 to 10 inches. Winter hibernating habitat for northern long-eared bat occurs within caves, mines or similar habitats, while summer roosting habitat occurs either singly or in colonies, underneath the bark or in cavities or crevices of living or dead trees. At dusk, the bats emerge from roosts to feed on insects, which they catch in flight using echolocation or glean from vegetation and water surfaces. Foraging habitat includes wooded understories, as well as the surfaces of aquatic habitats. Based on the foregoing habitat description, the wooded portions of the subject property represent potential summer (i.e., April 1 to October 31) roosting and foraging habitat for northern long-eared bat.

The northern long-eared bat is listed as federally threatened by the USFWS under section 4(d) of the federal Endangered Species Act of 1973 (hereinafter, the "final 4(d) rule"), due to significant population declines as a result of the white-nose syndrome fungal disease.[20] The final 4(d) rule includes certain prohibitions against incidental take, which is defined as killing, wounding, harassing or otherwise disturbing a species that would occur incidental to, and is not the purpose of, an otherwise lawful activity. Pursuant to the final 4(d) rule, incidental take of northern long-eared bat within Suffolk County is prohibited if it occurs within a hibernaculum or if it results from tree removal activities that occur within 0.25 mile of a known, occupied hibernacula. Further, incidental take of northern long-eared bat is also prohibited if it results from cutting or destroying a known, occupied maternity roost tree or other trees within a 150-foot radius of a maternity roost tree during the pup season (from June 1 through July 31). Any proposed activity that would result in prohibited incidental take of northern long-eared bat as described above would require USFWS consultation and/or permitting. Activities that would not result in prohibited incidental take of northern long-eared bat as described above can proceed without USFWS consultation or permitting, provided that the activity does not require federal authorization, funding, or approvals.

The final 4(d) rule further indicates that information for the locations of known, occupied hibernacula and maternity roost trees can be obtained from "*state Natural Heritage Inventory databases*." Accordingly, a request was submitted to the NYNHP to determine whether records exist for known, occupied northern long-eared bat hibernacula and maternity roost trees at or in the vicinity of the subject property Appendix J). In correspondence dated August 22, 2018 (Appendix J), the NYNHP indicated that records exist for a non-winter northern long-eared bat location (i.e., a summer roost tree) occurring within one mile of the subject property. The correspondence further indicates that the main impact of concern for northern long-eared bat is cutting or removal of potential roost trees, and that NYSDEC

[19] United States Fish and Wildlife Service. April 2018. Northern Long-Eared Bat (*Myotis septenrionalis*) Fact Sheet. Available online at: https://www.fws.gov/Midwest/Endangered/mammals/nleb/nlebFactSheet.html. Accessed October 26, 2018.

[20] Federal Register Vol. 80, No. 63. Thursday, April 2, 2015.

Region 1 staff should be contacted to determine potential permit considerations for such actions. Accordingly, consultations with the NYSDEC would be required for any proposed cutting or removal of trees at the subject property.

According to the aforementioned NYNHP correspondence, no other records exist for known occurrences of rare or state-listed wildlife, plants or significant natural communities at or in the immediate vicinity (generally within 0.5 mile) of the subject property (Appendix J).

Wetlands and Surface Waters

No wetlands or surface waters were observed at or adjacent to the subject property during the field surveys. Based on review of the USFWS National Wetland Inventory (NWI) Wetlands Mapper[21] and the NYSDEC Environmental Resource Mapper[22], there are no mapped wetlands or surface waters located at or in the vicinity of the subject property.

3.3.2 Probable Impacts of the Proposed Action

Habitats and Vegetation

As shown on Table 9, the proposed action would result in replacing 32.8± acres of existing wooded habitat with 20.82± acres of paved asphalt to accommodate the automobile storage facility.

Table 9 Proposed Site Coverage

Site Coverage Type	Existing		Proposed		Change (Acres)
	Area (Acres)	Percent of the Subject Property	Area (Acres)	Percent of the Subject Property	
Wooded	32.8±	92.1	10.06±	28.2	-22.74±
Lawn and Landscaping	2.3±	6.3	4.14±	11.6	+1.84±
Roads, buildings, and other paved surfaces	0.6±	1.6	21.47±	60.2	+20.87±
Unvegetated	<0.01±	0.0	0.0±	0.0	-0.0±
TOTAL:	**35.7**	**100**	**35.7**	**100**	

As a result, the primary impact of the proposed action on habitats and vegetation would be the removal of 22.74± acres of Pitch Pine-Oak Forest within interior portions of the subject property. The cleared wooded habitat would be replaced by 20.82± acres of non-vegetated

[21] U.S. Fish and Wildlife Service. 2018. Wetlands Mapper. Available online at: https://www.fws.gov/wetlands/Data/Mapper.html. Accessed October 26, 2018.

[22] New York State Department of Environmental Conservation. 2018. Environmental Resource Mapper. Available online at: http://www.dec.ny.gov/animals/38801.html. Accessed October 26, 2018.

surfaces (representing the ECNYS Unpaved Road/Path community) comprising the proposed automobile storage facility, which would be paved with asphalt. As described in Section 3.3.1, both the Pitch Pine-Oak Forest and Successional Southern Hardwoods communities are ranked by the NYNHP as demonstrably secure in New York State and have wide distributions throughout the State and/or the Long Island Region. Moreover, a substantial area (10.6± acres) of Pitch Pine-Oak Forest and Successional Southern Hardwoods and their resident flora would be preserved as vegetated buffers surrounding the automobile storage facility. Significantly, the preserved wooded habitat would occur in perimeter areas of the subject property, including the 100-foot setback from Bellport Avenue, the 150-foot setback from the LIRR ROW (100-feet adjacent to the recharge basin), and the 50-foot setback from the adjoining parcel to the east, thereby maintaining connectivity with similar wooded communities on adjoining parcels to the east and south.

Site coverage of lawns and landscaping, as represented by unranked Mowed Law would decrease slightly as compared to existing conditions. Impervious surfaces, as represented by Paved Road Path and Urban Structure Exterior cultural communities, would increase slightly compared to existing conditions.

A proposed 381-feet-6-inch±- by 130±-foot recharge basin would be created within the northeastern portion of the subject property for the purposes of stormwater collection and recharge. The recharge basin would be seeded/vegetated for stabilization. Construction of the recharge basin would represent the introduction of an ecological community that currently does not exist at the subject property. The feature is representative of the ECNYS Water Recharge Basin ecological community, which is defined as:

> "The aquatic community of a constructed depression near a road or development that receives runoff from paved surfaces and allows the water to percolate through to the groundwater, thereby recharging the groundwater. These basins are intermittently flooded during periods of heavy precipitation."

Construction of the recharge basin would create habitat for planted and/or colonizing vegetative associations adapted to the periodically or semi-permanently flooded conditions that typically occur within recharge basins.

With respect to individual plant species, given the relatively homogenous vegetative species assemblage of the Pitch Pine-Oak Forest community that occurs across the majority of the subject property, it is anticipated that the retention of 10.06± acres of existing site Pitch Pine-Oak Forest and Successional Southern Hardwoods would preserve the on-site presence of the existing flora within this community. Similarly, as the three other vegetated communities identified at the subject property in Section 3.3.1 would persist or be expanded following implementation of the proposed action, it is anticipated that the individual plant species comprising them would also persist. Moreover, it is anticipated that construction of the recharge basin would result in increased plant species diversity, due to the introduction of periodically or semi-permanently flooded habitats that currently do not occur at the subject property.

In summary, wooded habitat at the subject property would be reduced as a result of the proposed action; however considerable acreage of Pitch Pine-Oak Forest and Successional

Southern Hardwoods would be preserved in perimeter areas of the site, providing for the perpetuation of wooded conditions on-site and maintaining existing connectivity with other wooded communities at adjoining parcels. Interior portions of the site would be largely unvegetated under the proposed action due to construction of the 20.82±-acre automobile storage area. The seven existing ecological communities (and their resident flora) that currently occur at the subject property would continue to exist at the site following implementation of the proposed action, and an ecological community that currently does not occur at the site (Water Recharge Basin) would be established. It is anticipated that introduction of the latter ecological community would result in increased plant species diversity, due to the establishment of periodically or semi-permanently flooded conditions that currently do not occur at the subject property.

Wildlife

As described in Section 3.3.1, the subject property provides habitat for wildlife species of the forest and forest edge. To a lesser extent, the subject property provides habitat for species adapted to developed settings. Significantly, given its location adjacent to the LIRR ROW and connectivity to wooded and agricultural communities to the east, west, and south, the subject property functions as a habitat corridor that facilitates the movement of wildlife between these communities.

The primary impact of the proposed action on wildlife would be the removal of 23.64± acres of Pitch Pine-Oak Forest within interior portions of the subject property. The immediate effect of clearing would be the displacement of resident wildlife to adjacent and nearby wooded or otherwise vegetated communities, including Pitch Pine-Oak Forest communities at adjoining parcels to the east and south of the subject property. In the short-term, it is anticipated that the vegetated communities in the vicinity of the subject property would experience a temporary increase in wildlife populations during the clearing and construction phases of the proposed project. Subsequently, it is anticipated that inter- and intra-specific competition for available resources within these surrounding communities would result in an insignificant net decrease in local population size for most species, until equilibrium between wildlife populations and available resources is achieved.

Following clearing and construction, the interior portions of the subject property would be occupied by 20.82± acres of paved asphalt area. Given the unvegetated conditions and intermittent human activity associated with this site usage, the temporary vehicle storage area does not represent a significant habitat for wildlife. Accordingly, the available wildlife habitat at the subject property would decrease due to the proposed action, resulting in a corresponding decrease in most resident wildlife species population numbers. However, given the proposed preservation of 10.06± acres of Pitch Pine-Oak Forest and Successional Southern Hardwoods communities, as well as the preservation or increased acreage of the other five existing ecological communities at the subject property under the proposed action, it is anticipated that existing wildlife species assemblage would remain, though with reduced population numbers for most species due to the loss of wooded habitat. Individual population numbers for resident species adapted to the developed cultural communities and early successional conditions that currently occur at the easternmost portion of the subject property are expected to remain static or increase, due to the preservation of existing

acreage or proposed increased acreage of the Mowed Lawn, Paved Road/Path, Urban Structure Exterior and Successional Old Field communities. It is further anticipated that the addition of the Water Recharge Basin ecological community to the subject property would result in increased wildlife species diversity for birds, mammals, herpetofauna and other wildlife adapted to periodically or semi-permanently flooded conditions, which currently do not occur at the subject property.

Significantly, the 10.06± acres of preserved wooded communities would occur in perimeter areas of the subject property, including the 100-foot setback from Bellport Avenue, the 150-foot setback from the LIRR ROW (100-feet adjacent to the recharge basin), and the 50-foot setback from the adjoining parcel to the east, thereby maintaining existing connectivity to wooded and otherwise vegetated communities to the east, west, and south. Accordingly, following implementation of the proposed action, the subject property would continue to function as a habitat corridor that facilitates the movement of wildlife between these communities.

Rare/Protected Species

As detailed in Section 3.3.1, no New York State- or federally-listed endangered, threatened, or special concern plants or wildlife, or significant natural communities, were observed at the subject property during the field surveys.

Pursuant to NYNHP correspondence, records exist for a non-winter northern long-eared bat location (i.e., a summer roost tree) occurring within one mile of the subject property. The correspondence further indicates that the main impact of concern for the northern long-eared bat is cutting or removal of potential roost trees, and that NYSDEC Region 1 staff should be contacted to determine potential permit considerations for such actions. Accordingly, consultations with the NYSDEC would be required to determine if any agency northern long-eared bat restrictions exist for cutting or removal of trees at the subject property. Typically, NYSDEC restrictions to avoid potential impacts to northern long-eared bat in the vicinity of known summer roost locations include restricting removal or cutting of trees to the winter hibernation period (November 1 and March 31, inclusive). Alternatively, if clearing is proposed outside of the winter hibernation period, site-specific northern long-eared bat surveys may be required by the NYSDEC.

With respect to federal regulations, pursuant to the USFWS northern long-eared bat final 4(d) rule described in Section 3.3.1, any potential direct impact to northern long-eared bat could be avoided by restricting clearing of trees within a 150-foot radius of a known roost trees during the pup season during the pup-rearing season (June 1-July 31). As such, pursuant to the under the 4(d) rule, in the unlikely event that the location of the summer roost tree referenced in the NYNHP records is ultimately determined to be within the 150 of trees to be cleared at the subject property, impacts to northern long-eared bat could be avoided by limiting clearing of trees to outside of the pup-rearing season.

Wetlands and Surface Waters

As described in Section 3.3.1, no wetlands or surface waters were observed at or adjacent to the subject property during the field surveys, and there are no NWI- or NYSDEC-mapped wetlands or surface waters located at or in the vicinity of the subject property. Accordingly, no adverse impacts to wetlands or surface waters are anticipated as a result of the proposed action.

3.3.3 Proposed Mitigation Measures

The following ecological resources mitigation measures are proposed:

- The proposed recharge basin to be constructed within the northern portion of the subject property would represent the introduction of an ecological community that currently does not exist at the subject property and would create habitat for planted and/or colonizing vegetative associations adapted to the periodically or semi-permanently flooded conditions that typically occur within recharge basins. Such conditions would result in increased wildlife species diversity for birds, mammals, herpetofauna and other wildlife adapted to these conditions, which currently do not occur at the subject property.

3.4 Traffic

A Traffic Impact Study (TIS) was prepared by VHB to provide a comprehensive evaluation of the potential traffic impacts associated with the proposed action. The purpose of the TIS is to determine whether any significant traffic impacts would result from the proposed action and to propose and evaluate mitigation measures, if required. This section of the DEIS summarizes the findings of the TIS, including the data collection process, traffic analysis procedures, and study conclusions.

The complete TIS is included in Appendix M of this DEIS, and should be consulted to obtain more detailed information than is provided in this synopsis, and should be reviewed in its entirety by any reader who wishes to obtain a full understanding of the transportation analyses that were performed as part of this DEIS. The presentation below is intended to provide an overview understanding of the TIS and should not substitute for reviewing the comprehensive information comprising the TIS.

3.4.1 Existing Conditions

Evaluation of the transportation impacts associated with the proposed action requires a thorough understanding of the current transportation system in the project study area. Existing transportation conditions include roadway geometry, traffic control devices, peak hour traffic volumes, roadway operating characteristics, and parking availability. An inventory of available information on the local roadways and traffic control in the vicinity of the subject property was compiled, and is summarized below.

3.4.1.1 Study Methodology

The following describes the methodology used in this traffic study:

- The project Site Plans and related documents were reviewed to obtain an understanding of the project scope and layout.
- The Final Scope for the Draft Environmental Impact Statement (DEIS) was reviewed.
- A review was made of the adjacent roadway system and the key intersections that might be significantly impacted by the proposed project were identified.
- Field inventories were made to observe the number and direction of travel lanes at the key intersections, along with signal timing, phasing and cycle lengths.
- Accident data for the most recent three-year period for the study area were reviewed, tabulated and summarized.
- Turning movement counts were collected at the key intersections using Miovision cameras on a typical weekday during the a.m. and p.m. peak periods.
- The existing traffic volumes at the key intersections were expanded to the future No-Build year (assumed to be 2020).
- The traffic generated by the proposed development was projected based on information from the project sponsor on the specifics of the site's operation.

- The site-generated volumes were distributed along the adjacent roadway network and were added to the No-Build volumes to produce the proposed Build volumes.
- Capacity analyses were performed for the key intersections for the Existing, No-Build and future Build conditions.
- The results of the analyses for the Existing, No-Build, and Build conditions were compared to assess any significant traffic impacts due to the proposed project.
- The proposed site access point was evaluated.
- The need for traffic mitigation measures was evaluated.

3.4.1.2 Roadway and Intersection Conditions

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

Sills Road (CR 101)

Sills Road, designated County Road 101, is a major north-south arterial under the jurisdiction of the Suffolk County Department of Public Works (SCDPW). It runs south from Mill Road in Yaphank to Montauk Highway (CR 80) in East Patchogue. South of the Long Island Expressway it provides two travel lanes in each direction separated by a wide planted median with additional turn lanes at intersections. In the study area, it runs along the eastern boundary of the site. The posted speed limit along Sills Road in the study area is 45 miles per hour. The Traffic Data Viewer reveals that the NYSDOT forecast for 2015 puts the combined two-way AADT on the segment of Sills Road adjacent to the project site at approximately 15,700 vehicles per day.

Horseblock Road (CR 16)

Horseblock Road, designated County Road 16, is a major east-west arterial that is under the jurisdiction of the SCDPW. It runs south and east from NY 25 in Smithtown to Montauk Highway (CR 80) in Bellport. In vicinity of the project site it runs to the south of the site and provides one travel lane in each direction, provides additional turning lanes at major intersections and has a posted speed of 55 miles per hour east of Sills Road and 50 miles per hour west of Sills Road. The Traffic Data Viewer reveals that the NYSDOT forecast for 2015 puts the combined two-way AADT on the segment of Horseblock Road closest to the project at approximately 17,850 vehicles per day.

Bellport Avenue/Station Road

Bellport Avenue/Station Road is a north-south collector roadway that is under the jurisdiction of the Town of Brookhaven. The Bellport Avenue portion of this roadway runs south from Mill Road (CR 64) to Horseblock Road (CR 16). The Station Road portion of this roadway runs south from Horseblock Road to South Country Road (CR 36). It runs to the west of the project site and provides one travel lane in each direction in the vicinity of the site with a posted town speed limit of 30 miles per hour. The Traffic Data Viewer reveals that

the NYSDOT forecast for 2015 puts the combined two-way AADT on the segment of Bellport Avenue/Station Road closest to the project at approximately 2,483 vehicles per day. It is noted that trucks (except local delivery) are prohibited on Bellport Avenue north of Horseblock Road.

Old Dock Road

Old Dock Road is a north-south minor collector roadway that is under the jurisdiction of the Town of Brookhaven. It runs south from Sills Road (CR 101) to Horseblock Road (CR 16). Old Dock Road runs to the east of the project site and provides one travel lane in each direction in the vicinity of the site with a posted town speed limit of 30 miles per hour.

Long Island Avenue

Long Island Avenue is an east-west minor collector roadway that is under the jurisdiction of the Town of Brookhaven. It runs east from Nicolls Road (CR 97) to State Street. State Street continues east and intersects with Sills Road (CR 101). Long Island Avenue runs to the north of the project site and provides one travel lane in each direction in the vicinity of the site with a posted speed limit of 40 miles per hour.

3.4.1.3 Study Intersections

To determine the potential traffic impacts of the proposed project, the following nine primary study intersections were identified in the Final Scope for the DEIS for detailed analysis under the Existing, future No-Build and future Build conditions:

- Sills Road (CR 101) & Old Dock Road (Unsignalized)
- Sills Road (CR 101) & Median turnaround at Baseball Heaven (Unsignalized)
- Sills Road (CR 101) & North Driveway to Maryhaven Adult Services Center Complex (Unsignalized)
- Sills Road (CR 101) & South Driveway to Maryhaven Adult Services Center Complex (Unsignalized)
- Sills Road (CR 101) & Driveway to ADESA Property (Unsignalized)
- Sills Road (CR 101) & Horseblock Road (CR 16) (Signalized)
- Sills Road (CR 101) & Station Road (Signalized)
- Horseblock Road (CR 16) & Station Road/Bellport Avenue (Signalized)
- Bellport Avenue & Long Island Avenue (Unsignalized)

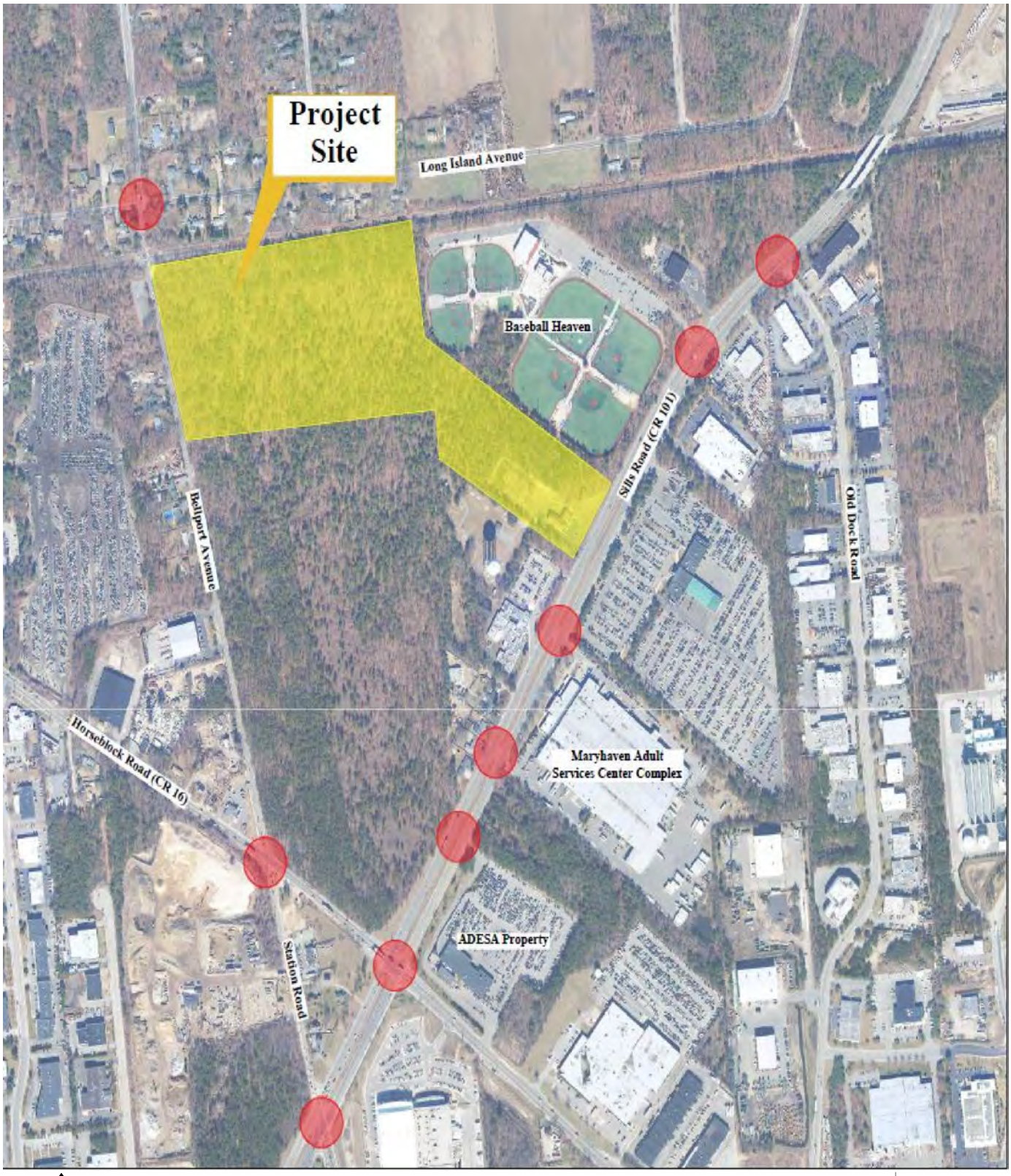
Additional discussion and analysis based on the data collected and analysis results for the intersections above was applied to the following 14 supplemental intersections to determine if adverse traffic conditions will occur as a result of the proposed operations:

- Sills Road (CR 101) and Long Island Expressway Service Road South
- Sills Road (CR 101) and Long Island Expressway Service Road North
- Sills Road (CR 101) and Long Island Avenue/State Street
- Bellport Avenue (CR 64) and Long Island Expressway Service Road South

- Horseblock Road (CR 16) and exit/entrance roads to Amneal Pharmaceutical
- Station Road (CR 64) and exit/entrance roads to Amneal Pharmaceutical
- Horseblock Road (CR 16) and Sawgrass Drive/Pinehurst Drive
- Horseblock Road (CR 16) and Old Dock Road
- Horseblock Road (CR 16) and Zorn Boulevard
- Horseblock Road (CR 16) and Alexan Boulevard
- Horseblock Road (CR 16) and East Woodside Avenue
- Sunrise Highway (NY 27) and Horseblock Road (CR 16)
- Sunrise Highway (NY 27) and Station Road (CR 64)
- Station Road (CR 64) and Woodside Avenue

The nine primary study intersections are shown in Figure 11. The 14 supplemental study intersections and overall study area are shown on Figure 12. Additional aerial photographs and detailed intersection discussions of each intersection are in Appendix M.

FIGURE 11



\\vhb\gis\proj\Hauppauge\26662.00 Yaphank Auto Aucton\Project\Figure X - Primary STudy Intersections.mxd

Not to Scale

Primary Study Intersections

Proposed Auto Storage Facility at Yaphank | Yaphank, NY

Primary Study Intersections

Sills Road

hamlet of Yaphank, Town of Brookhaven

Suffolk County

Source(s): The Long Island Comprehensive Special Groundwater Protection Area Plan, Long Island Regional Planning Board, 1992; Bing Maps

FIGURE 12

\\vhb\gis\proj\Hauppauge\26662.00 Yaphank Auto Aucton\Project\Figure X - Overall STudy Intersections.mxd

Not to Scale

Legend

- **Primary Study Intersections**
- **Supplemental Study Intersections**

Proposed Auto Storage Facility at Yaphank | Yaphank, NY

Overall Study Intersections

Sills Road
hamlet of Yaphank, Town of Brookhaven
Suffolk County

Source(s): The Long Island Comprehensive Special Groundwater Protection Area Plan, Long Island Regional Planning Board, 1992; Bing Maps

3.4.1.4 Existing Traffic Volume Data

Intersection turning movement counts were collected using Miovision cameras between 7:00 a.m. and 9:00 a.m. (weekday a.m. peak) and between 4:00 p.m. and 6:00 p.m. (weekday p.m. peak) on Thursday, September 20, 2018 for the intersections of Sills Road at Horseblock Road, Sills Road at Baseball Heaven driveway, and Sills Road at the north Maryhaven driveway. Intersection turning movement counts for the remaining six study intersections were collected using Miovision cameras between 7:00 a.m. and 9:00 a.m. (weekday a.m. peak) and between 4:00 p.m. and 6:00 p.m. (weekday p.m. peak) on Tuesday, April 30, 2019. These traffic counts were conducted so they coincided with the heaviest traffic flows associated with commuter activities in the local area.

The existing turning movement count summaries are available in Appendix A of Appendix M of this DEIS.

The existing peak hour weekday a.m., p.m. traffic volumes are shown in Figure 4 in Appendix M.

3.4.1.5 Accident History

Accident data from the New York State Department of Transportation (NYSDOT) Accident Location Information System (ALIS) records for the most recent available three-year period were requested. Accident Verbal Description Reports (VDRs) for the period of January 1, 2016 to December 31, 2018 were obtained for the segment of Sills Road between Baseball Heaven and Old Dock Road and between Horseblock Road and Station Road. The intersection of Long Island Avenue and Bellport Avenue as well as Station Road and Horseblock Road VDRs were also obtained.

The TIS (see Appendix M) includes a detailed discussion of the accidents recorded at each study intersection and roadway segments, if any. As concluded within the TIS, considering the project is adding a very small number of new trips to the area and the proposed access plan, it is not expected that this project will have a significant impact on the rate of accident occurrence in the study area.

3.4.2 Probable Impacts of the Proposed Action

The analysis of future conditions, without and with the proposed project (i.e., “No-Build” and “Build” conditions, respectively), was performed to evaluate the effect of the proposed project on future traffic conditions in the area. Background traffic volumes in the study area were projected to the year 2020, reflecting the year when the project is expected to be completed and operational. The No-Build Condition represents the future traffic conditions that can be expected to occur, even if the proposed project is not constructed. The No-Build Condition serves as a comparison to the Build Condition, which represents expected future traffic conditions resulting from both project and non-project generated traffic.

3.4.2.1 No-Build Condition

No-Build traffic volumes include all existing traffic and any new traffic due to background traffic growth and any other significant planned developments in the immediate vicinity of the project site.

Other Planned Development

As noted in the Final Scope, no other relevant planned developments were identified in consultation with the Town of Brookhaven (Appendix B).

Background Traffic Growth

To account for increases in general population and background growth not related to the proposed project, an annual growth factor was applied to the existing traffic volumes. Based on NYSDOT published information, the traffic volume growth rate for the southern portion of the Town of Brookhaven is two- percent per year.

To account for any other planned developments in the vicinity of the project site not specifically identified, a total growth rate of five-percent (two years at 2.5-percent per year) was applied to the 2018 traffic data and a growth rate of 2.5-percent was applied to the 2019 traffic data to develop the background traffic based on the anticipated Build year of 2020.

After applying the growth factor to the existing traffic volumes, the resulting 2020 No-Build traffic volumes for the weekday a.m. and p.m. peak hours are shown in Figure 5 of Appendix M of this DEIS.

3.4.2.2 Build Condition

To estimate the traffic impacts of the proposed action, it is necessary to determine the traffic volumes expected to be generated by the proposed action. The development would not consist of any traditional building construction, but the preparation of the site as an area for the temporary storage of vehicles prior to them being auctioned online. No auctioning or inspection of vehicles by prospective buyers would occur on the site. Normally, peak period trip generation data is obtained from published sources such as the Institute of Transportation Engineer's (ITE) publication, *Trip Generation 10th Edition*. But this use is somewhat unique and is not covered in that publication or any source of trip generation data reviewed. Hence, peak period trip information was developed from information obtained from the site operator based on specific anticipated site operations. The following summarizes that operation as it pertains to vehicle movement and peak period trip generation estimates.

Based on discussions with the site operator, vehicles to be stored prior to online auction will arrive over the course of a typical business day on three to four flat-bed type car-carriers. The majority of these deliveries will typically arrive south on Sills Road from the Long Island Expressway (LIE). These vehicles would be stored until they are auctioned online. Post-auction, purchased vehicles would be removed from the site using the same car-carrier types mentioned above. The trip making activity can be described as having four components:

vehicle delivery, vehicle inspection, vehicle removal, and staff activity. Peak hour trip generation estimates were developed as follows:

- Vehicle Delivery – Based on discussions with the project sponsor, it is anticipated that 30 vehicles will arrive at the site daily, on car-carriers carrying an average of 3 vehicles. This equates to 10 car-carrier trips over the course of the day. To present a high-side conservative estimate of potential impacts, it is assumed in this study for analysis purposes that 6 deliveries to the site occur in the peak hours. This is an overestimation of anticipated site activity.
- Buyer Inspection – As noted previously, the majority of vehicles are not inspected in person, but online. However, there may be occasional visits to the site by prospective purchasers. To account for this, it was assumed that two visits to the site by prospective buyers would occur during the peak hours.
- Vehicle Removal - Based on discussions with the project sponsor, it is anticipated that 30 vehicles will depart from the site daily, on car-carriers carrying an average of 2 vehicles. This equates to 15 car-carrier trips over the course of the day. To present a high-side conservative estimate of potential impact, it is assumed in this study for analysis purposes that 8 removal trips to the site occur in the peak hours. This is an overestimation of anticipated site activity.
- Staff - Based on discussions with the operator the site will be minimally staffed. However, to account for trips to and from the site it was assumed that 2 trips per hour associated with staff activities would occur.

Base on the anticipated operation of the proposed action as described above, the peak hour trips forecast to be generated by the site were derived. Table 10 below presents the projected trip generation

Table 10 Trip Generation Projections – Vehicle Storage Site

Component	AM Peak Hour		PM Peak Hour	
	Entering	Exiting	Entering	Exiting
Vehicle Deliveries	6	6	6	6
Vehicle Inspections	2	2	2	2
Vehicle Removals	8	8	8	8
Staff	2	2	2	2
	Total	**36**	**Total**	**36**

Table 10 above shows the site is likely to generate 38 trips (18 entering and 18 exiting) during a.m. peak hours and 36 trips (18 entering and 18 exiting) during p.m. peak hours.

Trip Assignment

The trips originating from and destined to the subject property were assigned to the adjacent roadways based on information from the site operator as described in the previous section. As discussed above, the vehicles brought to the subject property are anticipated to arrive from and leave to the LIE in their majority. However, there may be occasional instances where vehicles arrive from Sunrise Highway via Horseblock Road or Sills Road. In assigning

trips related to vehicle deliveries and departures, 70-percent of these trips were assumed as arriving from the Long Island Expressway and returning to the Long Island Expressway via Horseblock Road. The balance was assigned with 15-percent via Horseblock Road from and to the southeast and 15-percent via Sills Road from and to the south. The trips on Horseblock Road east of Sills Road and on Sills Road south of Horseblock Road will be a fraction of the modest number of trips noted in Table 10 above and will result in even lesser levels of impact than those evaluated at the primary study intersections.

To determine the future Build Condition traffic volumes, the project-generated trips were added to the No-Build traffic volumes at the key intersections. Based on the forecast peak hour traffic flows and arrival and departure patterns, the project-generated traffic volumes from the four components of activity on the site, Vehicle Delivery, Buyer Inspection, Vehicle Removal and Staff were estimated for the weekday a.m. and p.m. peak hours and are presented Figures 6, 7, 8 and 9, respectively, in Appendix M of this DEIS.

It should be noted the project-generated traffic volumes are low and only impact certain primary study intersections, and do not have any impact on any of the supplemental study intersections. Therefore, the supplemental study intersections were not analyzed further or shown on the volume figures in Appendix M of this DEIS.

3.4.2.3 Level of Service and Delay Criteria

The evaluation criteria used to analyze area intersections in this traffic study are based on the 2000 and 2010 Highway Capacity Manual HCM). The term "level of service" (LOS) is used to denote the different operating conditions that occur at an intersection under various traffic volume loads. It is a qualitative measure that considers a number of factors, including roadway geometry, speed, travel delay and freedom to maneuver. Vehicle delay time (expressed in seconds per vehicle) is typically used to quantify the traffic operations at intersections. Therefore, when evaluating the intersection capacity results, in addition to the LOS, vehicle delay time should also be considered.

Additional discussion regarding LOS and vehicle delay, and other measures for analysis of both signalized and unsignalized intersections is discussed in Appendix M of this DEIS.

3.4.2.4 Level of Service Analysis

LOS analyses were conducted for the Existing, No-Build and future Build conditions for the key signalized and unsignalized study intersections.

Signalized Intersection Analysis

The results of the capacity analyses for the three signalized intersections, Sills Road (CR 101) at Horseblock Road (CR 16), Horseblock Road (CR 16) at Bellport Avenue/Station Road, and Sills Road (CR 101) at Station Road in the Existing, No-Build and future Build conditions are summarized in Table 4 and Table 5 in Appendix M for the weekday a.m. and p.m. peak hours, respectively. The detailed capacity analysis worksheets are contained in Appendix D of Appendix M of this DEIS.

A.M. Peak Hour

The signalized study intersection of Sills Road and Horseblock Road operates at an overall LOS C in all three, Existing, No-Build and Build conditions analyzed. In the Build condition there is no drop in LOS for the individual movements and there is no change in the overall intersection delay from No-Build to Build condition. It is noted that the northbound left movement operating at LOS E in the Existing condition and improved in delay by 0.5 second and improves to LOS D during the No-Build condition. This is because the northbound left-turn movement benefitted from the expansion of effective green time due to signal actuation as a result of an increase in volume and v/c ratio on north-south left-turn movements.

The signalized study intersection of Horseblock Road and Bellport Avenue/Station Road operates well at an overall LOS B in the Existing condition and drops to LOS C in the No-Build and Build conditions. In the Build condition there is no drop in LOS for the individual movements from No-Build with the overall intersection delay increasing only by 0.2 second from No-Build condition to Build condition, which would be imperceptible to the motorist. It is noted that the northbound movement/approach operating at LOS C in the Existing condition, improved in delay by 1.0 second and increases to LOS B in the No-Build condition. This is because the northbound movement benefitted from the expansion of effective green time due to signal actuation as a result of an increase in volume and v/c ratio on north-south approaches.

The signalized intersection of Sills Road and Station Road operates at an overall LOS C in all three, Existing, No-Build and Build conditions analyzed. In the Build condition there is no drop in LOS for the individual movements and there is no change in the overall intersection delay from No-Build to Build condition.

Table 11 below details the aforementioned a.m. peak hour conditions for the proposed action.

Table 11 LOS Summary – Signalized Intersection – A.M. Peak Hour

Intersection	Movement	Lane Group	Existing 2019		No Build 2020		Build 2020	
			Delay	LOS	Delay	LOS	Delay	LOS
Sills Road (CR 101) & Horseblock Road (CR 16)	EB	L	13.5	B	13.6	B	13.7	B
		T	37.9	D	40.5	D	40.4	D
		R	0.0	A	0.0	A	0.0	A
		Approach	34.1	C	36.3	D	36.2	D
	WB	L	12.0	B	12.2	B	12.2	B
		T	17.5	B	17.8	B	17.8	B
		R	0.1	A	0.1	A	0.1	A
		Approach	13.4	B	13.7	B	13.6	B
	NB	L	55.1	E	54.6	D	54.6	D
		T	22.6	C	24.2	C	24.4	C
		R	0.1	A	0.1	A	0.1	A
		Approach	20.6	C	21.6	C	21.7	C
	SB	L	50.5	D	51.7	D	53.3	D
		T	28.2	C	28.6	C	28.7	C
		R	0.0	A	0.0	A	0.0	A
		Approach	29.7	C	30.3	C	30.0	C
	Overall		**24.1**	**C**	**25.1**	**C**	**25.1**	**C**
Horseblock Road (CR 16) & Bellport Avenue/Station Road (CR 64)	EB	LT	21.3	C	24.4	C	24.4	C
		R	3.3	A	3.4	A	3.4	A
		Approach	15.6	B	17.8	B	17.8	B
	WB	LT	28.4	C	30.3	C	30.6	C
		R	9.2	A	8.8	A	8.6	A
		Approach	24.7	C	26.2	C	26.5	C
	NB	LTR	20.5	C	19.5	B	19.7	B
		Approach	20.5	C	19.5	B	19.7	B
	SB	LT	18.7	B	17.8	B	17.9	B
		R	0.2	A	0.4	A	0.4	A
		Approach	17.1	B	16.3	B	16.4	B
	Overall		**19.6**	**B**	**20.5**	**C**	**20.7**	**C**
Sills Road (CR 101) & Station Road (CR 64)	EB	LTR	28.4	C	28.1	C	28.2	C
		Approach	28.4	C	28.1	C	28.2	C
	WB	L	18.7	B	18.4	B	18.4	B
		T	23.3	C	22.8	C	22.9	C
		R	2.5	A	2.5	A	2.5	A
		Approach	16.7	B	16.4	B	16.5	B
	NB	L	10.0	A	10.3	B	10.3	B
		T	18.0	B	18.6	B	18.6	B
		R	0.1	A	0.1	A	0.1	A
		Approach	16.3	B	16.8	B	16.8	B
	SB	L	21.2	C	21.6	C	21.5	C
		T	30.1	C	30.7	C	30.7	C
		R	0.0	A	0.0	A	0.0	A
		Approach	28.8	C	29.4	C	29.4	C
	Overall		**22.9**	**C**	**23.2**	**C**	**23.2**	**C**

P.M. Peak Hour

The signalized study intersection of Sills Road and Horseblock operates at an overall LOS C in Existing condition and drops to LOS D in the No-Build and Build conditions. In the Build condition there is no drop in LOS for the individual movements and there is no change in the overall intersection delay from No-Build to Build condition.

The signalized study intersection of Horseblock Road and Bellport Avenue/Station Road operates at an overall LOS C in all three, Existing, No-Build and Build conditions analyzed. In the Build condition there is no drop in LOS for the individual movements from No-Build with the overall intersection delay increasing only by 0.3 second from No-Build condition to Build condition, which would be imperceptible to the motorist.

The signalized intersection of Sills Road and Station Road operates at an overall LOS C in all three, Existing, No-Build and Build conditions analyzed. In the Build condition there is no drop in LOS for the individual movements and there is no change in the overall intersection delay from No-Build to Build condition.

Table 12 below details the aforementioned p.m. peak hour conditions for the proposed action.

Table 12 LOS Summary – Signalized Intersection – PM Peak Hour

Intersection	Movement	Lane Group	Existing 2018		No Build 2020		Build 2020	
			Delay	LOS	Delay	LOS	Delay	LOS
Sills Road (CR 101) & Horseblock Road (CR 16)	EB	L	15.4	B	16.3	B	17.1	B
		T	44.2	D	47.6	D	47.4	D
		R	0.0	A	0.0	A	0.0	A
		Approach	39.3	D	42.3	D	42.1	D
	WB	L	74.3	E	94.1	F	94.1	F
		T	23.9	C	24.7	C	24.7	C
		R	0.1	A	0.1	A	0.1	A
		Approach	33.9	C	39.6	D	39.5	D
	NB	L	57.1	E	56.7	E	56.7	E
		T	31.4	C	32.8	C	33.0	C
		R	0.1	A	0.1	A	0.1	A
		Approach	29.6	C	30.7	C	30.9	C
	SB	L	43.7	D	43.9	D	44.6	D
		T	29.9	C	33.1	C	33.3	C
		R	0.0	A	0.1	A	0.1	A
		Approach	28.2	C	30.8	C	30.4	C
	Overall		**32.5**	**C**	**35.7**	**D**	**35.6**	**D**
Horseblock Road (CR 16) & Bellport Avenue/Station Road (CR 64)	EB	LT	25.1	C	28.5	C	29.1	C
		R	5.5	A	6.0	A	6.0	A
		Approach	16.8	B	19.0	B	19.3	B
	WB	LT	30.9	C	32.7	C	32.4	C
		R	13.2	B	13.1	B	12.6	B
		Approach	26.2	C	27.5	C	27.3	C
	NB	LTR	33.8	C	31.6	C	32.8	C
		Approach	33.8	C	31.6	C	32.8	C
	SB	LT	19.0	B	18.3	B	18.5	B
		R	0.1	A	0.1	A	0.1	A
		Approach	18.1	B	17.5	B	17.7	B
	Overall		**23.1**	**C**	**23.8**	**C**	**24.1**	**C**
Sills Road (CR 101) & Station Road (CR 64)	EB	LTR	36.0	D	35.9	D	35.8	D
		Approach	36.0	D	35.9	D	35.8	D
	WB	L	17.2	B	16.9	B	16.9	B
		T	20.6	C	20.1	C	20.1	C
		R	3.8	A	3.7	A	3.7	A
		Approach	14.9	B	14.6	B	14.6	B
	NB	L	15.9	B	16.9	B	16.9	B
		T	23.6	C	24.2	C	24.2	C
		R	0.7	A	0.8	A	0.8	A
		Approach	20.6	C	21.2	C	21.3	C
	SB	L	19.8	B	21.0	C	21.0	C
		T	31.2	C	33.8	C	33.8	C
		R	0.0	A	0.0	A	0.0	A
		Approach	29.4	C	31.8	C	31.8	C
	Overall		**25.7**	**C**	**26.5**	**C**	**26.5**	**C**

Unsignalized Intersection Analysis

The results of the capacity analyses for the unsignalized primary study intersections in the Existing, No-Build and future Build conditions are summarized in Table 13 and Table 14 below, for the weekday a.m. and p.m. peak hours, respectively. The detailed capacity analysis worksheets are contained in Appendix D of Appendix M of this DEIS.

At the unsignalized intersection of Sills Road and Baseball Heaven/Turnaround, the critical stop controlled eastbound approach operates well at a LOS A during in the Existing through Build condition during the weekday a.m. peak hour and at LOS B during the weekday p.m. peak hour. The northbound U-turn / left-turn operates well at LOS C and LOS B, respectively, during the same time periods. It is noted that vehicles that would arrive at the vehicle storage site would use this location to negotiate a northbound to southbound U-turn, then weave to the right to enter the site. Based on the approximately seven vehicles during the AM and PM peak hour, which equates to approximately one vehicle every ten minutes, anticipated to perform this movement, it is anticipated that there will be no problems associated with the performance of this weaving maneuver.

At the unsignalized intersection of Sills Road and Old Dock Road, the critical stop controlled westbound approach operates well at LOS B in the Existing through Build Condition during the a.m. peak hour and LOS C during the p.m. peak hour.

At the unsignalized intersection of Sills Road and Maryhaven North Driveway, the critical stop controlled westbound approach operates at LOS C in the Existing condition through the Build condition during the weekday a.m. and p.m. peak hours. The northbound U-turn operates at LOS B in the Existing condition through the Build condition during the weekday a.m. and p.m. peak hours. The southbound U-turn/left-turn operates at LOS A in the Existing condition through the Build condition during the weekday a.m. peak hours and operates at LOS B during the during the p.m. peak hours.

At the unsignalized intersection of Sills Road and Maryhaven South Driveway, the critical stop controlled westbound approach operates at LOS C in the Existing condition through the Build condition during the weekday a.m. and p.m. peak hours. The northbound U-turn operates at LOS B in the Existing condition through the Build condition during the weekday a.m. and p.m. peak hours. The southbound U-turn/left-turn operates at LOS A in the Existing condition through the Build condition and operates at LOS B during the same conditions in the weekday a.m. and p.m. peak hours, respectively.

At the unsignalized intersection of Bellport Avenue and Long Island Avenue the stop controlled eastbound and westbound approaches all operate at LOS A in the Existing condition through the Build condition during the weekday a.m. and p.m. peak hours. The stop controlled northbound and southbound approaches operate at LOS A in the Existing condition through the Build condition and operates at LOS B during the same conditions in the weekday a.m. and p.m. peak hours, respectively.

As discussed previously, the vehicles stored on the site are anticipated to arrive from and leave to the Long Island Expressway almost in their majority. However, a small percent of vehicles may arrive from Sunrise Highway via Horseblock Road or Sills Road. The trips on

these routes will be a fraction of the already modest number of trips and will result in even lesser levels of impact than those evaluated at the primary study intersections.

The results of the capacity analyses for the unsignalized primary study intersections in the Existing, No-Build and future Build conditions are summarized in Table 13 and Table 14 below, for the weekday a.m. and p.m. peak hours, respectively.

Table 13 LOS Summary – Unsignalized Intersection – A.M. Peak Hour

Intersection	Approach/ Movement	Existing 2019		No-Build 2020		Build 2020	
		Delay	LOS	Delay	LOS	Delay	LOS
Sills Road (CR 101) & Baseball Heaven Turnaround	EB	0.0	A	0.0	A	11.3	B
	NB U/L	16.0	C	16.6	C	17.2	C
Sills Road (CR 101) & Old Dock Road	WB	11.3	B	11.4	B	11.4	B
Sills Road (CR 101) & Maryhaven North Driveway	WB L	22.2	C	23.6	C	24.1	C
	NB U	11.3	B	11.6	B	11.8	B
	SB U/L	9.3	A	9.4	A	9.5	A
Sills Road (CR 101) & Maryhaven South Driveway	WB L	21.3	C	22.1	C	22.6	C
	NB U	12.0	B	12.1	B	12.3	B
	SB U/L	9.6	A	9.7	A	9.7	A
Bellport Avenue (CR 64) & Long Island Avenue	EB	8.4	A	8.4	A	8.4	A
	WB	8.3	A	8.3	A	8.3	A
	NB	8.8	A	8.9	A	8.9	A
	SB	9.3	A	9.4	A	9.4	A

Table 14 LOS Summary – Unsignalized Intersection – P.M. Peak Hour

Intersection	Approach/ Movement	Existing 2019		No-Build 2020		Build 2020	
		Delay	LOS	Delay	LOS	Delay	LOS
Sills Road (CR 101) & Baseball Heaven Turnaround	EB	10.3	B	10.3	B	10.3	B
	NB U/L	10.7	B	10.9	B	10.9	B
Sills Road (CR 101) & Old Dock Road	WB	18.8	C	19.7	C	19.7	C
Sills Road (CR 101) & Maryhaven North Driveway	WB L	17.9	C	18.9	C	19.0	C
	NB U	10.8	B	11.0	B	11.1	B
	SB U/L	12.0	B	12.4	B	12.4	B
Sills Road (CR 101) & Maryhaven South Driveway	WB L	20.7	C	21.6	C	21.9	C
	NB U	11.1	B	11.2	B	11.3	B
	SB U/L	12.1	B	12.3	B	12.3	B
Bellport Avenue (CR 64) & Long Island Avenue	EB	9.6	A	9.7	A	9.7	A
	WB	9.2	A	9.2	A	9.2	A
	NB	12.8	B	13.2	B	13.2	B
	SB	10.1	B	10.3	B	10.3	B

3.4.2.5 Site Access

The project site would be serviced by one access point located on Sills Road and would allow only right-turns in and right-turns out. Sills Road in this area includes a non-traversable median. The Site Plan includes a raised splitter island in the driveway to reinforce the one-way operation of the southbound lanes of Sills Road. In addition, the appropriate ONE-WAY signing should be installed in the median opposite the driveway.

A capacity analysis was performed for the unsignalized Sills Road and Site Access intersection and Table 15 below presents the Build condition results for weekday a.m. and p.m. peak hours. The table below shows the critical stop controlled eastbound approach operates well at LOS B with low delay.

Table 15 LOS Summary – Unsignalized Site Access

Intersection	Approach	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
Sills Road (CR 101) & Site Access	EB	11.7	B	10.7	B

3.4.2.6 Site Parking and Circulation

The proposed vehicle storage site is designed for the temporary storage of vehicles which will be auctioned at a local auction site. There will be no live auctions held on the site.

Vehicles will simply be dropped off for a period of time and removed after purchase. As a result, this site will not be a destination for any significant number of employees and there will be few visitors to the site.

The Site Plan depicts an asphalt vehicle storage area with fencing set at the required buffer distances from the Site's property lines. Given the use, stored vehicles will be parked in closer proximity than would be the case in a conventional parking area and no marked dedicated stalls are proposed. This arrangement will provide flexibility in the use of the property.

The asphalt storage area will also allow all activity to occur on site, such that all loading and unloading of vehicles will occur on the site. There will be no loading, unloading or parking of vehicles off the site on Sills Road.

3.4.2.7 Conclusions

Based on the results of the analyses conducted for the purpose of this report, the following conclusions have been developed:

- The proposed automobile storage yard will result in a low level of peak period trip generation.
- The traffic generated by the proposed use can be accommodated by the adjacent roadway network without significant negative impact to traffic conditions.
- The proposed site access will allow for right-turns into and out of the site only.
- The operation of the site will not unduly affect the rate of accident occurrence in the area.
- Smaller, flat-bed type car-carriers and passenger vehicles will be predominately generated by the Site. Larger car-carriers could also be used to transport vehicles off of the site one to five times per week during normal business hours.
- The asphalt storage area will allow all activity to occur on site. There will be no loading, unloading or parking of vehicles off the site on Sills Road.
- Based on this study, the operation of the automobile storage yard as proposed will not result in any significant adverse traffic impacts in the vicinity of the site.

3.4.3 Proposed Mitigation Measures

The TIS performed for the proposed action demonstrates that no significant adverse traffic impacts would result from implementation of the proposed action. Therefore, no traffic mitigation is necessary.

3.5 Aesthetics and Visual Resources

The existing visual condition of the subject property and views of the property from surrounding areas is described in this section, and a photograph log is provided to document such conditions. An analysis of potential aesthetic impacts is performed to assess expected changes in the views of the site from surrounding public vantage points, based on review of the proposed site plan. This section highlights the extent of proposed buffers (e.g. buffers of natural vegetation to be retained at the site perimeter, screen plantings, etc.) and the particular layout of the subject parcel(s), as well as the project's compatibility with the visual character of comparable surrounding land uses.

3.5.1 Existing Conditions

In order to determine the visual characteristics of the subject property and the surrounding area, site and area inspections were conducted, and photographs were taken to record the existing conditions.

The majority of the site is comprised of vacant, wooded area which extends from the Long Island Railroad at the northern edge of the subject property, west to Bellport Avenue and east to Baseball Heaven. Vegetation on the subject property is characteristic of a Pitch Pine-Oak Forest, with a well-developed shrub layer (see photograph 1). This portion of the property is densely wooded, thus visibility into the center of the property from surrounding roadways and transportation corridors is limited. This vegetated corridor extends the length of the western edge of the subject property, along Bellport Avenue.

A number of single-family residences line Long Island Avenue on the north side of the LIRR ROW, to the north of the subject property. A typical residence on this street is shown in photograph 2. Due to the dense vegetation around the perimeters of these residential properties, in addition to the vegetated buffers along the LIRR corridor, visibility of the subject property is restricted.

In addition to having a high density of vegetation, houses along Long Island Avenue consistently have large setbacks from the street

and frequently have perimeter fences, as shown in photograph 3. These natural and man-made buffers allow for privacy from the street and are consistent with the character of surrounding neighborhoods.

A portion of the subject property includes the Fishers of Men Church of God in Christ which is currently vacant and shown in photograph 4. This area is visible from Sills Road, where there is a small clearing in the vegetated buffer. The parcel includes the church building itself and its associated paved parking area. This component of the subject property has a large lawn that extends from Sills Road to behind the church building where there is a small playground area, as shown in photograph 5. The remainder of the parcel is a continuation of the predominant Pitch Pine-Oak Forest vegetation that covers a majority of the subject property. Overall, the former church property appears vacant and slightly overgrown.

From multiple locations around the eastern portion of the subject property, the SCWA water tower is visible over the trees, particularly in lawn and paved areas where the tree cover is interrupted. Such is the case in photograph 4, which was taken from Sills Road.

Due to the tall, dense vegetated buffers surrounding the former church property, and the nature of the woodland cover on the subject property, the interior of the site is not visible to the public from any adjacent roadway.

The northeast portion of the subject property abuts Baseball Heaven, a public recreational facility. The 27-acre complex maintains seven lighted turf fields that are enclosed by protective netting. The associated large parking lot wraps around the eastern and northern portions of the property, from which some trees of the subject property are visible, as shown in photograph 6. As the tree buffer surrounding the Baseball Heaven parking lot is a continuation of similar trees located on the subject property, the property line is not discernable.

The New Interdisciplinary School, an early childhood learning center, is located directly south of the subject property and is shown in photograph 7. The grounds and parking lot are relatively small, and the entire property is enclosed by a dense row of trees. The one-story building with an awning is concealed from view from Sills Road and surrounding properties due to the vegetated buffer.

Another institutional use in the vicinity of the project site is the Maryhaven "Yaphank Business Center" located on the east side of Sills Road (Photograph No. 15 in Appendix L). Like the New Interdisciplinary School, the appearance of Maryhaven is typical of other buildings in the area in that it has a neutral-toned exterior and one- to two-story layout.

The visual character of the areas surrounding the subject property (within the 1,500-feet study area) is generally industrial, and therefore varies based on each particular industrial use, photograph 8. Visual continuity is established along both Sills Road and Bellport Avenue through the consistent use of vegetated buffers along the roadways.

East of the subject property, within the industrial corridor called Sills Industrial Park along Old Dock Road, the visual appearance is less dominated by a natural vegetated buffer, but rather with lawns and small patches of landscaped areas, as shown in the photo of the Petro building in photograph 9. The industrial buildings in this corridor tend to have neutral exteriors and do not rise to more than two stories. Many of the light industrial facilities in this corridor have accessory parking lots that are hidden from public view.

The above-referenced Petro building has one such parking lot, which contains the fleet of parked trucks in photograph 10. In addition to the screened fence that surrounds the vehicles, there is a line of trees that conceal the lot from surrounding areas.

In the vicinity of the subject property, and within the 1,500-foot study radius there are multiple operations similar to that of the proposed action.

ADESA is located on the east side of Sills Road and is screened from view by trees along Sills Road. This auction facility has a large parking lot with landscaped buffers, which adds to the overall visual appeal of the property. The building as visible from the westernmost edge of the parking lot is shown in photograph 11.

Insurance Auto Auctions on Peconic Avenue (photograph 12) and J.J. Kane Auctioneers on Rice Court (photograph 13) are both located west of the subject property. Both of these facilities have smaller auction buildings relative to ADESA, but comparably-sized overall parking lots. Unlike ADESA, these auto auction operations are more inaccessible, with entrances set back from the main roads associated with each (Peconic Avenue and Horseblock Road, respectively). The parking lots are not easily visible to the public, and have vegetated buffers to conceal their operations. Both facilities are fenced-in and generally look similar in nature.

Additional photographs of the surrounding area are included in Appendix L, *Photo Log*.

3.5.2 Probable Impacts of the Proposed Action

According to the New York State Department of Environmental Conservation (NYSDEC) guidance related to evaluating visual impacts under SEQR, "[a]n 'aesthetic impact' is the consequence of a visual impact on the public's use and enjoyment of the appearance or qualities" of relevant resources. Within the context of the existing conditions described above, the following section presents an analysis of the potential visual and aesthetic impacts of the proposed action, and changes in views of the site, as well as the potential effects of the proposed action upon the established visual character of the Town.

As illustrated on the preliminary *Layout and Materials Plan* (Appendix D), the proposed action involves the clearing of 23.64± acres of vegetation to accommodate a paved

automobile storage facility and a recharge basin to be located within the northeast corner of the subject property. The recharge basin would be enclosed by a six-foot high chain-link fence. In addition, the perimeter of the entire storage facility would be contained within an 8-foot high solid fence. The perimeter of the subject property would further be enclosed by a minimum 50-foot vegetated perimeter buffer, with increased buffers of 100 feet along the Sills Road and Bellport Avenue site frontages and 150 feet to the north along the LIRR ROW (100-feet adjacent to the recharge basin). Access to the proposed automobile storage facility would be from Sills Road via a gated entrance. Vehicles to be located on-site would be arranged in accordance with the needs of the storage facility such that the storage lot would not have designated parking stalls. Further, internal access aisles would be kept clear on-site for emergency responders. No lighting is proposed for the storage facility, as the operation will be unmanned, and infrared security cameras would be installed and monitored from a remote location.

Given the existing vegetation along Sills Road and Bellport Avenue in addition to the natural vegetated buffer that would be retained within the adjacent portions of the subject property, visibility of the proposed project from the surrounding area would be extremely limited. In addition, visibility would be limited from the north due to the LIRR ROW (100-feet adjacent to the recharge basin), as well as the proposed 150-foot perimeter buffer proposed on the subject property. Further, the gated entrance on Sills Road would conceal the proposed action from adjacent uses as well as passersby, and would be in character with the several existing industrial facilities present throughout the surrounding area.

As identified below, the existing dense vegetation which will be retained to provide buffers along Sills Road and Bellport Avenue, would continue to conceal the subject property from surrounding uses upon implementation of the proposed action. A field visit was conducted on January 30, 2019, during leaf-off conditions to assess visibility into the subject property from the road shoulder. Flags were attached to trees at 100 (orange), 150 (blue) and 200 (pink) feet from the property line to mimic the widths of the proposed buffers. The flagging was placed along two transects: transect 1 was located within a relatively open portion of the property with limited understory vegetation and transect 2 was located within an area with dense understory vegetation. Photographs taken from the road shoulder facing towards the subject property are presented below.

Transect 1

Transect 2

Even at the shortest (100-foot) distance at transect 1, in an area with limited understory, the flagging was not readily apparent in views into the site from the road shoulder at the time of observation during leaf-off conditions. For transect 2, with dense understory, the flagging was not visible from the road shoulder. Thus, during leaf-off conditions, limited/obstructed views into the site occurred in the area of limited understory and essentially total screening occurred in the area of dense understory. During the growing season, when the leaves are on deciduous vegetation, views of the subject property would be even more highly screened.

Based on the foregoing, the proposed automobile storage facility would generally not be noticeable in views from outside the boundaries of the subject property. The surrounding area consists of significant tree cover in all directions, which would provide additional visual screening with increasing distance from the site. There, it can be concluded that implementation of the proposed action would not have a significant adverse impact on aesthetic and visual resources.

3.5.3 Proposed Mitigation Measures

No significant adverse impacts upon aesthetics and visual resources have been identified with respect to the proposed action. Therefore, no mitigation is proposed. Notwithstanding same, the following elements of the design of the proposed action would preclude or minimize potential visual impacts:

- Substantial vegetative buffers would be retained along site perimeters, which would effectively screen the proposed facility from view from surrounding areas.
- No site lighting is proposed.

3.6 Cultural Resources

This section examines the cultural (historic and archaeological) resources within the subject property that may be impacted by proposed development. Historic resources include districts, buildings, structures, objects, and sites that are listed or may be eligible for listing in the State and National Register of Historic Places (S/NRHP), or that are landmarked locally. Artifacts and archaeological sites are examples of archaeological resources, which are typically found buried within and on the ground. These resources are investigated by archaeologists to identify and interpret human behavior for hundreds or thousands of years. Archaeological deposits range in date from 50 years old to several thousands of years old. Like historic resources, archaeological resources are reviewed for their eligibility for inclusion in the National Register of Historic Places (NRHP).

3.6.1 Project Site History

The project site is situated in the hamlet of Yaphank, Town of Brookhaven, Suffolk County. Yaphank is located between the south shore of the island and the center of the Town of Brookhaven. Prior to European arrival, the area south of the Ronkonkoma terminal moraine (including Yaphank) was occupied by the indigenous Unkechaug, speakers of the Mohegan-Pequot-Montauk Algonquin language (Salwen 1978). According to an early historian (Thompson 1839), the division between the deciduous forests of the Ronkonkoma moraine and the scrub oak and pitch pine barrens of the outwash plain to the south also marked a cultural boundary between indigenous groups (with the Secatogue to the north and the Unkechaug to the south).

Permanent settlement by the English occurred in the late 17th century in Suffolk County. In fact, the lands of present-day Brookhaven Town were ceded from the Native Americans in a series of deeds dating from 1655 to 1677. However, there is no documentation of English occupation near the center of Brookhaven until the 18th century (Bailey 1949). The Ryder Survey of 1670 refers to the southern two-thirds of present-day Suffolk County only as "Sachem Land." This suggests that residual Native American groups continued to live and hunt in the region until the end of the seventeenth century.

In general, Euro-American settlements were initially located along the coastline of Suffolk County, and although some interior communities were established after the division of lands along Middle Country Road north of the project area in 1730, significant settlement did not occur near the project area until the mid-19th century when the railroad arrived. Early roads were established connecting the north and south shores of Long Island in the 18th century, but it was ultimately the advent of the railroad, and later the automobile, which changed the nature of the interior reaches of the county. By 1844, the Brooklyn-Greenport line was running regularly along the northern boundary of the project area, and a depot station was built within the northwest corner of the project area at the intersection of Bellport Station Road and the Long Island Rail Road spur by 1858. Known as the Bellport Station Depot, it was a private flag stop on the Long Island Rail Road's Main Line that would have transported hay, vegetables, dairy products, poultry, greenhouse products, sod, fish, and shellfish (Wunderlich 2005). It included a stagecoach connection down Bellport Station Road. The

station was closed around 1876, then re-opened around 1880 as Bartlett's Station, named after the family that purchased a large farm nearby.

According to 1909 and 1917 maps of the area, the station was replaced by a residence (a two-story structure with an outbuilding) and the surrounding area contained a small residential community near the intersection of the railroad spur and Bellport Station Road.

3.6.2 Existing Conditions

In order to determine whether known sites of historical and archaeological sensitivity exist on the subject property, the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) Cultural Resource Information System (CRIS) was reviewed by VHB staff. According to CRIS, a portion of the subject property is situated within an archaeologically sensitive area, as an archaeological site was recorded within or near the project area.

A project notification was submitted to OPRHP through CRIS requesting review of the impacts of the proposed project on historic and archaeological resources. Based upon that initial review, the former 20th century Fishers of Men church building (USN 10302.003443) was determined not eligible for listing on the State or National Registers of Historic Places (S/NRHP) by OPRHP staff. In addition, a response letter dated April 11, 2019 from OPRHP requested that Phase IA Archaeological Assessment be completed to evaluate the likelihood that the proposed project may impact existing archeological resources.

Historic Resources

As mentioned above, historic resources include districts, buildings, structures, objects, and sites that are listed or may be eligible for listing in the S/NRHP, or that are landmarked locally. The development site includes one building, the former 20th century Fishers of Men church, within its boundaries, which is not eligible for listing on the S/NR. There are no S/NR-listed or previously determined eligible historic sites, districts, or structures within or adjacent to the project site.

Archaeological Resources

There are no S/NR-listed or previously determine eligible archaeological sites located within the subject property. However, there is one archaeological site that has been recorded within a portion of the overall subject property. This site has not been evaluated for eligibility for inclusion in the S/NR. Because of this, OPRHP requested that a Phase IA Archaeological Assessment be completed to assess the potential that the proposed project may impact archaeological resources.

The purpose of the Phase IA Archaeological Assessment is to research the overall archaeological sensitivity of the site, and to determine the extent of historic-period and modern-era disturbances within its boundaries. Archival research is conducted to document the site's use and occupation in the past (including historic-era disturbances), assess the probability that potential archaeological resources will be disturbed by the proposed project, and explain why further archaeological work should or should not be required. In order to accomplish these goals, the Phase IA for the subject property includes a review of data from

a variety of digital and archival repositories for relevant information, including archaeological site forms and archaeological surveys conducted near the project area; archival research to determine the range of potential archaeological sites that may exist within the project area; a summary of the specific land use history for the project area that focuses on the physical integrity of potential archaeological resources and the impact of previous disturbance to the archaeological record; a brief sketch of the area history and how the specific history of the project area fits within that general historical context; and evidence of historic and existing ground disturbance.

VHB completed the Phase IA Archaeological Assessment in May 2019. The study was performed in accordance with the guidelines outlined in the *Standards for Cultural Resource Investigations and the Curation of Archaeological Collections* issued by the New York Archaeological Council (1995) and the *Phase I Archaeological Report Format Requirements* issued by the New York State OPRHP (2005). No structures have been reviewed as part of this Phase IA.

A review of historic maps, historical accounts, historic aerial photos, and Federal Census data for the late 19th through 20th century indicates that the project site was settled by a farming family at least as early as the mid-19th century, and farming took place within the site through the mid-20th century. The position of the site immediately south of the Long Island Rail Road would have facilitated shipping of agricultural products. In the northwest corner of the property near the intersection of the Long Island Rail Road spur and Bellport Station Road stood the Bellport Station Depot as early as 1844. A station functioned in this location until the early 20th century when it is replaced by a two-story residence on historic property atlases.

On May 13, 2019, VHB's Senior Archaeologist conducted a surface reconnaissance of the project to search for surface manifestations of any potential buried archaeological sites. During the site visit, a row of trees typical of a historic property boundary was identified. Some 21st century dumping was evident in the northern section of the property near the railroad spur, but no surface evidence of archaeological sites was identified.

A review of the archaeological site files in CRIS indicates that a previous archaeological investigation by a prior archaeological consultant along the south side of the Long Island Rail Road identified archaeological traces of the depot building in a Phase IB shovel test pit survey (Hartgen Archaeological Associates 2006). The results of that survey indicated that artifacts associated with the depot were recovered in a buried historic soil surface. However, that previous archaeological study did not identify the boundaries of the archaeological site because the study corridor was limited to the Long Island Rail Road apron. A Phase II Archaeological Site Evaluation was recommended at that time to determine the boundaries of the site and evaluate the archaeological site's eligibility for inclusion in the S/NR.

The results of VHB Phase IA Archaeological Assessment23 indicate that a portion of the project area is sensitive for archaeological traces associated with the mid- to late-19th century depot turned early 20th century residence. But because the project, as currently

[23] Archaeological reports are not appended to public documents due to the sensitivity of archaeological information under the Archaeological Resources Protection Act (ARPA) of 1979.

proposed, will have a 150-foot vegetated buffer along the LIRR ROW (100-feet adjacent to the recharge basin) and a 100-foot vegetated buffer along Bellport Station Road, the archaeological site may not be impacted by proposed construction. In order to determine if there is buried archaeological materials within the area of potential effect, a Phase IB Archaeological Survey was performed south of the proposed vegetated buffer in the northern portion of the project site. to determine horizontal and vertical distribution of archaeological material, if present. No shovel testing was proposed within the vegetated buffers because, according to proposed design, no impacts are proposed for those areas. The Phase IB testing strategy was submitted to OPRHP for approval, and on July 10, 2019 VHB received a response letter from OPRHP that they concurred with the proposed testing strategy.

The Phase IB archaeological fieldwork was completed July 24-26, 2019. A total of 26 shovel test pits were excavated in accordance with the approved testing strategy. No excavation took place within vegetated buffers. No archaeological sites were identified during the Phase IB fieldwork, and no further archaeological investigations are recommended based on the work completed within the current design concept. If future design changes occur that would create new disturbance(s) within the vegetated areas, then additional archaeological investigations may be warranted in those areas. The Phase I report, which will include the results of the Phase IA documentary research and the Phase IB fieldwork, is in preparation.

Once finalized, the Phase IB will be submitted for review and consideration by the OPRHP. Any recommendations offered by OPRHP will be implemented by the Applicant to the maximum extent practicable.

3.6.3 Probable Impacts of the Proposed Action

The proposed action involves clearing of woods and new excavation to a depth that ranges from 3 to 15 feet below grade. As currently proposed, the project has the potential to impact archaeological resources that may be buried within the project site. In order to confirm the presence or absence of archaeological resources within the area of potential effect (i.e., the area that may be impacted by the aforementioned ground disturbance, etc., as a result of the proposed action), a Phase IB study was completed. No archaeological sites were identified during the Phase IB fieldwork, and no further archaeological investigations are recommended based on the work completed within the current design concept. If future design changes occur that would create new disturbance(s) within the vegetated areas, then additional archaeological investigations may be warranted in those areas. Once finalized, the Phase IB will be submitted for review and consideration by the OPRHP. Any recommendations offered by OPRHP will be implemented by the Applicant to the maximum extent practicable.

3.6.4 Proposed Mitigation Measures

Mitigation of potential impacts to historic and/or archaeological resources involves close coordination with the lead review agency, OPRHP, and applicable State and Federal agencies (when State or Federal permits and/or funding are involved). The Phase IB Archaeological Survey was completed to determine the presence or absence of archaeological materials

within areas that will be impacted by grading and excavation. No archaeological sites were identified during the Phase IB fieldwork, and no further archaeological investigations are recommended based on the work completed within the current design concept. If future design changes occur that would create new disturbance(s) within the vegetated areas, then a Phase II Archaeological Site Evaluation may be recommended to evaluate the eligibility of the archaeological site for inclusion in the S/NR. As indicated above, the Applicant will implement any recommendations offered by the OPRHP to reduce or eliminate the potential for impacts upon archaeological resources.

3.7 Noise and Vibration

The Proposed Action to introduce an automobile storage facility to the Project site has the potential to generate noise during construction and operation of the facility. This section presents the existing noise and vibration conditions in the study area, including noise and vibration-sensitive receptors, existing sources of noise and vibration, and the results of ambient sound monitoring. Potential noise and vibration impacts have been assessed for the Proposed Action and recommendations for mitigation measures have been provided to minimize or avoid potential noise and vibration effects.

3.7.1 Existing Conditions

3.7.1.1 Noise Background

Noise is defined as unwanted or excessive sound. Sound becomes unwanted when it interferes with normal activities such as sleep, work, or recreation. Noise relates to human annoyance based on several factors including the intensity or level, frequency content and the way sound varies with time as described below:

- Level – Sound levels are most often measured on a logarithmic scale of decibels (dB). As shown in Table 16, the decibel scale compresses the audible acoustic pressure levels which can vary from the threshold of hearing (0 dB) to the threshold of pain (120 dB). Sound levels generally correspond to perceived loudness. Because the sensitivity of human hearing varies with frequency, the A-weighting system is used when measuring environmental sound to provide a single number descriptor (dBA) that correlates with human subjective response.
- Frequency – Sound is comprised of acoustic energy distributed over a range of frequencies. The frequency content of sound is characterized by its tone or pitch and is measured according to the rate of air pressure fluctuations in cycles per second (or Hertz). Pure tones have all their energy concentrated in a narrow frequency range.
- Variation in Time – Human response to sound depends on how loud sounds are and how long they last. Because sound levels fluctuate from moment to moment, it is important to characterize the range of levels that exist over a period of time. This is commonly done by using the following sound level metrics:
  - **Leq** is the energy-average sound level. The Leq is a single value that is equivalent in sound energy to the fluctuating levels over a period of time. Therefore, the Leq takes into account how loud events are during the period, how long they last, and how many times they occur. Leq is commonly used to describe environmental noise and relates well to human annoyance.
  - **DNL** is the day-night average sound level. The DNL is a value that represents the sound level over a 24-hour period with a 10-dB penalty applied to sound that occurs between 10:00 PM and 7:00 AM when people are more sensitive to noise. Similar to Leq, it takes into account how loud events are, how long they last, how many times the occur and whether they occur at night.

- **Lmax** is the maximum instantaneous A-weighted sound level. The Lmax represents the highest sound level generated by a source. For sources that generate relatively constant sound, the Lmax is similar to the Leq. For sources that generate variable or intermittent sound, the Leq is lower than the Lmax.
- **Statistical sound levels** such as L10, L50, L90 describe the sound level which are exceeded for that percent of time during a given time period. For example, the L10 sound level represents the higher end of the range of sound levels since sound only exceeds that level 10% of the time. Conversely, the L90 sound level represents the lower end of the range of sound levels. The ambient statistical sound levels have been measured and reported to characterize the typical range of sound levels that exist in the project area.

Because sound levels are measured in decibels, adding sound levels is not linear. For example, when there are two equal sources of sound added together, the overall level increases 3 dB (e.g., 60 dB plus 60 dB equals 63 dB). Additionally, research indicates the following general relationships between A-weighted sound level and human perception:

- A 3-dB increase is a doubling of acoustic energy and is the threshold of perceptibility to the average person.
- A 10-dB increase is a tenfold increase in acoustic energy but is perceived as a doubling in loudness to the average person.

Table 16 Common Outdoor and Indoor Sound Levels

Outdoor Sound Levels	Sound Pressure (μPa)*		Sound Level (dBA)**	Indoor Sound Levels
Jet Over-Flight at 300 m	6,324,555	-	110	Rock Band at 5 m
		-	105	
Gas Lawn Mower at 1 m	2,000,000	-	100	Inside New York Subway Train
		-	95	
Diesel Truck at 15 m	632,456	-	90	Food Blender at 1 m
		-	85	
Noisy Urban Area—Daytime	200,000	-	80	Garbage Disposal at 1 m
		-	75	Shouting at 1 m
Gas Lawn Mower at 30 m	63,246	-	70	Vacuum Cleaner at 3 m
		-	65	Normal Speech at 1 m
Suburban Commercial Area	20,000	-	60	
		-	55	Quiet Conversation at 1 m
Quiet Urban Area—Daytime	6,325	-	50	Dishwasher Next Room
		-	45	
Quiet Urban Area—Nighttime	2,000	-	40	Empty Theater or Library
		-	35	
Quiet Suburb—Nighttime	632	-	30	Quiet Bedroom at Night
		-	25	Empty Concert Hall
Quiet Rural Area—Nighttime	200	-	20	
		-	15	Broadcast and Recording Studios
Rustling Leaves	63	-	10	
		-	5	
Reference Pressure Level	20	-	0	Threshold of Hearing

Source: *Highway Noise Fundamentals*. Federal Highway Administration, September 1980.

* μPA – MicroPascals, which describe pressure. The pressure level is what sound level monitors measure.

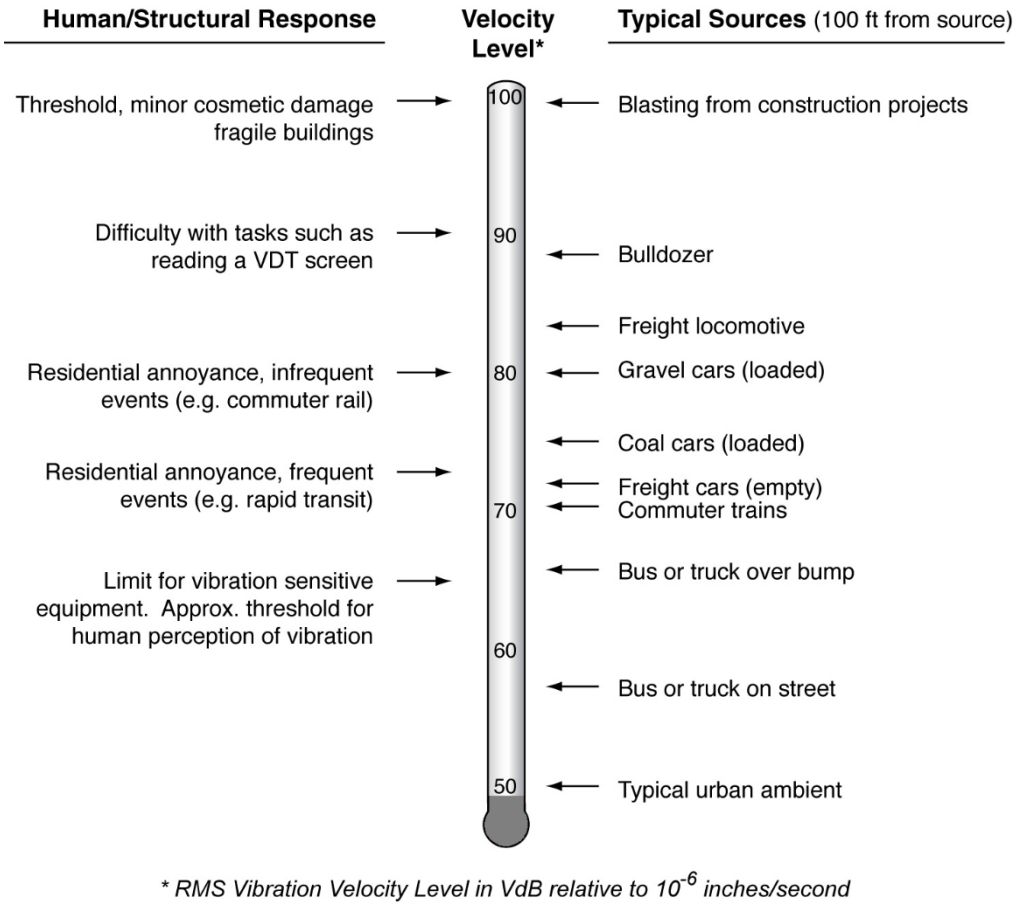
** dBA – A-weighted decibels, which describe pressure logarithmically with respect to 20 μPa (the reference pressure level).

3.7.1.2 Vibration Background

Ground-borne vibration is the oscillatory motion of the ground when forces, such as those from rotating machinery, trucks, heavy equipment, or trains, act upon it. Vibration is generated by these sources and then transmitted in to the ground and into adjacent buildings where people may perceive it. When vibration levels reach certain thresholds, it may be perceptible and disturb people. The primary source of existing vibration in the study area is LIRR trains.

Vibration levels are often expressed in decibel notation as "VdB" to differentiate them from sound decibels. Figure 13 presents typical ground-borne vibration velocity levels from transportation and construction sources and the typical human and structural response. As shown in this figure, human annoyance due to vibration generally occurs when interior levels exceed 72 VdB.

Figure 13 Typical Vibration Levels and Human Responses



Source: FTA, 2006.

3.7.1.3 Noise Regulations, Policies and Ordinances

New York State Department of Environmental Conservation

The New York State Department of Conservation (NYSDEC) program policy provides guidance on the methods to assess potential noise impact and avoid or reduce adverse impacts (NYSDEC, 2001) from proposed or existing facilities. The NYSDEC policy addresses noise assessments and mitigation for both construction and operation of a proposed Project.

As shown in Table 17, below, the NYSDEC policy includes guidelines for assessing noise impacts and mitigation. If long-term operations due to a proposed project would increase noise by 3 dB or less, there would be a minimal effect in future noise conditions and there is no need for mitigation. Changes in noise less than 3 dB are typically considered to be imperceptible in most environments. If a project would increase ambient noise levels by 3 to 6 dBA, there is potential for adverse noise impact for the most sensitive receptors, and there may be a need for mitigation. For increases in noise of 6 to 10 dBA, there is a greater potential for impact, and mitigation is generally needed. For increases in ambient noise of 10 dBA or more, mitigation is warranted where reasonable.

When a noise study indicates that a proposed action may result in a significant impact, NYSDEC requires the applicant to implement reasonable and necessary measures to mitigate or eliminate the adverse effects. If a significant adverse impact is identified, in addition to physical mitigation measures, such as reducing sound at the source or installing noise barriers, an applicant should also consider BMPs to reduce noise by means of modifying noise-generating equipment, limiting the time of noisy operations, or relocating noise sources farther away from receptors.

Since construction activities are short-term in relation to operational noise, separate thresholds are generally used to assess construction noise. According to NYSDEC policy, a proposed action should generally not raise ambient sound levels above 65 dBA in non-industrial settings or above 79 dBA in industrial environments. Therefore, given the temporary nature of construction noise, an increase in ambient noise of 10 dBA or more that would increase levels above 65 dBA is a commonly used construction noise threshold. Beyond these levels, it is recommended that BMPs be used to minimize the effects of construction noise.

Table 17 NYSDEC Guidelines for Assessing Long-Term Operational Noise Impact and Mitigation

Noise Level Increase (dB)	Impact Determination	Need for Mitigation
0 to 3	No impact	None
3 to 6	Potential adverse impact for the most sensitive receptors	Mitigation may be needed for the most sensitive receptors.
6 to 10	Potential adverse impact depending on existing noise level and character of land use	Mitigation is generally needed for most residential receptors.
10 or more	Adverse impact	Mitigation is warranted where reasonable.

Source: Table created based on NYSDEC Program Policy for Assessing and Mitigating Noise, 2001, VHB

The NYSDEC program policy does not supersede any local noise ordinances or regulations.

Town of Brookhaven Noise Ordinance

The Town Noise Ordinance (Chapter 50)[24], provides a list of prohibited acts that can generate a noise disturbance. The following are acts that would pertain to the Proposed Action:

- Construction which creates a noise disturbance is prohibited except between the hours of 7:00 AM and 6:00 PM on weekdays, or at any time on weekends or holidays.
- Operating or permitting the operation of any motor vehicle or any auxiliary equipment attached to such a vehicle on a public right-of-way or public space for a period of longer

[24] Chapter 50, Noise Control, Town of Brookhaven, NY. February 2019. https://ecode360.com/8593708. Accessed May 2019.

than three minutes in any hour while the vehicle is stationary between the hours of 8:00 AM and 8:00 PM any day.

- Loading and unloading of any materials is prohibited between the hours of 10:00 PM and 6:00 AM on weekdays in such a manner that creates a noise disturbance.

To enforce these prohibitions, the Town has defined a "noise disturbance" to be the level of sound which either:

- Endangers the safety or health of any person;
- Disturbs a reasonable person of normal sensitivities; or
- Endangers personal or real property.

The Town Code also provides a table of maximum permissible sound levels for different property categories. The Town prohibits the operation of any source of sound generated in an industrial property that generates in excess of 65 dBA between 7:00 AM and 10:00 PM or 50 dBA between 10:00 PM and 7:00 AM at the property line for a residential land use or zone. The Town Code does not have any specific regulations regarding operational or construction vibration.

3.7.1.4 Noise and Vibration Study Area

The properties surrounding the Project area include residences, a school, a former place of worship, a recreational facility, and other industrial land uses. Residential land uses near the project area include single-family residences along Bellport Avenue and Sills Road, as well as single-family residences on Long Island Avenue on the north side of the LIRR mainline. Residential land uses are generally more sensitive to noise and vibration since people sleep at these locations and have a greater sensitivity to noise at night. The former Fishers of Men Church (on-site) and the New Interdisciplinary School are on Sills Road. Commercial, industrial, and park land uses generally have daytime uses and are less sensitive to noise and vibration.

The primary sources of existing noise and vibration include traffic on major roadways such as Sills Road, Horseblock Road, Bellport Avenue, and Long Island Avenue as well as trains on the LIRR on the Ronkonkoma Branch. Trains do not routinely sound their horns at Horseblock Road, Manor Road, or Sills Road which are grade-separated. However, trains will routinely sound their horns at the at-grade crossing at Bellport Avenue.

3.7.1.5 Noise Measurement Results

Ambient sound measurements were conducted at four locations near the Project area to characterize the existing conditions at noise-sensitive receptors. Sound measurements were also conducted at two locations within a similar existing automobile storage facility located at 156 Peconic Avenue in Medford, NY. The measurements at the similar facility were conducted to get an understanding of the typical sources of noise and on-site noise levels. The noise monitoring was conducted with an American National Standards Institute (ANSI) Type 1 noise monitor (Larson Davis Model LxT). All sound level meters were located at a height of approximately five feet above ground.

As shown in Figure 14 four short-term (30-minute) noise measurements were conducted at representative noise-sensitive receptors surrounding the project area.

\\vhb\gis\proj\Hauppauge\26662.00 Yaphank Auto Aucton\Project\Figure X - Noise Measurement Locations.mxd

0 250 500 1000 Feet

Proposed Automobile Storage Facility at Yaphank | Yaphank, NY

Measurement Location

Subject Property

Noise Measurement Locations
Sills Road
Hamlet of Yaphank, Town of Brookhaven
Suffolk County

Sources: NYS Ortho Imagery (2016);

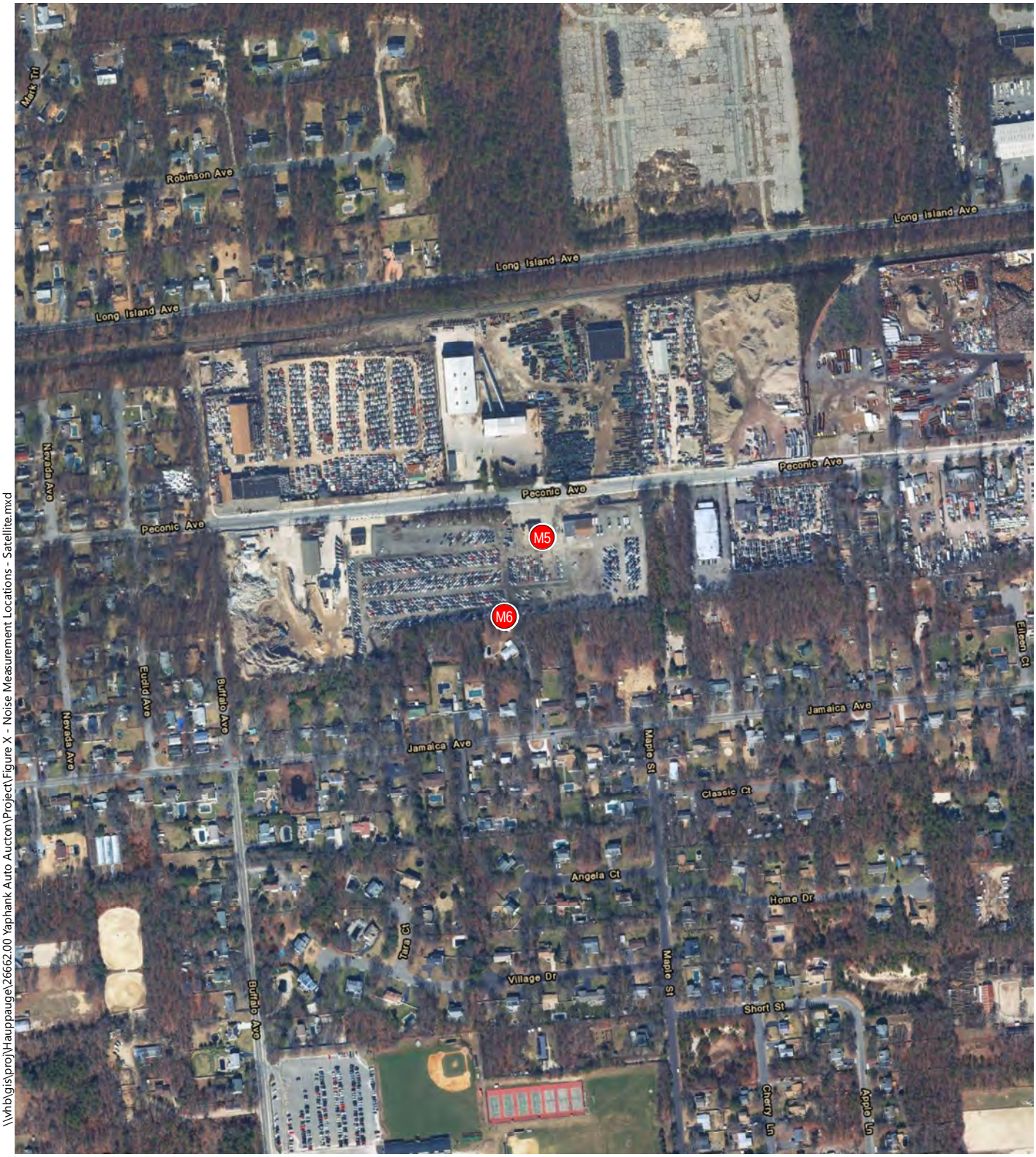
Table 18 below summarizes the noise measurement results at each site including the equivalent sound level (Leq), the maximum sound level (Lmax), three statistical measures (L10, L50, and L90), and the minimum sound level (Lmin). This table shows that Leq sound levels ranged from 51.7 to 71.3 dBA during the measurement period on Thursday, April 25, 2019 between 11:00 AM and 3:00 PM. The loudest location was at the Sills Road site (M1), approximately 20 feet from the edge of the nearest travel lane and was primarily dominated by traffic noise. The quietest location was at the former Fishers of Men Church, setback from Sills Road.

Table 18 Ambient Sound Measurement Results – Project Site

Site	Location	Measurement Start Time	Leq (dBA)	Lmax (dBA)	L10 (dBA)	L50 (dBA)	L90 (dBA)	Lmin (dBA)
M1	Sills Road	11:55 AM	71.3	86.1	76.2	66.0	52.8	46.1
M2	Fishers of Men Church	12:37 PM	50.7	60.3	53.2	50.0	46.3	43.2
M3	Bellport Ave	1:44 PM	54.4	66.4	58.3	50.6	45.2	43.4
M4	Long Island Avenue	2:20 PM	51.7	69.0	53.5	45.9	43.9	42.4

Source: VHB, 2019.

Two short-term measurements (M5, M6) were conducted at an existing, comparable nearby automobile storage facility to characterize the typical noise from a similar facility (see Figure 15 below). The primary source of sound at the facility was the operation of a Volvo L90H wheeled loader to move vehicles around the site (see Table 19 below). As shown in Table 20, sound levels at the existing facility ranged from 47.9 to 61.6 dBA (L_{eq}) and 65.3 to 72.6 dBA (L_{max}) during the measurement period on Monday, April 29, 2019 between 12:00 PM and 1:00 PM. The maximum measured sound levels correspond to on-site activities such as flatbed trucks traveling into the facility and the wheeled loader moving vehicles within the facility. These measured sound levels exceed 65 dBA, however, these measurements were conducted within the facility itself. The corresponding sound levels at the abutting residential property lines, where the Town's noise criteria would apply, would be substantially lower because they are setback farther from these sources.



\\vhb\gis\proj\Hauppauge\26662.00 Yaphank Auto Aucton\Project\Figure X - Noise Measurement Locations - Satellite.mxd

0 250 500 1000 Feet

Measurement Location

Proposed Automobile Storage Facility at Yaphank Yaphank, NY

Noise Measurement Locations

Existing Comparable Site

Sills Road

Hamlet of Yaphank, Town of Brookhaven

Suffolk County

Sources: NYS Ortho Imagery (2016);

Table 19 Ambient Sound Measurement Results – On Similar Auto Storage Facility Site

Site	Location	Measurement Start Time	Leq (dBA)	Lmax (dBA)	L10 (dBA)	L50 (dBA)	L90 (dBA)	Lmin (dBA)
M5	Similar Auto Storage Facility (On-Site)	12:13 PM	61.6	72.6	64.0	60.5	57.0	55.1
M6	Similar Auto Storage Facility (On-Site)	12:30 PM	47.9	65.3	49.7	44.1	41.6	40.1

Source: VHB, 2019.

3.7.1.1 Existing Vibration Conditions

The primary source of existing vibration in the study area is LIRR trains and trucks on local roadways surrounding the project area. The Proposed Action will not affect these existing sources.

3.7.2 Probable Impacts of the Proposed Action

The Proposed Action would result in new sources of noise and vibration, which are evaluated herein as to their potential to affect existing receptors in the study area. This section presents the results of the noise and vibration impact assessment according to relevant guidelines, ordinances and regulations. Section 3.7.2.1 considers the potential for the Proposed Action to cause operational noise impacts on existing receptors in the study area. Section 3.7.2.2 provides an assessment of potential construction noise resulting from the Proposed Action.

3.7.2.1 Project Operational Noise

The operation of wheeled loaders within the proposed facility will generate sound which may affect nearby receptors. Maximum operational noise levels (Lmax) have been predicted from the operation of up to three wheeled loaders at the closest part of the project site. Additionally, the energy-equivalent noise levels (Leq) have been predicted assuming the loaders will operate throughout the project area.

The maximum sound emissions of a typical wheeled loader is based on reference data from Volvo. The Federal Highway Administration's Roadway Construction Noise Model (RCNM) database was used to determine the average use (utilization factor) and equivalent sound level (Leq) from this type of equipment. To evaluate the worst-case condition, it has been assumed that three wheeled loaders may operate simultaneously. As shown in Table 20, the maximum sound level at a distance of 50 feet from three wheeled loaders is 75.1 dBA and the energy-equivalent sound level at 50 feet is 71.1 dBA.

Table 20 Equipment Sound Levels

Equipment	Sound Level at 50 feet (dBA, Lmax)	Number of Units	Total Sound Level (dBA, Lmax)	Utilization Factor	Equivalent Sound Level (dBA, Leq)
Volvo L90H Wheeled Loader	70.3	3	75.1	40%	71.1

Source: Volvo Wheeled Loaders Brochure and VHB, 2019.

Operational sound levels at each of the closest noise-sensitive receptors has been predicted based on the proximity of these receptors to the sources of sound. Sound levels would be reduced by 7.5 decibels per doubling of distance relative to the reference sound levels at 50 feet, not including noise reduction due to intervening objects like buildings or terrain. Table 21 presents the maximum sound levels that would be received at the four nearest receptor locations including residences on Long Island Avenue to the north, residences on Bellport Avenue to the west, the former Fishers of Men Church building (which is on-site and currently vacant), and the New Interdisciplinary School to the south. This table shows that maximum sound levels from the operation of the wheeled loaders would be 41 to 63 dBA which is below the daytime Town Code limit of 65 dBA at all locations.

Table 21 Operational Sound Assessment – Town of Brookhaven Noise Ordinance

Location	Maximum Operational Sound at 50ft (dBA, L_{max})	Distance to Noise Sources (ft)	Maximum Sound Level at Property Line (L_{max})	Impact Criteria (dBA)
Residences on Long Island Avenue	75.1	215	59.3	65
Residences on Bellport Avenue	75.1	150	63.2	65
Fishers of Men Church (former)	75.1	965	43.0	65
New Interdisciplinary School	75.1	1140	41.2	65

Source: VHB, 2019

Table 22 presents the energy-equivalent sound levels that would be received at the four nearest receptor locations including residences on Long Island Avenue to the north, residences on Bellport Avenue to the west, the former Fishers of Men Church, and the New Interdisciplinary School to the south. This table presents the existing ambient sound levels, the sound levels that would be introduced due to the Proposed Action, and the increase in future sound conditions. This table shows that sound from the Proposed Action would range from 34 to 49 dBA at all receptor locations which would be an increase up to 1.2 dBA compared to existing conditions. Since future sound levels would increase less than 3 dBA, the change in noise would not be perceptible at receptor locations and there is no need for

operational noise mitigation according to the NYSDEC Noise Policy. Therefore, no adverse noise impacts are anticipated due to the Proposed Action.

Table 22 Operational Sound Assessment – NYSDEC Noise Policy

Location	Equivalent Sound Level at 50ft (dBA, L_{eq})	Average Distance to Noise Sources (ft)	Noise Level at Receptor Distance (dBA, L_{eq})			
			Project Noise	Existing Noise Levels	Total Noise Levels	Increase
Residences on Long Island Avenue	71.1	500	46.1	51.7	52.8	1.1
Residences on Bellport Avenue	71.1	375	49.3	54.4	55.6	1.2
Fishers of Men Church	71.1	1330	35.5	50.7	50.8	0.1
New Interdisciplinary School	71.1	1500	34.2	50.7	50.8	0.1

Source: VHB, 2019

3.7.2.2 Construction Noise Assessment

The potential for noise impacts due to construction activities will depend upon the phase of construction, the type, amount and location of construction equipment and the amount of time it operates over a workday. The most impactful phase of future construction would likely include site excavation and tree clearing. Truck traffic associated with excavation operations would be limited to public access roads that currently experience truck traffic.

Specific construction equipment and methods for the proposed action have not been defined at this time. Table 23 presents the typical (i.e., representative) construction equipment that is used during excavation and tree clearing phases of such developments. This table presents the maximum sound level at 50 feet from each piece of equipment, the average usage throughout the day (utilization factor) and whether the equipment is included in each phase of construction.

The equipment reference noise levels are based on the RCNM database which is a standard model used for projects of this size and nature. The equivalent sound level (Leq) at 50 feet, which includes contributions from all construction equipment, would be approximately 87 dBA.

Table 23 Construction Equipment Noise Levels

Equipment	L_{max} at 50 feet (dBA)	Utilization Factor
Air Compressor	80	40%
Backhoe	80	40%
Chain Saw	85	20%
Dozer	85	40%
Dump Truck	84	40%
Excavator	85	40%
Leq at 50ft	**87 dBA**	

Source: VHB, 2019.

At farther distances, construction noise would be reduced by approximately 7.5 dBA per distance doubling not including noise reduction due to intervening objects like buildings or terrain. Because existing sound levels range from 51 to 54 dBA (Leq), the construction noise impact threshold is 65 dBA according to the NYSDEC Noise Policy.

Table 24 Construction Noise Assessment

Location	Construction Equipment Noise at 50ft (dBA, L_{eq})	Average Distance to Construction Activities (ft)	Noise Level at Receptor Distance (dBA, L_{eq})		Impact Criteria (dBA)
			Existing Noise Level	Construction Noise	
Residences on Long Island Avenue	87.0	500	51.7	62.0	65.0
Residences on Bellport Avenue	87.0	375	54.4	**65.1**	65.0
Fishers of Men Church	87.0	1330	50.7	51.3	65.0
New Interdisciplinary School	87.0	1500	50.7	50.0	65.0

Source: VHB, 2019

Construction noise may slightly exceed the NYSDEC guidance criteria at the closest receptors to the west of the project area. NYSDEC recommends that BMPs be used to minimize the effects of construction noise. Examples of construction noise BMPs are presented in Section 3.7.3.1.

It is important to note that, due the nature of the proposed action (i.e., one that does not propose the construction of multiple large buildings, etc.), the construction period is expected to be short in duration. Therefore, noise impacts associated with same would be

temporary, and would cease upon project completion, approximately three months following the start of construction.

3.7.2.3 Project Vibration

The primary source of vibration during construction and operation of the Proposed Action is the use of heavy machinery such as large bulldozers and the wheeled loaders. The Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment*[25] guidance manual was used to determine the vibration level for typical equipment. The wheel loader was assumed to produce similar vibration to the small bulldozer.

Human annoyance due to vibration generally occurs when interior levels exceed 72 VdB. As shown in Table 25, vibration levels from the large bulldozer would be approximately 64 VdB at the nearest property line (150 feet) and vibration levels from the wheeled loader would be approximately 35 VdB. These vibration levels are substantially lower than the threshold for human perception and there would be no potential impact. Additionally, because the threshold for structural damage is higher than that of human annoyance, there would be no potential impacts to buildings due to the construction or operation of the Proposed Action.

Table 25 Project Vibration Assessment

	Vibration Level at Distance (VdB)			
Equipment	Reference Level (25 feet)	Nearest Property Line (150 feet)	200 feet	300 feet
Large Bulldozer	87.0	63.7	59.9	54.6
Wheeled Loader	58.0	34.7	30.9	25.6

Source: VHB, 2019

3.7.3 Proposed Mitigation Measures

No adverse operational noise or vibration impacts are anticipated due to the Proposed Action and mitigation is not proposed. No construction vibration impact due to the Proposed Action is expected. However, construction noise levels may approach or exceed the NYSDEC 65 dBA (Leq) construction noise limit guidance. Construction noise would comply with the Town of Brookhaven Noise Ordinance which states that construction activities are exempt from the Town Noise Ordinance except between the hours of 6:00 PM and 7:00 AM on weekdays or at any time on weekends or holidays, and would be of relatively short duration (i.e., approximately three months)

3.7.3.1 Construction Mitigation

As shown in Table 24, construction noise may slightly exceed the NYSDEC limit of 65 dBA at residences on Bellport Avenue. However, this exceedance is only associated with construction and would be temporary. Construction noise BMPs are recommended to minimize the potential for impact. The following are typical BMPs that can be effective in

[25] Federal Transit Administration. May 2006. *Transit Noise and Vibration Impact Assessment*. Report FTA-VA-90-1003-06. https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf. Accessed June 6, 2017.

reducing construction noise, which would be implemented as acceptable to the Town of Brookhaven and the Applicant to the extent practicable:

- Replacing back-up alarms with strobes, as allowed within OSHA regulations, to eliminate the annoying impulsive sound.
- Assuring that equipment is functioning properly and is equipped with mufflers and other noise-reducing features.
- Locating especially noisy equipment as far from sensitive receptors as possible.
- Using quieter construction equipment and methods, as feasible, such as smaller backhoes and excavators.
- Maintaining equipment to avoid louder operation associated with mechanical issues.
- Using path noise control measures such as portable enclosures for small equipment (i.e. jackhammers and saws).
- Building portable noise walls around construction areas to reduce noise.
- Limiting the periods of time when construction may occur is a common approach to minimizing impact. Adhering to the time of day restrictions in the Town of Brookhaven Noise Code would minimize impact to existing residences.
- Maintaining strong communication and public outreach with adjacent neighbors is a critical step in minimizing impact. Providing abutters information about the time and nature of construction activities can often minimize the effects of construction noise.

3.8 Public Health and Safety

Pursuant to the Final Scope issued by the Planning Board on April 17, 2019 (see Appendix B), this DEIS is tasked with addressing the potential for the proposed action to impact public health and safety. Of particular concern are:

- Water Quality;
- Noise;
- Dust;
- Vibrations; and
- Storage of large quantities of automobiles.

Under operational conditions, there is public concern exposure and frequency of these risks may increase as compared to existing conditions.

The proposed action is consistent with the goals and objectives of several policies and plans aimed to protect public health and safety with regards to groundwater, drinking water, and stormwater management, as discussed in Section 3.1 of this DEIS. The stormwater management system proposed under Section 3.1.2.4 is protective of the nearby SCWA supply wells and no impact to public health and safety is anticipated. Implementing the mitigation measures discussed in Section 3.1.1 would further minimize potential impacts to water quality from the proposed action. Therefore, the proposed action is not anticipated to impact public health and safety with regards to water quality.

As discussed in Section 3.7.2, a noise and vibration analysis was completed for the construction and operation of the proposed action. New sources of noise and vibration would be generated during construction and operational conditions for the proposed action, however, it would be imperceptible to surrounding properties. BMP's outlined in Section 3.7.3.1 would be implemented to minimize the potential for short-term noise-related impacts during construction. Therefore, the proposed action would not affect the existing sources of vibration nor add any significant vibration sources under operational conditions.

With respect to other considerations associated with the storage of large quantities of automobiles, it is noted that the preliminary site plan for the proposed action was previously submitted to the Town of Brookhaven Fire Prevention Department for the Fire Marshal to review. Following the review, the Town Fire Marshal issued correspondence dated November 30, 2018 stating the "site plan is approved as submitted" (see Appendix O). .

It is noted that the Applicant has offered the following measures relevant to fire protection services:

- A portion of the paved area could be designated for the storage of electric and hybrid vehicles, with appropriate signage and labeling;
- A key lock box could be maintained at the access gate for Fire Department access; and
- Contact information for the site operator can be kept on file with the Fire Department.

Also relevant to public health and safety, an Environmental BMP document will be prepared for the proposed facility to detail practices and procedures for addressing potential environmental conditions.

Dust control during construction would be implemented in accordance with an erosion and sediment control plan, as part of an approved SWPPP. As the current proposed action anticipates that the vehicle storage area would be paved (whereas, previously an RCA surface was proposed), no significant sources of dust are expected to exist at the subject property in connection with operation of the proposed facility.

As discussed in Section 3.1.2.4, the Applicant implements Environmental BMPs at all facilities in operation (Appendix K) to proactively conduct operations in an environmentally responsible manner. Measures to be taken as they relate to stormwater impacts and the storage and management of materials and wastes are outlined in the document. Additionally, measures related to good housekeeping, preventative maintenance, inspections, stormwater control measures, release response, vehicle washing, flood vehicle preparation, and specialized equipment service and maintenance serve to minimize environmental impacts from operations are. These Environmental BMPs will adequately address the concern for storing a large volume of automobiles and would reduce potential impacts to public health and safety.

Therefore, the implementation of the proposed action would not have significant adverse impacts on public health and safety.

3.9 Climate Change

For all proposed actions for which a determination of significance was received on or after January 1, 2019, the latest revisions to the implementing regulations of SEQRA at 6 NYCRR Part 617 - specifically §617.9(b)(5)(iii)(i) – require the content of a DEIS to include:

> *…measures to avoid or reduce both an action's impacts on climate change and associated impacts due to the effects of climate change such as sea level rise and flooding.*

The proposed action is analyzed with respect to relevant climate change topics below.

With respect to sea level rise, the subject property is located at an upland location away from any coastline, at an elevation of approximately 100 feet amsl (see detailed discussion at Section 3.1.1.5 of this DEIS). Accordingly, the subject property is not vulnerable to climate change impacts associated with sea level rise.

With respect to flooding, the subject property is located within Zone X, outside of any special flood hazard areas, as indicated by the FEMA FIRM, panel no. 36103C0705H (see Figure 6 in Section 3.1.1.5of this DEIS). The nearest identified hazard area is associated with the Carmans River, approximately 1.6 miles to the east of the subject property. Further, as described above, the subject property is elevated substantially above sea level (i.e., approximately 100 feet amsl), such that it would not be susceptible to coastal flooding. Although the proposed action involves the creation of approximately 20.82 acres of impervious surface area at the subject property for automobile storage, an integrated stormwater management system is proposed to collect and recharge all stormwater runoff on-site. As such, and given the substantial separation distance (i.e., 1.6± miles) between the subject property and the nearest flood zone, the proposed action would not be expected to alter the floodplain of the Carmans River.

The proposed action does not contemplate the establishment of any significant stationary emissions sources at the subject property, such as large boilers or furnaces, incinerators, or sources of methane, and would not require any state or federal air emission registration or permit. Emissions generated by the moving of vehicles around the site (either by the stored vehicles' own power, or by one of the approximately three loaders that would be utilized at the subject property) would not be significant. The loaders would be regularly maintained in good working order to minimize emissions, and would not be permitted to idle excessively. Therefore, the operation of the proposed facility would not be expected to result in the significant generation of greenhouse gas emissions or any associated potential impact upon climate change.

Overall, the implementation and operation of the proposed action would not result in significant adverse impacts associated with sea level rise, flooding or greenhouse gases. Accordingly, no potential significant adverse climate change impacts are anticipated.

4

Alternatives

This section of the DEIS presents an analysis of alternatives to the proposed action. This includes the SEQRA-mandated no-action alternative, pursuant to 6NYCRR §617.9(b)(5)(v) of the SEQRA regulations. The Final Scope, as promulgated by the lead agency, also outlines the following development alternative:

- Development in Accordance with Prevailing Zoning Without the Need for a Special Permit.

Analyses of the potential environmental impacts of each alternative, and comparative assessments of the alternatives and proposed action, are provided herein.

4.1 No Action

According to *The SEQR Handbook*[26]

> *"the 'no-action' alternative must always be discussed in a DEIS to provide a baseline for evaluation of impacts and comparisons of other impacts. The substance of the 'no action' discussion should be a description of the likely circumstances at the project site if the project does not proceed."*

The "no-action" alternative in this case assumes that the subject property would remain in its present state. Specifically, the property would remain wooded and vacant, except for the church facility on Sills Road which could be refurbished and reoccupied. Because no further

[26] New York State Department of Environmental Conservation. *The Draft SEQR Handbook 4rd Edition 2019*. (Page 127)

physical additional improvements would occur in connection with the implementation of this alternative and the site would remain primarily vacant and unimproved, there would be no potential adverse impacts to water resources, land use and zoning, ecological resources, traffic, aesthetics and visual resources, cultural resources, or noise.

However, this alternative would be inconsistent with the Applicant's property rights to pursue development of the site and does not meet the objectives of the Applicant; and, as such, the no-action alternative is not a feasible alternative for the Applicant to pursue. Additionally, the no-action alternative foregoes the benefits of the proposed action as the underutilized vacant property would not be developed in a manner comparable to surrounding uses and the parcel would continue to not generate significant tax revenue for the Town.

4.2 Alternative Development in Accordance with Prevailing L1 Zoning Without the Need for a Special Permit (As-of-Right)

This section examines an alternative development, whereby the subject property would be developed "as-of-right" in accordance with the use, bulk and dimensional regulations of the prevailing L1 zoning district. This zoning would allow for the development of industrial land use(s), with the potential for the site being cleared to a greater extent and developed with more intense uses than under the proposed action. This alternative assumes development of the subject property in a manner that would not require a special use permit(s), whereas such a permit would be required for the proposed action.

The following are permitted principal uses pursuant to §85-560 of the Code of the Town of Brookhaven within the L1 zoning district:

- Agricultural or nursery use, including the retail sale of products raised on the premises;
- Assembly and social recreation hall;
- Bank;
- Commercial laundry establishment;
- Convent or monastery;
- Day-care facility;
- Health club;
- Lodge;
- Lumberyard;
- Manufacturing, only within a building;
- Motor vehicle rental;
- Nonmotorized recreational activities;
- Nursery/garden center;
- Office;
- Places of worship, parish house or rectory;
- Printing plants;

- Research and development facility;
- Stone and mason supply;
- Veterinarian, provided that all activities take place within the building; and
- Warehouse.

As demonstrated by the following analyses, the range of permitted uses listed above could result in a more extensive and intensive development of the subject property than the proposed action, and environmental impacts of various types under this alternative could be greater than the proposed action. For example, depending upon the specific permitted use(s) established at the site, this alternative would have the potential to result in the generation of significantly greater volumes of traffic on local roadways, sanitary waste generation and discharge to groundwater, potable water demand, electricity demand, and ecological resource impacts, among other things.

The as-of-right alternative does not meet the needs and objectives of the Applicant which is to provide the Applicant with a facility at a vacant property the Applicant owns for the short-term storage of vehicles that are awaiting off-site live auction. Therefore, this alternative is not considered a feasible option for the applicant to pursue.

4.2.1 Water Resources

As referenced above, development of the subject property under the prevailing zoning could result in development that places a greater demand on water resources than the proposed action. An analysis of three permitted uses in the L1 zoning district, office, warehouse, and health club, was undertaken to assess the potential water demands and sanitary waste generation that could result from development of the subject property in accordance with this alternative.

As the subject property is within a hydrogeologic sensitive zone, building as-of-right on the site is subject to the dimensional criteria set forth in §85-567 F(2) of the Town Code. For the subject property, the maximum permitted floor area ratio (FAR) is 0.30. As such, for the approximately 35.7 acres (1,553,688± SF) subject property, the maximum floor area permitted on the subject property would be 466,106± SF.

Article 6 of the Suffolk County Sanitary Code regulates the design of sanitary systems and discharges to groundwater as a function of population density equivalent. The subject property is within Groundwater Management Zone III wherein, pursuant to Article 6, the maximum permissible discharge of sanitary waste to traditional on-site sanitary systems, such as a septic tank with leaching facilities, is 300 GPD per acre, or approximately 10,700± GPD.

Therefore, depending on the specific use of the subject property and the associated sanitary load rates (see SCDHS Standards for Approvals of Plans and Construction for Sewage Disposal Systems for Other Than Single-Family Residences[27]), the actual maximum floor area may be limited under Article 6. To discharge greater amounts of sewage, a community sewer

[27] Page 16 SCDHS 12/29/17 https://www.reclaimourwater.info/Portals/60/docs/Commercial_Standards_Final_12-29-17.pdf

method of waste disposal would be required. It is assumed that a traditional on-site sanitary system would be used for the purposes of this analysis. Table 26 below summarizes the permitted density loading rates for the aforementioned potential uses and the permitted building sizes under Article 6 and §85-567 F(2) of the Town Code.

Table 26 SCDHS Project Density Loading Rates and Design Sewage Flow Rates

Structure Use	Maximum Gallons Per Day (GPD)	Permitted Density Load[1] (GPD/SF)	Maximum Square Footage of Building[2]
Non-Medical Office	10,700±	0.06±	178,333±
General Industrial	10,700±	0.04±	267,500±
Spa/Fitness Center/Karate/Dance/etc.	10,700±	0.10±	107,000±

1. Suffolk County Department of Health Services Project Density Loading Rates and Design Sewage Flow Rates
2. The square footage of a potential future building is contingent upon the maximum FAR.

Although the L1 zoning district does not permit the construction of single-family residences as an as-of-right development, it should be noted that per the aforementioned SCDHS standards, the sanitary density load for a single-family residence is 300± GPD. The sanitary waste to be generated by potential as-of-right development on the subject property for this alternative would be the equivalent of a single-family home subdivision of approximately 35 houses.

It is reasonable to expect this alternative would utilize a similar amount of potable water as sanitary waste, 10,700± GPD. Unlike the proposed action, potential development under the as-of-right alternative would require irrigation for landscaping. Irrigation demand is not included, which can be assumed to be approximately ten percent of the potable water demand, which for this alternative would be at least 1,070± GPD. The irrigation demands would vary and would be contingent upon the specific landscaping plan.

Most permitted uses in the L1 zoning district would require the construction of paved parking lots where vehicles would remain parked on a temporary basis during operational conditions for staff, customers, etc. It is expected that equivalent areas of impervious surfaces would be created to accommodate the permitted uses, within the applicable site development standards of the Town. Although vehicles could be parked for a duration shorter than the proposed action, there would still be a chance of groundwater contamination, as vehicles parked could leak liquids (i.e., motor oil, coolant, etc.) onto the pavement which could seep into the ground. It is not reasonable to assume that every permitted use would incorporate the proposed stormwater management measures (e.g., hydrodynamic separators) protective of water resources in all parking areas, such as those proposed as part of the proposed action.

Depending on the specific characteristics of any of the permitted uses, a similar or greater potential may exist under this alternative for impacts to groundwater. Several of the permitted uses in the L1 zoning district, such as manufacturing, commercial laundry, printing plants, and nursery/garden center, could result in discharges to groundwater or the storage, use, or handling of hazardous materials. As the subject property is close to the capture zone of the nearby public water supply wells, constructing a land use that relies on the storage, handling or use of chemicals and hazardous materials, in addition to parked vehicles, poses a

potentially greater risk of adverse impacts to groundwater supply and public health as compared to the proposed action.

As the proposed action does not anticipate potable water demand or sanitary waste generation, all potential development under this alternative would yield greater water resource impacts than the proposed action. Furthermore, the proposed action is more protective of the capture zones of the nearby public water supply wells. As discussed in Section 3.1.3, the following mitigation measures have been formulated for the proposed action to minimize potential impacts to water resources:

- Prior to the clearing and paving of the subject property, the SWPPP would be finalized and implemented to ensure there will be no significant adverse impact to surrounding properties or roadways due to erosion and sediment transport throughout the construction period.
- Stormwater runoff generated on the subject property would be captured and recharged on site utilizing hydrodynamic separators, such as the Contech CDS-5 continuous deflective separation system, catch basins, and a recharge basin would reduce potential impacts to the three SCWA supply wells located southeast of the subject property.

Future development under the prevailing zoning could require more extensive mitigation measures, as greater risks to water resources would be presented.

4.2.2 Land Use and Zoning

The following table depicts compliance with the bulk and dimensional regulations of this alternative.

Table 27 Bulk and Dimensional Requirements of the L Industrial 1 Zoning District

Dimensional Requirement	Required/Permitted
Minimum Required Lot Area	120,000 SF[1]
Minimum Road Frontage	200 feet[2]
Minimum Front Yard Setback	100 feet[3]
Minimum Side Yard Setback	50 feet[3]
Minimum Rear Yard Setback	50 feet
Maximum Floor Area Ratio (FAR) Coverage	30%[3]
Maximum Height	50 feet or three stories
Minimum Buffer	75 feet[6]

1. The subject property is within a designated hydrogeologic sensitive area and therefore the minimum lot area is aligned with §85-567A(3).
2. The subject property is within a designated hydrogeologic sensitive area and therefore the minimum road frontage is aligned with §85-567B(3).
3. Applies to parcels of five acres or more. See §85-567 of the Town Code.
4. The covenant associated with the subject property implements greater buffer requirements that would be adhered to.

Several land uses permitted under §85-560 of the Town Code which do not require a special use permit, including but not limited to a lumberyard and stone and mason supply, which are comparable in density, intensity and operation to that of the proposed action. Developing the subject property with these types of alternative uses, like the proposed action, requires materials to be brought to the subject property via truck trips and stored on-site.

There are several other land uses permitted under §85-560 that would result in the subject property being developed in a manner more intense and denser than the proposed action. The subject property could be developed as-of-right as an office, manufacturing facility within a building, warehouse, and commercial laundry establishment. These uses would be expected to generate more traffic from employees and/or deliveries, involve longer operating hours, increase the amount of site visibility from surrounding properties through the removal of natural vegetation buffers, increase light spillover, generate sanitary waste for discharge to the ground, etc. Based on the maximum FAR of 0.30 and SCSC Article 6 density loading limitations (assuming traditional on-site sanitary systems), a 178,333±SF office, 267,500± SF warehouse, and 107,000± SF health club could be built at the subject property. Land uses under this alternative would far exceed the activity anticipated under the proposed action. Furthermore, the proposed action exceeds the prevailing zoning and covenant requirements for setbacks and buffers, and approximately 10.6 acres of existing natural vegetation would be retained in natural buffers. Although the zoning and covenant

requirements would apply to this alternative, it would not necessarily include the substantial vegetated buffers that would be retained under the proposed action.

As development under this alternative would be required to be consistent with prevailing zoning regulations, significant adverse impacts with respect to zoning would not occur. However, development permitted under prevailing zoning, as analyzed above, could result in denser and more intensive use of the subject property than under the proposed action, and thereby lead to greater impacts as elaborated upon in various sections of this alternative's analysis including water resources, sanitary waste, traffic, ecological resources, aesthetics, noise, and cultural resources.

4.2.3 Ecological Resources

Prevailing zoning and other applicable existing land use controls for the subject property do not require the preservation of natural vegetation when clearing is proposed. As discussed in Section 3.3.2 of this DEIS, the covenants associated with the subject property at the north and west boundaries also do not require the preservation of natural vegetation. While a building setback with screening (natural or landscaped) of 150 feet along the LIRR right-of-way (100 feet adjacent to the recharge basin) and 100 feet along Bellport Avenue must be provided, and minimum requirements for landscaping would apply, development for the purposes of this alternative could theoretically clear the entire buffer and install plantings to meet minimum screening and landscaping requirements. Accordingly, maximum development under this alternative could drastically reduce the forested nature and habitats of the subject property, as compared to the proposed action.

Natural vegetation within both covenant setback areas would be retained under the proposed action. Additionally, natural vegetation would be retained within the proposed 50-foot setbacks along the eastern and southern property boundaries. Overall, through the preservation of existing natural vegetation in the setback buffer areas, the proposed action would retain 10.06± acres (See Table 1 – Existing Site Conditions) of woodland area. Therefore, the proposed action would provide a greater ecological benefit than maximum development of the subject property in accordance with prevailing zoning.

4.2.4 Traffic

This alternative has the potential, based on the bulk and dimensional regulations of the L1 zoning district and the SCSC Article 6 sanitary density limitations discussed above, to result in development that would generate a substantially greater number of vehicular trips to-and-from the subject property than the proposed action. The specific nature of the trip generation would be dependent upon the size and nature of the specific land use, of which a range of allowable uses is permitted in the L1 district. Accordingly, to evaluate the potential traffic impacts of this alternative, trip generation estimates have been prepared for three example permitted uses – office, warehouse, and health club. Based on published rates from the Institute for Transportation Engineers publication, *Trip Generation, 10th Edition*, trip generation estimates for each are as follows:

Table 28 Trip Generation: As of Right Alternative

Project Component	Component Size	AM Peak Hour		PM Peak Hour		Saturday Midday	
		Entering	Exiting	Entering	Exiting	Entering	Exiting
OFFICE/ COMMERCIAL ITE #710 General Office Building	178,333 SF	167	27	32	165	51	44
		Total: 194 Trips		Total: 197 Trips		Total: 95 Trips	
WAREHOUSE ITE #150	267,500 SF	44	13	16	44	8	5
		Total: 57 Trips		Total: 60 Trips		Total: 13 Trips	
HEALTH/ FITNESS CLUB ITE #492	107,000 SF	72	69	210	159	167	174
		Total: 141 Trips		Total: 369 Trips		Total: 341 Trips	

Source: Institute of Transportation Engineers, *Trip Generation, 10th Edition.* 2017.

As can be seen from the above, all three example uses would generate a greater number of trips as the proposed action in all time periods analyzed. By comparison, the proposed action would generate an estimated 37 trips each (total, entering and exiting) in the weekday AM and PM Peak Hours. The proposed action would not operate on Saturdays. In some cases, the permitted uses in the L1 district that could be developed under this alternative would be expected to generate literally hundreds more trips than the proposed action during peak traffic hours on the surrounding roadways, which would clearly have a greater potential for an adverse traffic impact than would the proposed action. For example, a 107,000 SF health/fitness club would be expected to generate approximately ten times the number of trips than the proposed automobile storage facility during the weekday PM Peak Hour.

A detailed traffic analysis would be required to determine the significance of traffic impacts of this alternative, the need for mitigation (e.g., installation of a traffic signal), etc. However, it is clear from the perspective of trip generation on area roadways that this alternative would have a far greater potential to result in an adverse traffic impact than would the proposed action.

It should also be noted that the proposed action does not include any new vehicular access to the subject property from along Bellport Avenue. Development under this alternative could result in a new driveway(s) along this roadway, which would potentially encourage vehicular trips to-and-from the subject property to travel through the residential neighborhood to the north.

4.2.5 Aesthetics

As discussed above, the manner in which future development interprets the setback covenant for the subject property could result in greater clearing of natural vegetation under this alternative than the proposed action. Reducing the existing naturally vegetated buffer under this alternative would increase the overall visibility of the subject property from the surrounding roadways and properties. The proposed action would largely retain the wooded character of the subject property and preserve the existing aesthetic quality of the site from

Bellport Avenue, and only slightly alter the site visibility from Sills Road where the driveway is proposed. Although the proposed action would clear internal portions of the subject property, retaining boundary buffers entirely with the existing natural vegetation would be an aesthetic benefit.

Additionally, maximum development under prevailing zoning would allow a building approximately 50 feet and three stories in height on the subject property, in addition to associated driveways, signage, parking areas, and exterior lighting. Under this alternative and depending on the specific use and design, aesthetic changes and views of the subject property from off-site locations in all directions could be substantially modified, in comparison to the well-buffered layout of the proposed action without buildings, structures or exterior site lighting. Therefore, the proposed action would have a significantly reduced potential for adverse visual impact as compared to development of the subject property in accordance with this alternative.

4.2.6 Cultural Resources

Based on the results of the Phase 1A Archaeological Survey, there are no above-ground cultural resources present at the subject property, such that this alternative would not adversely affect such resources. However, the subject property has the potential to contain archaeological resources. Development in accordance with this alternative would have the potential to result in land disturbance across virtually the entire subject property, as a result of grading, installation of stormwater management infrastructure, building foundations, and other site improvements. As the proposed action would not include any large building foundations, the proposed grading has been minimized, and extensive natural buffers would remain undisturbed, this alternative has a greater potential than the proposed action to result in ground disturbance. Hence, the potential for impacts to archaeological resources may also be greater.

4.2.7 Noise

With respect to noise, operations at the subject property would continue to be governed by the relevant provisions of Chapter 50 of the Town Code (entitled, “Noise Control”) under this alternative, similar to the proposed action. The noise environment at the subject property would be altered as a result of the development and operation of permitted land uses at the site, to a degree that would be dependent upon the specific uses that occupy the site. Construction noises under this alternative could exceed the proposed action depending on the land use being developed. In addition to the clearing of trees, only the paving of the subject property is proposed for construction of the proposed action. However, greater perimeter buffer widths would be retained under the proposed action than are required by the Town’s zoning bulk dimensional requirements and site development standards, providing better potential buffering from noise sources. Additionally, many land uses under this alternative would involve a greater degree of construction activity, including the construction of large buildings.

Operational noise under this alternative may be associated with rooftop equipment, manufacturing equipment, vehicular activity (including truck deliveries), and other similar

noise sources from permitted uses. By comparison, measurable noise activity occurring under the proposed action would be limited to car carriers delivering and removing vehicles from the site and forklifts moving vehicles on site as needed. Therefore, the potential for noise impacts under the as-of-right alternative could be greater than the proposed action under both construction and operational conditions.

4.2.8 Public Health and Safety

Under this alternative, a range of industrial uses would be permitted as-of-right, each of which may present similar, greater or different potential impacts to public health and safety than those raised within the Final Scope for the proposed action. With respect to several such potential impacts, such as operational hazards and fire safety, there are permitted uses in the L1 district that would have comparable or possibly greater potential impacts, including, for example, nursery uses, lumberyards, manufacturing, motor vehicle rental, nursery/garden center, or stone and masonry supply uses. With respect to water quality, nearly all of the permitted uses would be expected to generate higher levels of sanitary waste to be discharged to on-site sanitary systems (whereas none is expected under the proposed action), and many permitted uses would have the same or greater potential to store or handle hazardous materials and/or for vehicles to be kept on the site, such as manufacturing, printing plants, lumberyards, agricultural or nursery uses, motor vehicle rental, etc. The same is also true with respect to noise and vibration, as discussed above. Notwithstanding the above, it is noted that the proposed action incorporates stormwater management measures that are protective against potential impacts to potable water supplies, which may not necessarily be proposed as part of the maximum potential development in accordance with prevailing zoning.

Overall, as there are no significant adverse public health and safety impacts are expected in connection with the proposed action, it is respectfully submitted that this alternative could have the same or greater potential to result in such impacts.

4.2.9 Climate Change

As discussed in Section 3.1.1.5 and Section 3.9 of this DEIS, due to the project's location away from flood prone areas and substantially above sea level (i.e., approximately 100 feet amsl), the potential for impacts associated with flooding or sea level rise is virtually nonexistent. Any development of the subject property in accordance with the Town of Brookhaven's site development standards would be expected to manage stormwater runoff, such that no significant adverse flooding impacts associated with such development would be expected under this alternative.

With respect to air emissions, however, the proposed action has a very limited potential to generate emissions, whereas this alternative could generate substantially greater quantities of emissions depending upon the specific use. For example, as discussed above, it is expected that as much as 267,500 SF of industrial building space could be constructed at the subject property, which could have substantial heating and cooling requirements, and which could generate substantial numbers of vehicular trips on area roadways. Industrial processes associate with permitted manufacturing uses could have additional associated emissions, as

well. While it is not practical to quantify potential greenhouse gas emissions from such theoretical development, it is reasonable to assume that development under this alternative would have a greater potential than the proposed action to generate such emissions.

Overall, it is respectfully submitted that the proposed action would have a lesser potential for adverse climate change impacts than this alternative.

5

Growth-Inducing Impacts

Growth-inducing aspects are generally described as the long-term secondary effects of the proposed action. The proposed project would commit 20.82± acres of the 35.7± acre subject property as a paved lot for automobile storage facility. As such, there would be some level of increased activity at the property and demand for services. However, the proposed facility would be unmanned or minimally staffed, and the subject property is in a well-established industrial area with other automotive storage facilities and outdoor storage uses present throughout the surrounding area. Therefore, the proposed action is not likely to induce growth in the area, and no associated adverse impacts would be anticipated.

6

Cumulative Impacts

This section of the DEIS examines other pending or proposed projects in the area that, in conjunction with the proposed action, may result in impacts that would cumulatively be greater than the impacts from each project if considered individually.

As per *The SEQR Handbook*,[28] cumulative impacts are defined as follows:

> *Cumulative impacts occur when multiple actions affect the same resource(s). These impacts can occur when the incremental or increased impacts of an action, or actions, are added to other past, present and reasonably foreseeable future actions. Cumulative impacts can result from a single action or from a number of individually minor but collectively significant actions taking place over a period of time. Cumulative impacts do not have to all be associated with one sponsor or applicant. They may include indirect or secondary impacts, long term impacts and synergistic effects.*

The Town Department of Planning, Environment and Land Management identified two existing automobile storage facilities comparable to the proposed action that are located within approximately one-half-mile of the subject property (i.e., one located at 425 Patchogue-Yaphank Road, and another at Rice Court). The proposed action is being designed to meet all Town requirements, and would be constructed pursuant to a Special Permit and an approved Site Plan following a detailed review by the Town Planning Board. The proposed facility and the two identified by the Town are located within an expansive industrial zoning district in this portion of the Town of Brookhaven which contains numerous industrial uses of varying type, such that the proposed facility together with the other two

[28] New York State Department of Environmental Conservation, *The SEQR Handbook DRAFT*, 4th Edition (2019) (Page 88).

facilities would not create an undue concentration of such uses in this area. Moreover, the proposed facility is designed to incorporate substantial wooded buffers, and the majority of the proposed vehicle storage facility is set back from Sills Road behind other land uses. The facility will be inconspicuous from the roadway, and the potential for associated impacts (e.g., visual, noise, land use, neighborhood character, etc.) is substantially reduced as a result. It is respectfully submitted that as no significant adverse impacts are anticipated under the proposed action, no significant cumulative impacts would be anticipated with the existing automobile storage facilities near the subject property.

The Applicant is not aware of other actions, nor were any past, present or reasonably foreseeable future actions identified by Town of Brookhaven, relevant to potential cumulative impacts. Therefore, no adverse cumulative environmental impacts are expected.

7

Unavoidable Adverse Impacts

The environmental impacts associated with the proposed action and the proposed mitigation measures to minimize such impacts have been described in Chapter 3.0 of this DEIS. Those impacts that cannot be either entirely avoided or fully mitigated are described below.

7.1 Short-Term Impacts

The proposed action will have several temporary construction-related impacts that cannot be completely mitigated. These impacts are associated with site preparation and development (including grading and paving of the subject property). Specific impacts are identified below:

- Soils would be disturbed by clearing and grading during site clearing.
- Despite the use of extensive and strategically-placed erosion control devices, minor occurrences of erosion and sediment transport may occur. Such occurrences would be addressed as quickly as practical in order to minimize the magnitude and duration of the impacts.
- There is the potential for minor releases of air contaminants from construction equipment and emissions of fugitive dust during dry periods, although dust would be controlled by properly covering soil piles and watering down the site.
- There may be a temporary impact to roadways due to the movement of construction vehicles associated with site development activities.

- A slight increase in noise levels and vibration at the site boundaries may result from construction activities.

It is anticipated that these impacts will be of short duration, that is, they will cease upon completion of construction activities.

7.2 Long-Term Impacts

No long-term significant adverse environmental impacts associated with the proposed automobile storage facility have been identified with the exception of reducing the existing forested habitat. However, considerable acreage of the existing wooded area, as detailed in Section 3.3.2, would be retained within the proposed site buffers and would perpetuate the existing forested conditions on site and maintain existing connectivity to the forested communities at adjoining parcels. Furthermore, the periodic or semi-flooded conditions that would be present from the proposed recharge basin in the northeastern portion of the subject property could lead to establishing a new ecological community at the site. These conditions do not currently exist but could under the proposed action, thus increasing the ecological viability of the subject property. Additionally, the utilization of Contech CDS-5 continuous deflective separation (CDS) hydrodynamic separators. This type of system utilizes swirl concentration and continuous deflective separation to screen, separate and trap trash, debris, sediment, and hydrocarbons from the stormwater before stormwater flowed to the recharge basin. This would reduce potential long-term impacts to groundwater resources and protect supply wells southeast of the subject property.

8

Irreversible and Irretrievable Commitment of Resources

This chapter discusses natural and man-made resources that would be irretrievably committed during construction and/or operation of the proposed project, which would be unavailable for future use. More specifically, the irreversible or irretrievable commitment of resources refers to impacts on or losses to resources that cannot be recovered or reversed.

Irreversibly and irretrievably committed resources include land, energy, construction materials, and human effort (i.e., time and labor). Some of these resources generally are irreversible and irretrievable for the life of the project, such as land and building materials (even if they may eventually become available again). Other resources are irretrievable beyond the project's lifespan, such as energy and human effort.

The proposed development of the subject property in accordance with the proposed action would require a commitment of natural and manmade resources, as well as time. The existing forested community would be reduced through the clearing of trees and paving portions of the existing forest. The proposed action would eliminate portions of the existing forest and permanently commit portions of the subject property as a paved lot. Therefore, the proposed action would preclude other development from occurring on site. As discussed above, the proposed development would permanently remove some existing natural resources from the site but, preserve the existing forested communities on site and adjacent properties.

Certain additional resources related to the construction aspects of the development would be committed as a result of project implementation. These resources may include, but are not limited to concrete, asphalt, water and topsoil. Mechanical equipment resources would

be committed to assist personnel in the construction to take place at the subject property. The operation of construction equipment would require water resources and fossil fuels. Furthermore, the construction phase of the proposed project would require the commitment of labor and fiscal resources, as well as time that would not be available for other projects.

In addition, during the operational phase of the proposed development electricity would be irretrievably committed for the lifespan of this project. It should be noted that, with respect to energy resources, security system equipment and appliances will be selected to meet or exceed the requirements of the New York State Building and Energy Code at the time of Building Permit approval.

Based on the foregoing, none of the irretrievable or irreversible commitment of resources is anticipated to result in significant adverse impacts.

9

Use and Conservation of Energy

As the subject property is currently forested and vacant, there are no energy services provided at this time. It is expected the proposed action would generate a nominal demand for electricity, which would power the on-site security camera system. Electricity would be provided by PSEG Long Island via existing infrastructure in the surrounding area. There would be no demand for natural gas or other fuel supplies, such as for heating or hot water, such that there would be no associated energy use. Overall, no significant adverse impacts associated with energy use are anticipated.

10

Impacts on Solid Waste Management

The portion of the subject property to be improved with an automobile storage facility currently does not generate solid waste, as the parcels are forested and vacant. The proposed automobile storage facility would be unmanned or minimally staffed, and would involve only the temporary storage of vehicles while they await auction. Therefore, any solid waste generation as a result of the proposed action would be minimal, and would be managed in accordance with Chapter 45 of the Town Code.

In the event of a fire during the operation of the proposed action, the disposal, auctioning, or recycling of parts of vehicles damaged would be at the discretion of the insurance agency that owns the vehicle. The Applicant does not own the vehicles stored on the site and is therefore not responsible for removing damaged vehicles from the subject property.

11

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Appendix A

Description
Positive Declaration (adopted February 4, 2019)

Town of Brookhaven Long Island

Edward P. Romaine, Supervisor

DATE: February 8, 2019

TO: Kimberly Kennedy, Assistant to General Counsel, Suffolk County Water Authority
Gilbert Anderson, Commissioner, Suffolk County Department of Public Works
James L. Tomarken, Commissioner, Suffolk County Department of Health Services
Mark Carrara, Deputy Permit Administrator, Region 1, New York State DEC
Michelle Gibbons, Wildlife Manager, Region 1, New York State DEC
Christopher Mehrman, Town of Brookhaven, Division of Fire Prevention
Ellen Brett, Town of Brookhaven, Division of Traffic Safety
Daniel P. Losquadro, Town of Brookhaven, Highway Department
John Lessler, Town of Brookhaven, Open Space Committee
Germaine Ortiz, P.E., Town of Brookhaven, Division of Engineering
Lisa Mulligan, Brookhaven Industrial Development Agency (IDA)

FROM: Peter E. Fountaine, Pr. Environmental Analyst, DEP, PELM PEF

RE: Positive Declaration and Public Scoping for the Site Plan Application of
Yaphank Automobile Storage Facility at Yaphank
N/s of Sills Road (CR 101), E/o Bellport Avenue, Yaphank
Town File Number: 18SP0078
SCTM #s: 0200 73900 0300 001000, 0200 73900 0100 001002 and 001004 (approx. 36-acres)

The Planning Board of the Town of Brookhaven, as the SEQR Lead Agency, has determined that the proposed action described above may have a significant impact on the environment and that a Draft Environmental Impact Statement (DEIS) should be prepared. Please find attached hereto the SEQRA Positive Declaration adopted by the Planning Board at their February 4, 2019 meeting and Part 3 of the Environmental Assessment Form (EAF).

The draft scoping document will be forwarded once it is received from the applicant and posted on the Town's website. A public scoping meeting will be held on Monday, February 25, 2019 from 5:00 to 7:00 PM in the Media Room on the second floor of Brookhaven Town Hall to provide public participation to identify the potentially adverse impacts related to the adoption of the change of zone and to receive comments in general. Written comments will be accepted until close of business on March 11, 2019.

Kindly forward any findings or concerns you may have regarding this proposal, particularly with respect to your areas of expertise and jurisdiction, which would enhance the utilization of this site or provide additional protection to the community. All correspondence should be forwarded to this office for distribution to the lead agency.

Thank you for your continued cooperation. If you have any questions or need any further information, please contact this Department.

PEF/pef

Attachments
Cc: Councilperson Michael Loguercio – Council District 4
Vincent E. Pascale, Chairperson, Town of Brookhaven Planning Board
Tullio Bertoli, Commissioner, PELM (w/o enclosure)
Beth Reilly, Department of Law (w/o enclosure)
Applicant: NMF Holdings, LLC, 35 Ixora Way, Ocean Ridge, FL 33435
Environmental Notice Bulletin

Full Environmental Assessment Form
Part 3 - Evaluation of the Magnitude and Importance of Project Impacts
and
Determination of Significance

Part 3 provides the reasons in support of the determination of significance. The lead agency must complete Part 3 for every question in Part 2 where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.

Based on the analysis in Part 3, the lead agency must decide whether to require an environmental impact statement to further assess the proposed action or whether available information is sufficient for the lead agency to conclude that the proposed action will not have a significant adverse environmental impact. By completing the certification on the next page, the lead agency can complete its determination of significance.

Reasons Supporting This Determination:
To complete this section:

- Identify the impact based on the Part 2 responses and describe its magnitude. Magnitude considers factors such as severity, size or extent of an impact.
- Assess the importance of the impact. Importance relates to the geographic scope, duration, probability of the impact occurring, number of people affected by the impact and any additional environmental consequences if the impact were to occur.
- The assessment should take into consideration any design element or project changes.
- Repeat this process for each Part 2 question where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.
- Provide the reason(s) why the impact may, or will not, result in a significant adverse environmental impact
- For Conditional Negative Declarations identify the specific condition(s) imposed that will modify the proposed action so that no significant adverse environmental impacts will result.
- Attach additional sheets, as needed.

The proposed action requires the conversion of more than 10 acres of forest and will involve construction on, and physical alteration of, 23.16-acres of pitch-pine oak forest habitat of the proposed site including the possible excavation and removal of more than 1,000 tons of natural material. The project site is above the Nassau-Suffolk Sole Source Aquifer and within a groundwater contributing area to public well fields. The project location is above the Nassau-Suffolk Sole Source Aquifer, adjacent to a Suffolk County Water Authority (SCWA) Sills Road Well Field, within the 0-2 year contributing area to the wells and within a Suffolk County Department of Health Services (SCDHS) Water Supply Sensitive Area (WSSA) which is defined in part as: "Areas in close proximity to existing or identified future public water supply wellfields." The proposed automobile storage will result in the bulk storage of petroleum or chemical products over ground water or an aquifer and may have the potential to introduce contaminants to ground water or an aquifer. The proposed action may have an impact on human health from exposure to new or existing sources of contaminants due to automobile storage operations and may result in the release of contaminated leachate from the project site. The proposed action is located within 1,500 feet of the New Interdisciplinary School (approx. 100 ft. south), Baseball Heaven park (adjacent to the Northeast), Maryhaven Adult Services (approx. 770 ft. southeast) and the Developmental Disabilities Institute (approx. 1,370 ft. southwest). The proposed action may result in an increase in noise above noise levels established by local regulation, and the proposed automobile storage facility construction and operations may result in light shining onto adjoining properties. The proposed action may will result in a loss of flora or fauna and may cause reduction in population or loss of the threatened Northern Long Eared Bat, as listed by New York State, that use the site, or are found on, over, or near the site and may result in a reduction or degradation of habitat used by the threatened Northern Long Eared Bat, as listed by New York State. The proposed action may cause reduction in population, or loss of the Eastern Box Turtle which is considered a species of special concern, as listed by New York State, which uses the site, or are found on, over, or near the site and may result in a reduction or degradation of any habitat used by the Eastern Box Turtle which is considered a species of special concern, as listed by New York State. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat of the above-mentioned species and other species that occupy or use the project site. The proposed action may result in an impairment of natural functions, or "ecosystem services", provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat. The proposed action will be visible to travelers on the Long Island Rail Road (LIRR) and Sills Road (CR 101) during routine travel by residents and tourism-based activities accessed by the LIRR. The proposed action is within an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory. The proposed action may result in a change to existing transportation systems and degrade existing transit access. The proposed action would result in the construction of paved parking areas for 500 or more vehicles and resultant traffic increases may exceed capacity of existing road network. There are similar automobile storage facilities visible within ½- mile of the proposed project. Cumulative impacts of this and other nearby projects in the area need to be addressed. Alternatives and project mitigation must be considered. As a result, the project has the potential to result in significant environmental impacts in the following areas: initial construction, land use and zoning, water resources, ecological resources, traffic and transportation, noise, light, human health, storm water pollution prevention measures, and cumulative impacts. The Board has considered that the purpose of the DEIS is to inform the public and other public agencies as early as possible that the project may significantly affect the quality of the environment, and to solicit comments which will assist all agencies in determining the environmental consequences of the proposed action.

Determination of Significance - Type 1 and Unlisted Actions

SEQR Status: ☑ Type 1 ☐ Unlisted

Identify portions of EAF completed for this Project: ☑ Part 1 ☑ Part 2 ☑ Part 3

Upon review of the information recorded on this EAF, as noted, plus this additional support information
FEAF Part 1, FEAF Part 2, and associated site plan application materials.

and considering both the magnitude and importance of each identified potential impact, it is the conclusion of the Planning Board of the Town of Brookhavn as lead agency that:

☐ A. This project will result in no significant adverse impacts on the environment, and, therefore, an environmental impact statement need not be prepared. Accordingly, this negative declaration is issued.

☐ B. Although this project could have a significant adverse impact on the environment, that impact will be avoided or substantially mitigated because of the following conditions which will be required by the lead agency:

There will, therefore, be no significant adverse impacts from the project as conditioned, and, therefore, this conditioned negative declaration is issued. A conditioned negative declaration may be used only for UNLISTED actions (see 6 NYCRR 617.7(d)).

☑ C. This Project may result in one or more significant adverse impacts on the environment, and an environmental impact statement must be prepared to further assess the impact(s) and possible mitigation and to explore alternatives to avoid or reduce those impacts. Accordingly, this positive declaration is issued.

Name of Action: Yaphank Automobile Storage Facility at Yaphank

Name of Lead Agency: Town of Brookhaven Planning Board

Name of Responsible Officer in Lead Agency: Eileen McCallion

Title of Responsible Officer: Planning Board Secretary

Signature of Responsible Officer in Lead Agency: Eileen McCallion Date: 2/4/19

Signature of Preparer (if different from Responsible Officer) Peter E. Fountaine Date: 2/1/19

For Further Information:

Contact Person: Peter E. Fountaine

Address: One Independence Hill, Farmingville, NY 11738

Telephone Number: 631-451-6455

E-mail: pfountaine@brookhavenny.gov

For Type 1 Actions and Conditioned Negative Declarations, a copy of this Notice is sent to:

Chief Executive Officer of the political subdivision in which the action will be principally located (e.g., Town / City / Village of)
Other involved agencies (if any)
Applicant (if any)
Environmental Notice Bulletin: http://www.dec.ny.gov/enb/enb.html

PRINT FULL FORM

STATE ENVIRONMENTAL QUALITY REVIEW (SEQR)
POSITIVE DECLARATION
Notice of Intent to Prepare a Draft Environmental Impact Statement
Determination of Significance

LEAD AGENCY: **Town of Brookhaven Planning Board**
One Independence Hill
Farmingville, NY 11738

TITLE OF ACTION:
Yaphank Automobile Storage Facility at Yaphank

APPLICANT:
NMF Holdings, LLC
35 Ixora Way
Ocean Ridge, FL 33435

SEQR STATUS: **Type I**

FILE #: **18SP0078**

DESCRIPTION OF ACTION: The proposed action involves the clearing and grading of approximately 22-acres of naturally vegetated areas of a three (3) parcel site, totaling approximately 36-acres in size, to accommodate an automobile storage facility. The proposed facility would include approximately 21.43-acres of recycled concrete aggregate (RCA) surface areas that would be created for the storage of vehicles. The proposed RCA lot will be surrounded by naturally vegetated buffer areas and a proposed 47,000 square-foot recharge basin to be created within the northern portion of the subject property for the purposes of stormwater collection and recharge.

LOCATION: N/s of Sills Road (CR 101), E/o Bellport Avenue, Yaphank

S.C.T.M. #: 0200 73900 0300 001000, 0200 73900 0100 001002 and 001004 (approx. 36-acres)

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to and has been prepared in accordance with Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law (ECL).

The Planning Board of the Town of Brookhaven, as the SEQR Lead Agency, has determined that the proposed action described above may have a significant impact on the environment and that a Draft Environmental Impact Statement (DEIS) should be prepared.

LEAD AGENCY DESIGNATION:
The Planning Board in reviewing the application in accordance with SEQR Parts 617.3 and 617.6, using the information available and comparing it with the thresholds set forth in Part 617.4, has determined that the proposed action is a Type I action. A coordinated review for Type I actions involving more than one agency was initiated on **November 20, 2018**, as set forth in SEQR Part 617.6 (b), to notify other involved regulatory agencies of the Proposed Action and the need to determine a SEQR lead agency. The Planning Board expressed its desire to act as Lead Agency.

Responses were received from the Town of Brookhaven Highway Department, Town of Brookhaven Division of Traffic Safety, Suffolk County Department of Health Services, Suffolk County Department of

Public Works, and the Suffolk County Water Authority. Significant comments were received in the responses and no involved agency contested the Town of Brookhaven interest in seeking lead agency status. Therefore, the Planning Board of the Town of Brookhaven was confirmed as Lead Agency for the Proposed Action.

Part 2 of the Full Environmental Assessment Form (FEAF) was completed by the Lead Agency to identify the relevant environmental areas that may be impacted by the proposed activity. Impacts have been identified to land, groundwater, human health, plants, animals, open space, transportation, energy, noise, odor, and light.

REASONS SUPPORTING THIS DETERMINATION:

The Planning Board, as Lead Agency, after reviewing and analyzing the Environmental Assessment Form (EAF) Part 1 prepared for the Proposed Action, the site plan application materials, the EAF Part 2, various land use studies, the issues and relevant areas of environmental concern identified and as enumerated below, the criteria contained in Part 617.7, and other supporting information, finds that the size and scope of the Proposed Action has the potential to result in one or more significant adverse environmental impacts in one or more areas due to the proposed construction and operation of the facility, and has determined that a Draft Environmental Impact Statement (DEIS) should be prepared.

This determination is based, in part, on the following identified environmental impacts:

The proposed action requires the conversion of more than 10 acres of forest and will involve construction on, and physical alteration of, 23.16-acres of pitch-pine oak forest habitat of the proposed site including the possible excavation and removal of more than 1,000 tons of natural material.

The project site is above the Nassau-Suffolk Sole Source Aquifer, within Groundwater Management Zone III as identified by the Long Island 208 Study, and the Town of Brookhaven Hydrogeological Sensitive Zone (HSZ). The project location is adjacent to the Suffolk County Water Authority (SCWA) Patchogue-Yaphank Road Well Field, within the 0-2 year contributing area to the wells and within a Suffolk County Department of Health Services (SCDHS) Water Supply Sensitive Area (WSSA) which is defined in part as: “Areas in close proximity to existing or identified future public water supply wellfields.”

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants due to automobile storage operations and may result in the release of contaminated leachate from the project site. The proposed automobile storage will result in the bulk storage of petroleum and chemical products over the aquifer and may have the potential to introduce contaminants to the aquifer. Additionally, the proposed recharge basin will also serve as a direct conduit for contaminants to enter the aquifer.

The proposed action is located within 1,500 feet of the New Interdisciplinary School (approx. 100 ft. south), Baseball Heaven park (adjacent to the Northeast), Maryhaven Adult Services (approx. 770 ft. southeast) and the Developmental Disabilities Institute (approx. 1,370 ft. southwest).

The proposed action may result in an increase in noise above noise levels established by local regulation, and the proposed automobile storage facility construction and operations may result in light shining onto adjoining properties.

The proposed action may will result in a loss of flora or fauna and may cause reduction in population or loss of the threatened Northern Long Eared Bat, as listed by New York State, that use the site, or are

found on, over, or near the site and may result in a reduction or degradation of habitat used by the threatened Northern Long Eared Bat, as listed by New York State.

The proposed action may cause reduction in population, or loss of the Eastern Box Turtle which is considered a species of special concern, as listed by New York State, which uses the site, or are found on, over, or near the site and may result in a reduction or degradation of any habitat used by the Eastern Box Turtle which is considered a species of special concern, as listed by New York State.

The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat of the above-mentioned species and other species that occupy or utilize the project site.

The proposed action may result in an impairment of natural functions, or "ecosystem services", provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat.

The proposed action will be visible to travelers on the Long Island Rail Road (LIRR) and Sills Road (CR 101) during routine travel by residents and tourism-based activities accessed by the LIRR.

The proposed action is within an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.

The proposed action may result in a change to existing transportation systems and degrade existing transit access. The proposed action would result in the construction of paved parking areas for 500 or more vehicles and resultant traffic increases may exceed capacity of existing road network.

There are similar automobile storage facilities visible within ½- mile of the proposed project. Cumulative impacts of this and other nearby projects in the area need to be addressed. Alternatives and project mitigation must be considered.

As a result, the project has the potential to result in significant environmental impacts in the following areas: initial construction, land use, water resources, ecological resources, traffic and transportation, noise, light, human health, storm water pollution prevention measures, and cumulative impacts.

The Board has considered that the purpose of the DEIS is to inform the public and other public agencies as early as possible that the project may significantly affect the quality of the environment, and to solicit comments which will assist all agencies in determining the environmental consequences of the proposed action.

Public Scoping of the Draft Environmental Impact Statement will occur:
The Town of Brookhaven will undertake public scoping of the Draft Environmental Impact Statement on **Monday, February 25, 2019 in the Brookhaven Town Hall Media Room, Second Floor, Brookhaven Town Hall, One Independence Hill, Farmingville, NY from 5:00 pm to 7:00 pm.** A Draft Scoping Document will be prepared and forwarded to all Involved and Interested Agencies and any person requesting a copy and posted on the Town of Brookhaven website http://www.brookhavenny.gov/. Notice of the time and place of the public scoping will be forwarded to all Involved and Interested Agencies, published in the official newspapers of the Town of Brookhaven, and will be posted on the Town of Brookhaven's website http://www.brookhavenny.gov/. After receiving comments on the Draft Scope, the Town of Brookhaven intends to issue a Final Scope, which will direct the content of the Draft Environmental Impact Statement.

REVIEW AGENCY: **The Town of Brookhaven Planning Board**
CONTACT PERSON: **Peter E. Fountaine, Division of Environmental Protection**

ADDRESS: **One Independence Hill, Farmingville, NY 11738**
PHONE NO.: **631-451-6455**
EMAIL: pfountaine@brookhavenny.gov

COPIES OF THIS NOTICE SENT TO:
Applicant: NMF Holdings, LLC, 35 Ixora Way, Ocean Ridge, FL 33435
Environmental Notice Bulletin
Involved/Interested Agencies:
Kimberly Kennedy, Suffolk County Water Authority
Gilbert Anderson, Suffolk County, Department of Public Works
James Tomarken, Suffolk County, Department of Health Services
Mark Carrara, New York State, Department of Environmental Conservation
Michelle Gibbons, New York State, Department of Environmental Conservation
Donna Lent, Town Clerk and Registrar
Councilperson Michael Loguercio – Council District 4
Vincent E. Pascale, Chairperson, Town of Brookhaven Planning Board
Tullio Bertoli, Commissioner, PELM
Christopher Mehrman, Town of Brookhaven, Division of Fire Prevention
Ellen Brett, Town of Brookhaven, Division of Traffic Safety
Daniel P. Losquadro, Town of Brookhaven, Highway Department
John Lessler, Town of Brookhaven, Open Space Committee
Germaine Ortiz, P.E., Town of Brookhaven, Division of Engineering
Lisa Mulligan, Brookhaven Industrial Development Agency (IDA)

THIS DETERMINATION IS NOT COMPLETE UNTIL AUTHORIZED AS FOLLOWS:
ADOPTED BY RESOLUTION ON:

Eileen McCallion

Eileen McCallion, Planning Board Secretary

Date: 2/4/19

Appendix B

Description
Final Scope (dated April 17, 2019)

Town of Brookhaven Long Island

Edward P. Romaine, Supervisor

DATE: April 17, 2019

TO: Kimberly Kennedy, Assistant to General Counsel, Suffolk County Water Authority
Gilbert Anderson, Commissioner, Suffolk County Department of Public Works
James L. Tomarken, Commissioner, Suffolk County Department of Health Services
Claire Werner, Deputy Permit Administrator, Region 1, New York State DEC
Michelle Gibbons, Wildlife Manager, Region 1, New York State DEC
Christopher Mehrman, Town of Brookhaven, Division of Fire Prevention
Ellen Brett, Town of Brookhaven, Division of Traffic Safety
Daniel P. Losquadro, Town of Brookhaven, Highway Department
John Lessler, Town of Brookhaven, Open Space Committee
Germaine Ortiz, P.E., Town of Brookhaven, Division of Engineering
Lisa Mulligan, Brookhaven Industrial Development Agency (IDA)

FROM: Peter E. Fountaine, Pr. Environmental Analyst, DEP, PELM

P.E.F.

RE: Final Scoping Document for the Site Plan Application of
Yaphank Automobile Storage Facility at Yaphank
N/s of Sills Road (CR 101), E/o Bellport Avenue, Yaphank
Town File Number: 18SP0078
SCTM #s: 0200 73900 0300 001000, 0200 73900 0100 001002 and 001004 (approx. 36-acres)

The Planning Board of the Town of Brookhaven, as the SEQR Lead Agency, has determined that the proposed action described above may have a significant impact on the environment and that a Draft Environmental Impact Statement (DEIS) should be prepared. A copy of the February 4, 2019 Planning Board positive declaration for the above-mentioned change of zone application was sent to your offices on February 8, 2019.

A draft scoping document was received from the applicant and was sent to your offices on February 22, 2019. It was posted on the Town's website and sent to interested parties requesting a copy. A public scoping meeting was held on Monday, February 25, 2019 from 5:00 to 7:00 PM in the Media Room on the second floor of Brookhaven Town Hall. Written comments on the draft scoping document were accepted until close of business on March 11, 2019.

Please find enclosed the Final Scoping Document resulting from the public meeting and written comment period. A Draft Environmental Impact Statement (DEIS) will be forwarded for your review and comment once accepted as complete by the Planning Board of the Town of Brookhaven.

All correspondence should be forwarded to this office for distribution to the lead agency. Thank you for your continued cooperation. If you have any questions or need any further information, please contact this Department.

PEF/pef

Enclosure

Cc: Councilperson Michael Loguercio – Council District 4
Vincent E. Pascale, Chairperson, Town of Brookhaven Planning Board
Tullio Bertoli, Commissioner, PELM (w/o enclosure)
Beth Reilly, Department of Law (w/o enclosure)

Department of Planning, Environment and Land Management
One Independence Hill • Farmingville • NY 11738 • Phone (631) 451-6400 • Fax (631) 451-6459
www.brookhaven.org

Leigh Rate, Department of Law (w/o enclosure)
Applicant: NMF Holdings, LLC, 35 Ixora Way, Ocean Ridge, FL 33435
Edward G. Bailey, Bailey Law PC, 485 Underhill Blvd., Suite 308, Syosset, NY 11791
Linda B. Peterson, President, Yaphank Taxpayers and Civic Asso., P.O. Box 41, Yaphank, NY 11980
David M. Wortman, Senior Environmental Manager, VHB, 100 Motor Pkwy., Suite 135, Hauppauge, NY 11788-5120
Keith Archer, Esq., Harras Bloom & Archer, LLP, 445 Broadhollow Rd Suite 127, Melville, NY 11747

FINAL SCOPE FOR THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
FOR THE PROPOSED YAPHANK AUTOMOBILE STORAGE FACILITY SITE PLAN

Hamlet of Yaphank, Town of Brookhaven,
Suffolk County, NY

PURSUANT TO CHAPTER 85, ARTICLE XXVI, OF THE CODE OF THE TOWN OF BROOKHAVEN ON 36 ACRES OF PROPERTY ZONED L-INDUSTRIAL-1, LOCATED ON THE NORTH SIDE OF SILLS ROAD (COUNTY ROAD 101), EAST OF BELLPORT AVENUE, IN THE HAMLET OF YAPHANK, AND PURSUANT TO TITLE 6, NEW YORK CODE OF RULES AND REGULATIONS (6NYCRR) PART 617.9

April 17, 2019

Overview

This document is a Final Scope for the Draft Environmental Impact Statement (DEIS) for the proposed Yaphank Automobile Storage facility. The proposed action involves the clearing of approximately 23 acres of land at an overall 36-acre property to accommodate an automobile storage facility located along Sills Road (County Road 101) in the Hamlet of Yaphank, Town of Brookhaven. The subject property is known on the Suffolk County Tax Map as District 0200, Section 739, Block 1, Lots 1.2 and 1.4 and Block 3, Lot 1, and is bounded by Sills Road to the east, undeveloped woodland to the south, Bellport Avenue to the west, and railroad tracks of the Long Island Rail Road (LIRR) to the north.

It should be noted that the Town of Brookhaven previously issued a Negative Declaration for a larger project at the subject property and on several additional acres of adjoining land to the south (i.e., an overall 80±-acre parcel). Thereafter, a court decision resulting from a Civil Practices Law Article 78 proceeding ordered the issuance of a Positive Declaration and the preparation of a DEIS as the court had determined that the initial environmental review was insufficient and did not satisfy the "hard look" that the State Environmental Quality Review Act (SEQRA) requires.

Although the proposed action is reduced in size (i.e., an overall 36-acre property), a DEIS will be prepared in accordance with the Positive Declaration issued for the current proposed action to provide for the "hard look" required by the (SEQRA). In consideration of the above-mentioned project, the DEIS must address concerns over the segmentation of the development and establish that this project is not a portion of a larger overall plan for automobile storage on the adjacent properties included in the previous proposal.

To ensure that the DEIS will address all significant issues, the Town of Brookhaven Planning Board, as lead agency, has issued a Positive Declaration, received a Draft Scoping Document from the applicant and conducted a formal public scoping process as required pursuant to 6 NYCRR §617.8(a) of the implementing regulations of the New York State Environmental Quality Review Act (SEQRA). A public scoping meeting was held at Brookhaven Town Hall on February 25, 2019 where the project was discussed and community concerns regarding the content of the DEIS were expressed. Community concerns included but were not limited to health and safety issues, water quality issues, traffic issues, habitat loss, cumulative impacts, business operations or "the nature of the business", segmentation, noise, dust, vibrations, onsite accidents, fire emergencies, hazardous materials and segmentation of the project to eventually develop the previously approved 80-acre project. A representative of the Suffolk County Water Authority (SCWA) also was in attendance to express concerns in relation to the adjacent well-field.

This Final Scope provides a description of the proposed action and the Lead Agency's requirements of the DEIS. This Final Scope has been prepared in accordance with 6 NYCRR §617.8(b) and sets forth the following:

- Brief description of the proposed action
- Potentially significant adverse impacts
- Extent and quality of information needed to adequately address potentially significant adverse impacts
- Initial identification of mitigation measures
- Reasonable alternatives to be considered.

Brief Description of the Proposed Action

The proposed action involves the development of a property approximately 36 acres in size currently containing naturally wooded areas as well as a building and associated paved parking areas in the L Industrial 1 zoning district of the Town of Brookhaven. Upon implementation of the proposed action, the existing building and associated paved parking areas would remain, and 23.01± acres of vegetated area would be cleared to accommodate a vehicle storage facility. The proposed facility would include approximately 21.43± acres of recycled concrete aggregate (RCA) surface areas to be created for the storage of vehicles on a temporary basis while they await auction. The perimeter of the storage area would be contained within a proposed eight-foot-high fence. The boundaries of the proposed RCA lot would be surrounded by vegetative buffers of 100 feet along the Sills Road and Bellport Avenue site frontages (to the east and west, respectively), 150 feet along the Long Island Rail Road tracks (i.e., to the north) and 50 feet along the southern property boundary.

A proposed 235±-foot by 202±-foot (47,470 sq. ft.) recharge basin would be created within the northern portion of the subject property for the purposes of stormwater collection and recharge. Site access improvements include the removal of the existing building curb cut on Sills Road and the addition of a new curb cut and driveway along the site frontage at Sills Road. This driveway would provide access to parking in the interior of the site, where vehicles will be stored for approximately one-to-60 days.

The section of the DEIS to be entitled, *Description of the Proposed Action* will provide a thorough description of the proposed action, and will also include a site and project history, detailed site data, and descriptions of the project purpose, needs and benefits, anticipated construction period, phasing and removal of natural material, and required permits and approvals.

Potentially Significant Adverse Impacts

Based upon a review of the Positive Declaration issued by the Town of Brookhaven Planning Board for the proposed action, potential adverse impacts to the following elements of the environment warrant evaluation in the DEIS: water resources; land use and zoning; ecological resources; traffic; aesthetics and lighting; cultural resources; and noise.

These potential adverse impacts will be fully addressed in various sections of the DEIS as briefly outlined below:

Water Resources

Regional and local hydrogeological conditions and water quality will be discussed. Depth to groundwater will be provided. To assess the potential impacts associated with the proposed development upon groundwater resources, a consistency analysis with the recommendations and standards for development within the relevant Groundwater Management Zone and Water Supply Sensitive Areas as set forth in the *Suffolk County Sanitary Code*, the *Long Island Comprehensive Waste Treatment Management Plan* (the "208 Study"), will be performed. Relevant requirements of the *Suffolk County Sanitary Code* related to the bulk storage of petroleum or chemical products will also be discussed with respect to the potential for groundwater impacts. The *Nationwide Urban Runoff Program* (*NURP*) and *Nonpoint Source Management Handbook* will also be reviewed to assess the proposed action's compliance with recommendations set forth therein. Moreover, consultations would be undertaken with the Suffolk County Water Authority to identify and characterize the potential for the proposed action to result in impacts to area public water supply systems.

As the subject property is located in the Town of Brookhaven Hydrogeological Sensitive Zone, the Central Suffolk Special Groundwater Protection Area, and the Suffolk County Department of Health Services Ground Water Management Zone III all of which designate groundwater recharge areas, critically important to the sole source aquifer that is the source of Long Island's drinking water. According to the Long Island Source Water Assessment Program (LISWAP) Summary Report from the New York State Department of Health, this property is within the source water recharge area for an area drinking water well located on the Suffolk County Water Authority owned property adjacent to the subject property on Suffolk County Tax Map Parcel # (SCTM #) 0200 73900 0300 002000. The potential risk

of an undetermined number and types of automobiles leaking automotive liquids and contaminating the sole source aquifer is a major concern.

It is the position of the Suffolk County Water Authority (SCWA) that the project be denied as the potential for contamination is likely considering the development within the 2-year capture zone to the adjacent SCWA's upper glacial aquifer wells. The SCWA has indicated that this type of development may introduce various VOCs, including BETX related compounds and hydraulic fluids into the water supply. Additional concerns included the RCA materials to be used on the site and the proposed recharge basin increasing the possibility of contaminants to enter the shallow upper glacial aquifer wells. Significant environmental impacts to the aquifer will be discussed and mitigation to these impacts will be discussed. Protection of the groundwater should be proved beyond reasonable doubt.

Existing and post-development drainage conditions and stormwater management measures will be evaluated. The proposed stormwater management system will be described, and measures designed to minimize the potential for stormwater impacts from the proposed development will be identified.

Specifically, this section of the DEIS will include projections of the quantities of stormwater runoff to be generated, a discussion of the proposed collection and management systems, and an analysis of consistency with local site development requirements. Additionally, relevant recommendations of the *Comprehensive Water Resources Management Plan for Suffolk County* will be presented and reviewed for consistency. Erosion control measures to be implemented during construction activities will be presented and discussed, relevant to stormwater management.

Land Use and Zoning

This section of the DEIS will describe existing land use and zoning on the subject site and in the surrounding area, including an approximate 1,500-foot radius of the subject property. As part of this section, relevant land use (comprehensive) plans and policies, including the *1996 Town of Brookhaven Comprehensive Land Use Plan*, will be reviewed.

Compatibility of the proposed use with the established pattern of land uses and neighborhood character will be addressed including the automobile storage facility west of Bellport Road, the Interdisciplinary School for Children with Special Needs, and the private homes located on Long Island Avenue and Bellport Avenue. The DEIS also will describe and quantify the proposed changes to land use and site conditions due to the development of the subject property with an automobile storage facility and associated utility, infrastructure, access and utility improvements, and areas of natural vegetation to be permanently retained will be identified.

With respect to zoning, the bulk and dimensional requirements of the prevailing L Industrial 1 zoning district will be presented along with the applicable criteria for granting of a Special Permit for the proposed use. The proposed action will be reviewed for consistency with prevailing zoning and the Town's special permit criteria to assess the potential for zoning impacts.

Ecological Resources

An ecological survey of the subject property will be performed to inventory flora and fauna species occurring or expected to occur at the project site, and the existing ecological communities at the site will be identified and assessed. A review of New York State Department of Environmental Conservation (NYSDEC) and other relevant agency databases and records will be performed to identify other wildlife species expected to occur at the subject property. Consultations will be undertaken with the New York Natural Heritage Program (NYNHP), and relevant database research, including the U.S. Fish and Wildlife Service Information for Planning and Consultation database, will be conducted to identify records of endangered, threatened or special concern species or significant natural communities/habitats at or in the immediate vicinity of the subject property. As the NYNHP database currently includes a record of a summer roost tree for the New York State and federally threatened northern long-eared bat (*Myotis septentrionalis*) within one mile of the subject property, a summer roost habitat assessment of the subject

property will be performed. Additionally, a habitat assessment will be performed for the New York State special concern eastern box turtle (*Terrapene carolina*).

A review of NYSDEC wetland maps, National Wetland Inventory maps and Town of Brookhaven wetland regulations will be conducted, and the presence or absence of wetlands at or within 150 feet the subject property will be discussed in this section.

Areas and ecological communities to be cleared and developed as part of the proposed project will be identified on a habitat map, and an assessment of potential impacts to the existing ecological communities will be presented within this section. Potential impacts to observed and expected wildlife and wildlife habitat will be identified and discussed, including any potential impacts to rare species (e.g., northern long-eared bat, eastern box turtle), and their habitat. Reference sources will be provided.

Traffic

A Traffic Impact Study (TIS) will be prepared to assess the potential for the proposed action to impact traffic conditions in the area surrounding the subject property. The TIS will examine existing conditions, safety, access and circulation, and the potential for impacts during the proposed facility's operation. Recent experiences within the Town of Brookhaven regarding the delivery and pick-up of automobiles at the storage yards have resulted in many constituent concerns and complaints. While the applicant may have limited control over their customers, this type of use has resulted in overloaded flatbeds, unsafe driving habits of haulers, traffic accidents, debris on the roadway, overnight parking in unauthorized areas, and disturbances in residential areas have been reported repeatedly in the Yaphank and Bellport communities. The TIS will address these issues and determine mitigation measures to reduce the adverse health and safety impacts that this type of use has inflicted on Town residents who frequent the area roadways.

Existing roadway features will be identified, and turning movement counts will be conducted during one typical weekday during the a.m. peak period (7:00 a.m. to 9:00 a.m.) and p.m. peak period (4:00 p.m. to 6:00 p.m.) at the following intersections:

- Sills Road (CR 101) at Horseblock Road (CR 16) (Signalized)
- Sills Road (CR 101) and Median turnaround at Baseball Heaven (Unsignalized)
- Sills Road (CR 101) and Old Dock Road
- Sills Road (CR 101) and exit/entrance roads to ADESA property
- Sills Road (CR 101) and exit/entrance roads to Maryhaven Adult Services Center Complex
- Sills Road (CR 101) and Station Road
- Horseblock Road and Station Road/Bellport Avenue
- Bellport Avenue and Long Island Avenue

Existing operating conditions will be analyzed using the appropriate methodology presented in the latest edition of the *Highway Capacity Manual*. Traffic accident data for the most recent three-year period available for the study intersections and the roadway segment adjacent to the subject property will be obtained from the New York State Department of Transportation (NYSDOT) and evaluated to identify significant trends or patterns.

Additional discussion and analysis based on the data collected above will be applied to the following intersections to determine if adverse traffic conditions will occur as a result of the proposed operations:

- Sills Road (CR 101) and Long Island Expressway Service Road South
- Sills Road (CR 101) and Long Island Expressway Service Road North
- Sills Road (CR 101) and Long Island Avenue/State Street
- Bellport Avenue and Long Island Expressway Service Road South
- Horseblock Road and exit/entrance roads to Amneal Pharmaceutical

- Station Road and exit/entrance roads to Amneal Pharmaceutical
- Horseblock Road and Sawgrass Drive
- Horseblock Road and Pinehurst Drive
- Horseblock Road and Old Dock Road
- Horseblock Road and Zorn Boulevard
- Horseblock Road and Alexan Boulevard
- Horseblock Road and East Woodside Avenue
- Sunrise Highway and Horseblock Road
- Sunrise Highway and Station Road
- Station Road and Woodside Avenue

No other relevant planned developments have been identified in consultation with the Town of Brookhaven. As such, "No-Build" base traffic conditions will be estimated using the relevant NYSDOT background traffic growth factor for the area. Trip generation estimates for the proposed project will be developed based on specific proposed site operations, and trips will be distributed onto the adjacent roadways to determine "Build" conditions. The "Build" conditions will be analyzed for traffic impacts using the latest version of SYNCHRO software.

The TIS will also evaluate the proposed site access, configuration and layout with respect to circulation and parking. The adequacy of off-street parking will be evaluated in the context of applicable Town of Brookhaven zoning code requirements.

Based on the results of the TIS, the need for mitigation measures would evaluated. The TIS will be summarized within the text of the DEIS and included in its entirety as an appendix thereto.

Aesthetics and Lighting

This section of the DEIS will define the existing aesthetic character of the site and surrounding area through descriptive text and representative photographs. Potential changes to visual character due to the proposed development will be evaluated through comparison of the existing condition photographs, along with an accompanying narrative description of the automotive storage yard to be constructed. An analysis of potential aesthetic impacts will be performed to assess expected changes in the views of the site from surrounding public vantage points (i.e., adjacent properties and public roadways, the Long Island Rail Road, etc.). The extent of proposed buffers (e.g., buffers of natural vegetation to be retained at site perimeters, screen plantings, etc.) and the layout of the subject parcel, as well as the project's compatibility with the visual character of comparable surrounding land uses, will be considered within this analysis.

Additionally, this section of the DEIS will also discuss potential lighting impacts associated with the proposed development. An outdoor lighting plan will be presented and analyzed for consistency with relevant Town of Brookhaven Town Code restrictions and requirements for outdoor lighting.

Cultural Resources

A portion of the site (i.e., at its northwesternmost corner) is within an area designated by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) as archaeologically sensitive. Consultations have been undertaken with OPRHP, including the submission of a Project Notification via OPRHP's Cultural Resource Information System (CRIS) online platform. If required by OPRHP, an archaeological study will be performed at the proposed project area. A determination of effect will be sought from OPRHP as to the potential for the proposed action to impact cultural resources, including archeological resources.

Noise and Vibration

Proposed operations at the subject property have the potential to generate noise. A noise study will be conducted to assess ambient noise conditions, identify and characterize proposed noise sources, and predict future noise levels.

Expected noise levels will be compared against applicable criteria set forth in the Town of Brookhaven Noise Ordinance (Chapter 50 of the Town Code) and/or relevant guidance promulgated by the NYSDEC for the assessment and mitigation of noise impacts. Community concerns also included vibrations of the automobiles being transferred throughout the yard. The DEIS will discuss the vibration concerns and how impacts from vibrations will be mitigated.

Public Health and Safety

During the Public Scoping Session, many constituents expressed concerns of the health and safety of the surrounding community. In addition to the water quality, noise, dust, and vibration concerns the storage of large quantities of automobiles may increase health and safety risks in terms of operational hazards and fire safety. The DEIS will discuss the operations on-site and include a contingency plan which includes a description of the actions to be taken by employees in the event of a fire, spill or release of vehicle waste fluids, or the receipt of unauthorized material with the vehicles will be provided. Electric vehicles and hybrids contain large batteries that are an environmental hazard as well as a fire hazard. The contingency plan should include procedures for gasoline powered, electric and hybrid cars to be safely stored onsite should an emergency occur.

Growth-Inducing Aspects

Provide brief discussion of those aspects of the proposed project which might trigger or foster additional future growth in the area. The proposed project is adjacent to approximately 200 feet of Long Island Rail Road tracks. The prospect of adding a rail spur to access the property will be discussed.

Cumulative Impacts

Describe other pending projects and like uses in the vicinity and determine potential for cumulative impacts due to implementation of proposed project in combination with others.

Initial Identification of Mitigation Measures

As analyses of potential impacts have not yet been performed, it is not possible to identify all proposed mitigation. Initial mitigation measures identified and incorporated into the project plan include the retention of significant natural buffers at the site perimeters, limiting of vehicular access to Sills Road, and construction of a recharge basin to contain and recharge stormwater runoff.

Reasonable Alternatives to be Considered

Pursuant to 6 NYCRR Part 617, the DEIS must contain a description and evaluation of reasonable alternatives to the proposed action. Thus, the DEIS will analyze the impacts of the following alternatives and quantitatively and qualitatively compare these impacts to those associated with implementation of the proposed action:

› The SEQRA-mandated No-Action alternative
› Development in accordance with prevailing zoning without the need for a Special Permit.

Extent and Quality of Information Needed

To conduct the analyses of potential adverse impacts, publicly-available information will be collected and reviewed. While it is not possible to determine all information sources to be used, the following represent sources/research that have been preliminarily identified for inclusion in the required analyses in the DEIS.

Water Resources

- Preliminary grading and drainage data
- Long Island Comprehensive Waste Treatment Management Plan (208 Study)
- Nationwide Urban Runoff Program (NURP)
- Nonpoint Source Management Handbook
- Water-Table and Potentiometric-Surface Altitudes in the Upper Glacial, Magothy and Lloyd Aquifers beneath Long Island, New York, March-April 2006, USGS, 2009
- Reducing the Impacts of Stormwater Runoff from New Development, NYSDEC

- Suffolk County Comprehensive Water Resources Management Plan
- Carmans River Management Plan

Land Use and Zoning
- Town of Brookhaven Zoning Code
- 1996 Town of Brookhaven Comprehensive Land Use Plan
- Framework for the Future – Suffolk County Comprehensive Master Plan 2035
- Site and area inspections

Ecological Resources
- New York State Department of Environmental Conservation Freshwater Wetlands maps
- National Wetlands Inventory maps
- Town of Brookhaven wetlands regulations
- Consultation with NYSDEC Natural Heritage Program
- Ecological Communities of New York State (Edinger, et al. 2014)
- Site inspection by a qualified biologist/ecologist

Traffic
- Traffic Counts
- Accident Data
- Institute of Transportation Engineers (ITE) *Trip Generation Manual*, Tenth Edition
- Highway Capacity Manual
- SYNCHRO, latest edition
- American Association of State Highway and Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Streets
- New York State Department of Transportation Long Island Transportation Plan (LITP) 2000

Aesthetics and Lighting
- Site and area inspections and photographs
- Outdoor lighting plan
- Town Code land development standards

Cultural Resources
- Site and area inspections and photographs
- Consultation with the NYS Office of Parks Recreation and Historical Preservation (OPRHP) and review of OPRHP's CRIS online platform
- Archaeological study (if required by OPRHP)

Noise
- Town of Brookhaven Noise Ordinance
- NYSDEC Program Policy – Assessing and Mitigating Noise Impacts.

Information to be Included in Appendices

All pertinent information and correspondence included, presented or discussed in the document will be included in appendices identified for ease of reference. Such appendices may include, but not be limited to: an updated Long Environmental Assessment Form (LEAF), the adopted Final Scope; Traffic Impact Statement; nitrogen and water budget data; correspondence received from referral requests; cultural resources study and all updated application materials.

ISSUES DEEMED NOT RELEVANT, NOT ENVIRONMENTALLY SIGNIFICANT OR ADEQUATELY ADDRESSED IN PRIOR ENVIRONMENTAL REVIEW

The intent of the Draft EIS is to disclose and analyze all potential significant adverse environmental impacts associated with the proposed project. The Final Scope has been the subject of a public scoping process in conformance with SEQRA Part 617.8. All public, agency and applicant comments have been incorporated into this Final Scoping document.

This document is intended to fulfill the lead agency requirements to facilitate issuance of a Final Scope in accordance with SEQRA Part 617.8. The document will assist the lead agency in evaluating the Draft EIS for content and adequacy for public review, assists the applicant in understanding the extent and quality of information needed to evaluate the proposed project, and allows the lead agency and involved agencies to obtain the information necessary to reach an informed decision on the project.

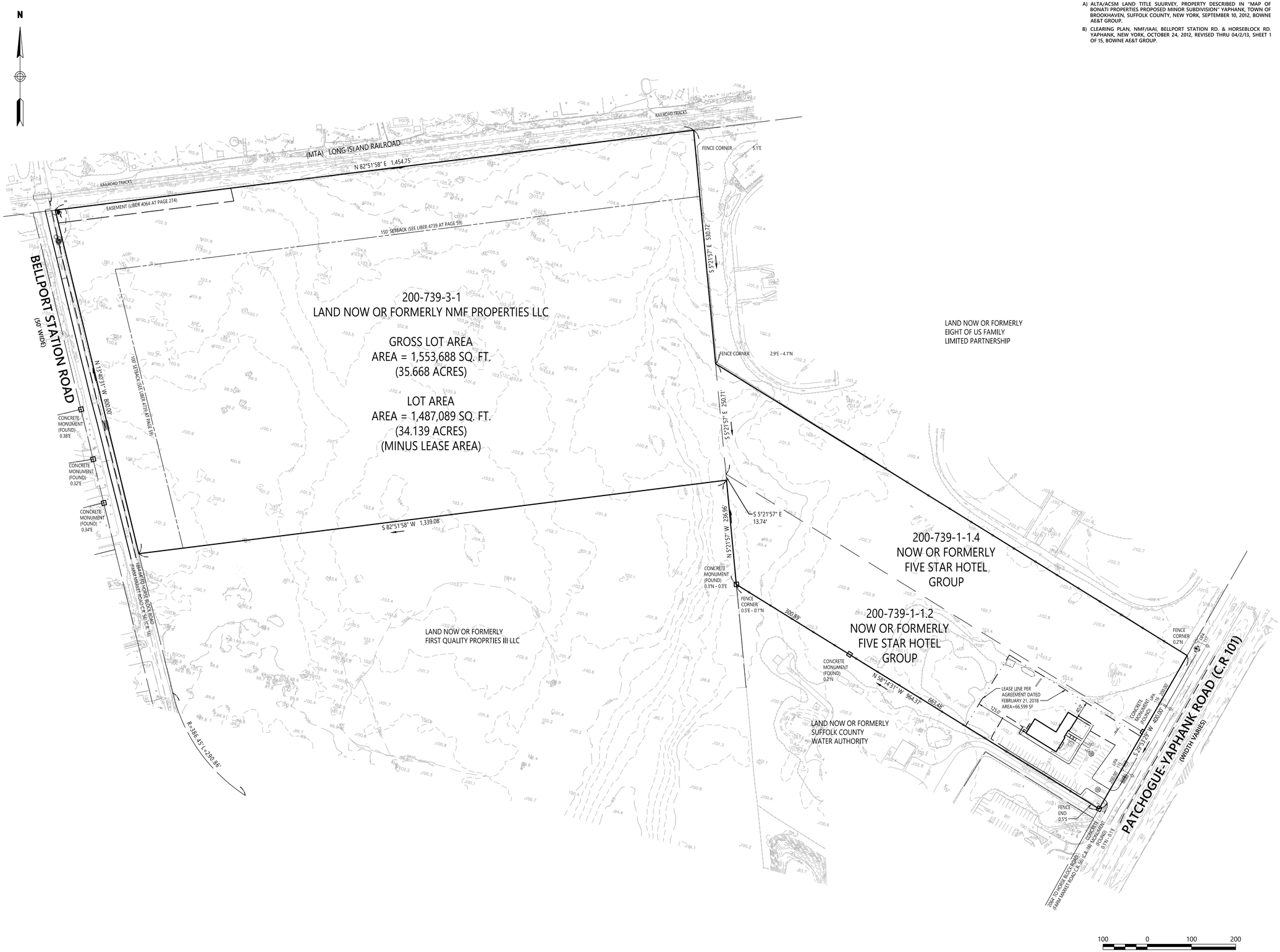
Adopted By:

April 17, 2019

Tullio Bertoli
Commissioner, Department of Planning, Environmental, and Land Management

Appendix C

Description
Property Survey



MAP REFRENCES:

A) ALTA/ACSM LAND TITLE SUURVEY, PROPERTY DESCRIBED IN "MAP OF BONATI PROPERTIES PROPOSED MINOR SUBDIVISION" YAPHANK, TOWN OF BROOKHAVEN, SUFFOLK COUNTY, NEW YORK, SEPTEMBER 10, 2012, BOWNE AE&T GROUP.

B) CLEARING PLAN, NMF/IAAI, BELLPORT STATION RD. & HORSEBLOCK RD. YAPHANK, NEW YORK, OCTOBER 24, 2012, REVISED THRU 04/2/13, SHEET 1 OF 15, BOWNE AE&T GROUP.

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Engineering, Surveying,
Landscape Architecture
and Geology, PC

100 Motor Parkway
Suite 135
Hauppauge, NY 11788
631.787.3400

General Notes

1) THE PROPERTY LINES SHOWN ON THIS PLAN ARE BASED UPON AN ACTUAL FIELD SURVEY CONDUCTED BY VHB ENGINEERING, SURVEYING, LANDSCAPED ARCHITECTURE AND GEOLOGY, PC IN AUGUST, 2018 AND FROM DEEDS AND PLANS OF RECORD.

2) THE EXISTING CONDITIONS SHOWN ON THIS PLAN ARE BASED UPON AN ACTUAL ON-THE-GROUND INSTRUMENT SURVEY PERFORMED BY VHB ENGINEERING, SURVEYING, LANDSCAPED ARCHITECTURE AND GEOLOGY, PC IN AUGUST, 2018..

PHOTOGRAMETRY WAS PROVIDED BY GEOMAPS INTERNATIONAL INC.

3) THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES SHOWN ON THIS PLAN ARE BASED ON FIELD OBSERVATIONS AND INFORMATION OF RECORD. THEY ARE NOT WARRANTED TO BE EXACTLY LOCATED NOR IS IT WARRANTED THAT ALL UNDERGROUND UTILITIES OR OTHER STRUCTURES ARE SHOWN ON THIS PLAN.

4) THE TREE SYMBOL OUTLINE SHOWN ON THIS PLAN DOES NOT REPRESENT THE ACTUAL TREE CANOPY.

5) THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A CURRENT TITLE REPORT AND MAY BE SUBJECT TO ADDITIONAL INFORMATION DISCLOSED IN SUCH.

6) UNAUTHORIZED ALTERATION OR ADDITION TO THIS SURVEY IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW. COPIES OF THE SURVEY MAP NOT BEARING THE LAND SURVEYOR'S SIGNATURE AND INKED SEAL OR EMBOSSED SEAL SHALL NOT BE CONSIDERED TO BE VALID TRUE COPIES.

7) EASEMENTS AND/OR SUBSURFACE STRUCTURES RECORDED OR UNRECORDED ARE NOT GUARANTEED UNLESS PHYSICALLY EVIDENT ON THE PREMISES AND SHOWN ON THE SURVEY. GUARANTEES INDICATED HEREON SHALL RUN ONLY TO THE PERSON(S) FOR WHOM THE SURVEY IS PREPARED, AND ON HIS BEHALF TO THE TITLE COMPANY, GOVERNMENTAL AGENCY AND LENDING INSTITUTIONS LISTED HEREON, AND TO THE ASSIGNEES OF THE LENDING INSTITUTION. GUARANTEES ARE NOT TRANSFERABLE TO ADDITIONAL INSTITUTIONS OF SUBSEQUENT OWNERS. THE OFFSETS (OR DIMENSION(S) SHOWN HERON FROM THE STRUCTURES TO THE PROPERTY LINES ARE FOR A SPECIFIC PURPOSE AND USE AND THEREFORE ARE NOT INTENDED TO GUIDE THE ERECTION OF FENCES, RETAINING WALLS, POOLS, PATIOS, PLANTING AREAS, ADDITIONS TO BUILDINGS AND OTHER CONSTRUCTION.

8) UNLESS OTHERWISE NOTED ELEVATIONS SHOWN ON THIS DRAWING ARE REFERENCED TO NAVD 88 DATUM.

Survey of Described Property Situated At Yaphank, Town of Brookhaven Suffolk County, New York

S.C.T.M. NO. 200-739-3-1, 200-739-1-1.2
200-739-1-1.4
Bellport Station Rd - Patchogue Yapank Rd
Yaphank, New York

No.	Revision	Date	Appvd.

Designed by | Checked by

Issued for | Date

August 15, 2018

Drawing Title

Drawing Number

S-1

Sheet 1 of 1

PAT T. SECCAFICO P.L.S.
NYS LIC. NO. 049287

Project Number
26662.00

Saved Friday, May 24, 2019 2:27:31 PM SPECK Plotted Friday, May 24, 2019 2:28:18 PM Peck, Stephen

Appendix D

Description
Preliminary Site Plans

Estimate Of Quantities (Proposed)

Description	Provided
CONCRETE CURB	7,680 LF
WALKS	N/A
PAVING	911,747 SF
GRAVEL	N/A
CONCRETE PADS	N/A
DRY WELLS	3
LINEAR FEET OF CONNECTOR PIPE BETWEEN STORM DRAINS	6,443 LF
CHAIN LINK FENCE	7,028 LF
SCREEN PLANTING	TBD
TREES	TBD
SHRUBS	TBD
SEEDED AREA	TBD
DRAINAGE EXCAVATION	24,653 CY

Zoning Summary Chart

Existing Zoning District:	L1 Industrial (Light Industrial)
Existing Use:	Commercial Center
Proposed Use:	Automobile Storage Facility

Land Development Standards

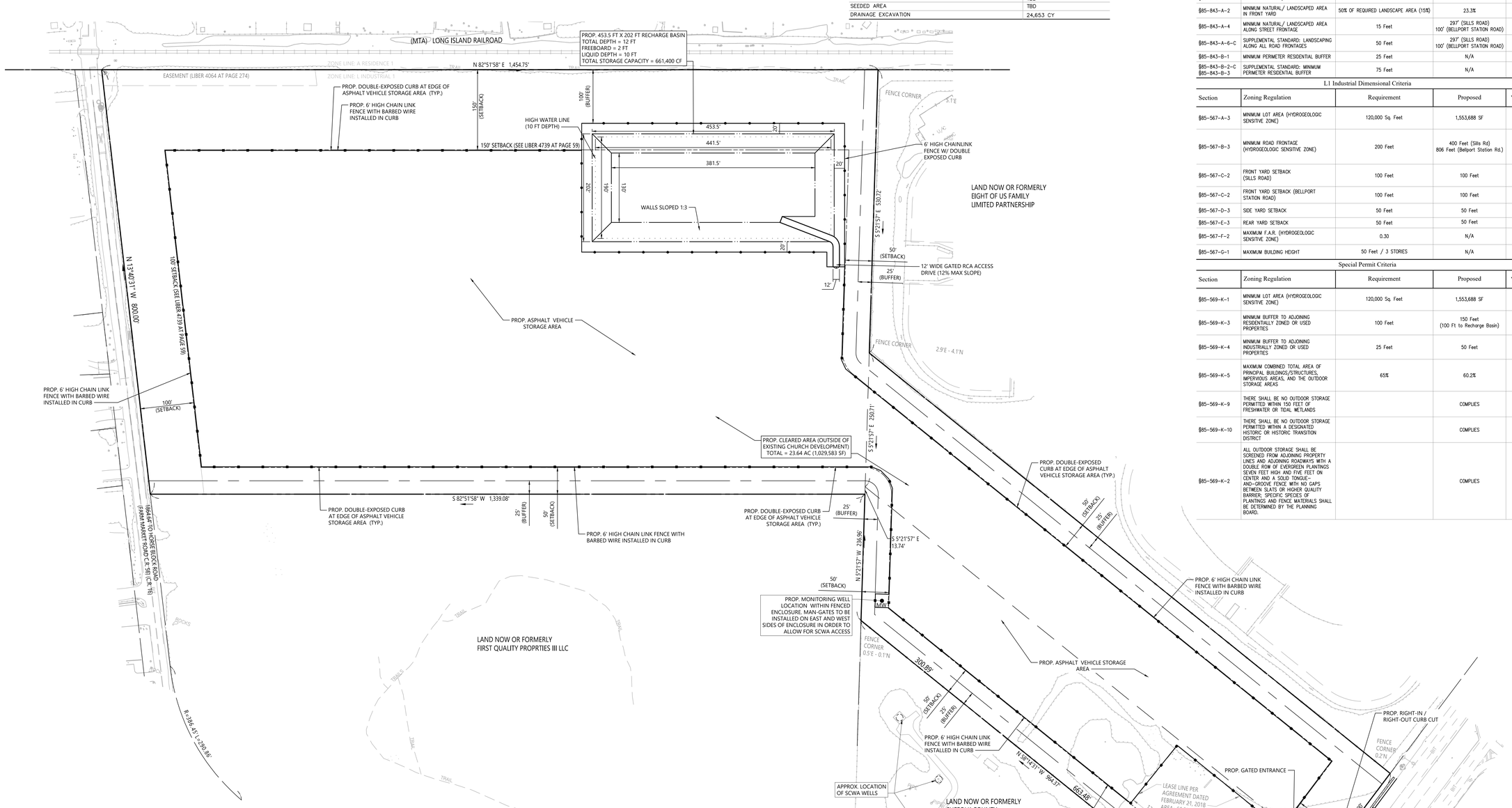
Section	Zoning Regulation	Requirement	Proposed	Variance
§85-843-A-6-A	MINIMUM NATURAL/ LANDSCAPED AREA	30%	39.8%	NO
§85-843-A-2	MINIMUM NATURAL/ LANDSCAPED AREA IN FRONT YARD	50% OF REQUIRED LANDSCAPE AREA (15%)	23.3%	YES
§85-843-A-4	MINIMUM NATURAL/ LANDSCAPED AREA ALONG STREET FRONTAGE	15 Feet	297' (SILLS ROAD) 100' (BELLPORT STATION ROAD)	NO
§85-843-A-6-C	SUPPLEMENTAL STANDARD: LANDSCAPING ALONG ALL ROAD FRONTAGES	50 Feet	297' (SILLS ROAD) 100' (BELLPORT STATION ROAD)	NO
§85-843-B-1	MINIMUM PERIMETER RESIDENTIAL BUFFER	25 Feet	N/A	NO
§85-843-B-2-C §85-843-B-3	SUPPLEMENTAL STANDARD: MINIMUM PERIMETER RESIDENTIAL BUFFER	75 Feet	N/A	NO

L1 Industrial Dimensional Criteria

Section	Zoning Regulation	Requirement	Proposed	Variance
§85-567-A-3	MINIMUM LOT AREA (HYDROGEOLOGIC SENSITIVE ZONE)	120,000 Sq. Feet	1,553,688 SF	NO
§85-567-B-3	MINIMUM ROAD FRONTAGE (HYDROGEOLOGIC SENSITIVE ZONE)	200 Feet	400 Feet (Sills Rd) 806 Feet (Bellport Station Rd.)	NO
§85-567-C-2	FRONT YARD SETBACK (SILLS ROAD)	100 Feet	100 Feet	NO
§85-567-C-2	FRONT YARD SETBACK (BELLPORT STATION ROAD)	100 Feet	100 Feet	NO
§85-567-D-3	SIDE YARD SETBACK	50 Feet	50 Feet	NO
§85-567-E-3	REAR YARD SETBACK	50 Feet	50 Feet	NO
§85-567-F-2	MAXIMUM F.A.R. (HYDROGEOLOGIC SENSITIVE ZONE)	0.30	N/A	NO
§85-567-G-1	MAXIMUM BUILDING HEIGHT	50 Feet / 3 STORIES	N/A	NO

Special Permit Criteria

Section	Zoning Regulation	Requirement	Proposed	Variance
§85-569-K-1	MINIMUM LOT AREA (HYDROGEOLOGIC SENSITIVE ZONE)	120,000 Sq. Feet	1,553,688 SF	NO
§85-569-K-3	MINIMUM BUFFER TO ADJOINING RESIDENTIALLY ZONED OR USED PROPERTIES	100 Feet	150 Feet (100 Ft to Recharge Basin)	NO
§85-569-K-4	MINIMUM BUFFER TO ADJOINING INDUSTRIALLY ZONED OR USED PROPERTIES	25 Feet	50 Feet	NO
§85-569-K-5	MAXIMUM COMBINED TOTAL AREA OF PRINCIPAL BUILDINGS/STRUCTURES, IMPERVIOUS AREAS, AND THE OUTDOOR STORAGE AREAS	65%	60.2%	NO
§85-569-K-9	THERE SHALL BE NO OUTDOOR STORAGE PERMITTED WITHIN 150 FEET OF FRESHWATER OR TIDAL WETLANDS		COMPLIES	NO
§85-569-K-10	THERE SHALL BE NO OUTDOOR STORAGE PERMITTED WITHIN A DESIGNATED HISTORIC OR HISTORIC TRANSITION DISTRICT		COMPLIES	NO
§85-569-K-2	ALL OUTDOOR STORAGE SHALL BE SCREENED FROM ADJOINING PROPERTY LINES AND ADJOINING ROADWAYS WITH A DOUBLE ROW OF EVERGREEN PLANTINGS SEVEN FEET HIGH AND FIVE FEET ON CENTER AND A SOLID TONGUE-AND-GROOVE FENCE WITH NO GAPS BETWEEN SLATS OR HIGHER QUALITY BARRIER; SPECIFIC SPECIES OF PLANTINGS AND FENCE MATERIALS SHALL BE DETERMINED BY THE PLANNING BOARD.		COMPLIES	NO



Town Of Brookhaven Notes

1. ALL CONCRETE CURBING, SIDEWALKS, AND DRAINAGE STRUCTURES SHALL CONFORM TO PLANNING BOARD STANDARD DETAILS AND SPECIFICATIONS.
2. TOWN OF BROOKHAVEN PLANNING BOARD SHALL BE NOTIFIED 48 HOURS IN ADVANCE OF ALL CONSTRUCTION.
3. TOWN OF BROOKHAVEN ENGINEERING INSPECTOR IN THE DEPARTMENT OF PLANNING, ENVIRONMENT AND LAND MANAGEMENT SHALL BE NOTIFIED 48 HOURS IN ADVANCE OF ALL CONSTRUCTION AT 631-451-6400 BETWEEN THE HOURS OF 8:00AM - 4:30 PM MONDAY THROUGH FRIDAY.
4. CONTACT THE DIVISION OF ENGINEERING AT 631-451-6400 TO SCHEDULE A PRE-CONSTRUCTION MEETING AT LEAST 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY AND ALL CONSTRUCTION ACTIVITIES.
5. STOP LINE SIGHT DISTANCE SHALL BE MAINTAINED AT ALL INTERSECTIONS IN ACCORDANCE WITH AASHTO REQUIREMENTS.
6. LOCATION AND GRADES FOR CURBS AND WALKS TO BE VERIFIED WITH THE NYSDOT PRIOR TO CONSTRUCTION.
7. ALL TRAFFIC CONTROL DEVICES (i.e., SIGNALS, SIGNS AND PAVEMENT MARKINGS) SHALL BE INSTALLED IN CONFORMANCE WITH THE GUIDELINES OF THE NEW YORK STATE MANUAL OF THE UNIFORM TRAFFIC CONTROL DEVICES AND AS DIRECTED BY THE TOWN OF BROOKHAVEN, DIVISION OF TRAFFIC SAFETY/NYSDOT.
8. THE CONTRACTORS PERFORMING ANY AND ALL TRAFFIC CONTROL DEVICE LAYOUTS AND INSTALLATION WORK SHALL NOTIFY THE TOWN OF BROOKHAVEN DIVISION OF TRAFFIC SAFETY 48 HOURS IN ADVANCE OF BEGINNING SUCH WORK ALONG A TOWN ROAD.
9. ALL PAVEMENT MARKINGS REQUIRED SHALL BE THERMOPLASTIC (SUFFOLK COUNTY SPECIFICATIONS) UNLESS OTHERWISE NOTED ON THE PLAN. (IF REQUIRED)
10. PAVEMENT SPECIFICATIONS:
PAVING SPECIFICATIONS OF 6" STABILIZED BASE, 3 1/2" DENSE BINDER COURSE WITH 1 1/2" TOP WEARING COURSE (S1 F) OR 6" STABILIZED BASE, 4" THICKNESS COMPACTED STONE BLEND WITH 2" TOP WEARING COURSE.

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0 40 80 160Feet

Automobile Storage Facility

422 Sills Road
Yaphank, New York 11980

No.	Revision	Date	Appvd.
01	Revised Per Town of Brookhaven Comments	07/19/19	SS/DB
02	Revised Site Layout	09/04/18	SS/DB
03	Drainage Layout	03/20/19	SS/DB
04	DEIS	05/15/19	SS/DB
05	DEIS Comments / Revised Site Layout	08/08/19	SS/DB

Designed by: SS
Checked by: AL
Issued for: Permit Set
Date: Aug. 15, 2018

Not Approved for Construction

Drawing Title
Layout and Materials Plan

STATE OF NEW YORK · SEAN LEIGH SILVERSTEIN · 089804 · LICENSED PROFESSIONAL ENGINEER

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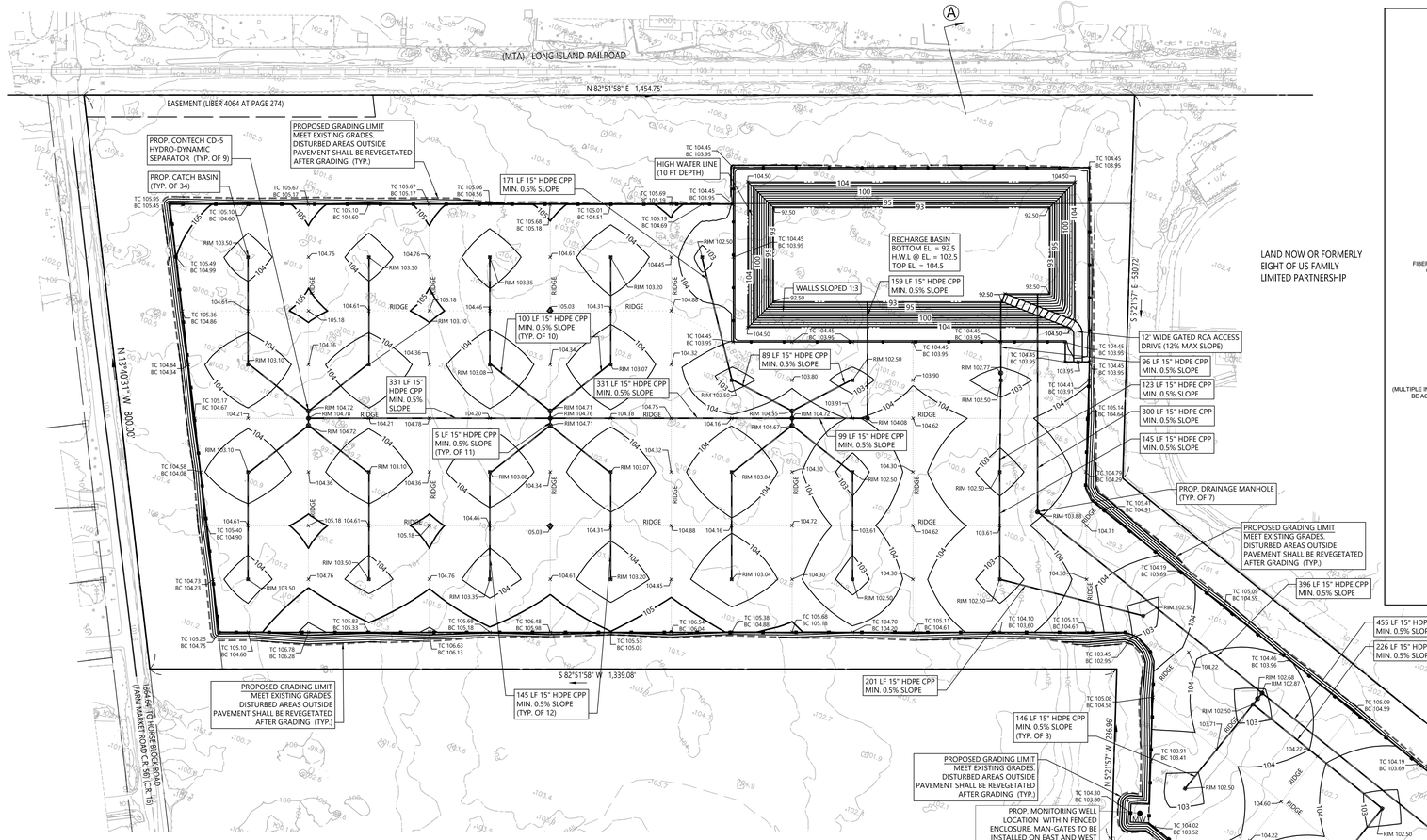
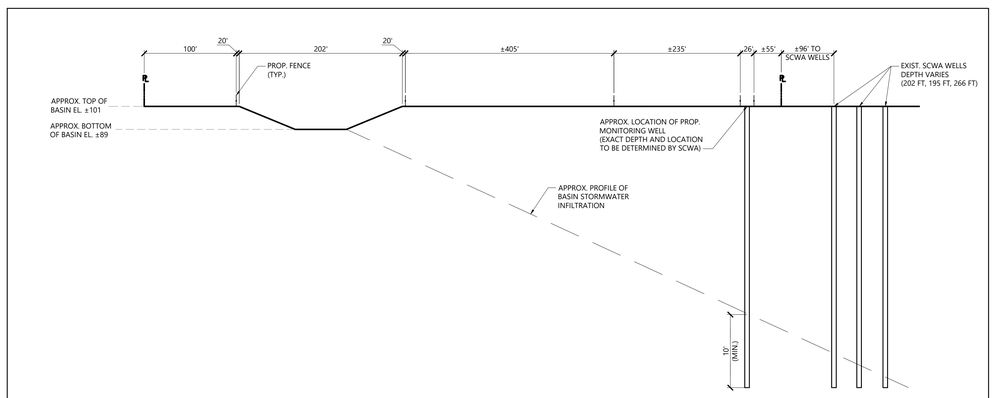
Drawing Number
C2.00

Sheet 1 of 2

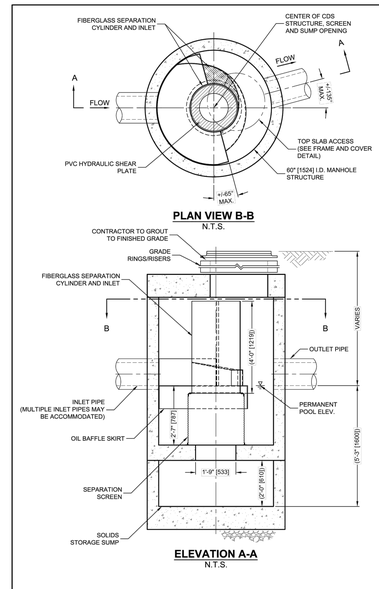
Project Number
26662.00





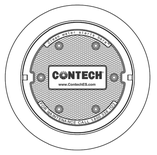
Section A-A: Groundwater Infiltration & Monitoring Well Profile

N.T.S. Source: VHB LD. 04/19



CDS-5-C (CDS2520) DESIGN NOTES

THE STANDARD CDS-5-C (CDS2520) CONFIGURATION IS SHOWN.



FRAME AND COVER
(DIAMETER VARIES)
N.T.S.

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID			
WATER QUALITY FLOW RATE (CFS OR L/s)			*
PEAK FLOW RATE (CFS OR L/s)			*
RETURN PERIOD OF PEAK FLOW (YRS)			*
SCREEN APERTURE (2400 OR 4700)			*
PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE 1	*	*	*
INLET PIPE 2	*	*	*
OUTLET PIPE	*	*	*
RIM ELEVATION			*
ANTI-FLOTATION BALLAST	WIDTH	HEIGHT	
	*	*	
NOTES/SPECIAL REQUIREMENTS:			
* PER ENGINEER OF RECORD			

GENERAL NOTES
1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. DIMENSIONS MARKED WITH ( ) ARE REFERENCE DIMENSIONS. ACTUAL DIMENSIONS MAY VARY.
3. FOR FABRICATION DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHTS, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS LLC REPRESENTATIVE. www.ContechES.com.
4. CDS WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING.
5. STRUCTURE SHALL MEET AASHTO HS20 LOAD RATING, ASSUMING GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION. CASTINGS SHALL MEET HS20 (AASHTO M 306) AND BE CAST WITH THE CONTECH LOGO.
6. IF REQUIRED, PVC HYDRAULIC SHEAR PLATE IS PLACED ON SHELF AT BOTTOM OF SCREEN CYLINDER. REMOVE AND REPLACE AS NECESSARY DURING MAINTENANCE CLEANING.

INSTALLATION NOTES
A. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
B. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE CDS MANHOLE STRUCTURE (LIFTING CLUTCHES PROVIDED).
C. CONTRACTOR TO ADD JOINT SEALANT BETWEEN ALL STRUCTURE SECTIONS, AND ASSEMBLE STRUCTURE.
D. CONTRACTOR TO PROVIDE, INSTALL, AND GROUT PIPES. MATCH PIPE INVERTS WITH ELEVATIONS SHOWN.
E. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO ASSURE UNIT IS WATER TIGHT, HOLDING WATER TO FLOWLINE INVERT MINIMUM. IT IS SUGGESTED THAT ALL JOINTS BELOW PIPE INVERTS ARE GROUTED.

THIS DRAWING AND THE INFORMATION CONTAINED HEREIN IS THE SOLE PROPERTY OF CONTECH ENGINEERED SOLUTIONS LLC. ANY REPRODUCTION IN PART OR WHOLE IS PROHIBITED.

CONTECH ENGINEERED SOLUTIONS LLC
www.ContechES.com
9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069
800-338-1122 513-645-7000 513-645-7993 FAX

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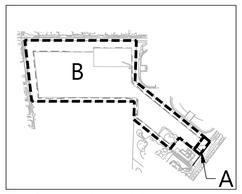

Drainage Area Map
Not To Scale

0 40 80 160Feet

Automobile Storage Facility

422 Sills Road
Yaphank, New York 11980

No.	Revision	Date	Append
01	Revised Per Town of Brookhaven Comments	07/18/19	SS/DB
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05	DEIS Comments / Revised Site Layout	08/08/19	SS/DB

Designed by: SS Checked by: AL
Issued for: Permit Set Date: Aug. 15, 2018

Not Approved for Construction

Drawing Title
Overall Grading and Drainage Plan

STATE OF NEW YORK · LEIGH SILVER · 099804 · LICENSED PROFESSIONAL ENGINEER

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Drawing Number: C3.00
Sheet 2 of 2
Project Number: 26662.00

Drainage Calculation Summary

Local Drainage Design Criteria

1. STORAGE VOLUME BASED ON A 8-INCH RAINFALL.
2. RUNOFF COEFFICIENT:
   PAVEMENT, ROOF, CONCRETE, OTHER IMPERVIOUS AREAS = 1.00
   LANDSCAPED, GRASSED, NATURAL, OTHER PERVIOUS AREAS = 0.15
3. THE EXISTING DRAINAGE SYSTEM SERVING THE 1.53 ACRE LEASED CHURCH PARCEL SHALL REMAIN UNDISTURBED. DRAINAGE IS PROPOSED ONLY FOR THE NEWLY DEVELOPED AREAS INCLUDED UNDER THIS APPLICATION.
4. ALL DRAINAGE PIPING TO BE 15"Ø HDPE UNLESS OTHERWISE NOTED.
5. PERIMETER SWALES (NOT SHOWN) MAY BE REQUIRED FOR PROPER CONVEYANCE TO THE RECHARGE BASIN. INSTALLATION OF THESE SWALES COULD IMPACT THE AMOUNT OF AREA AVAILABLE FOR VEHICLE STORAGE. A DETAILED GRADING AND DRAINAGE PLAN IS REQUIRED IN ORDER TO DETERMINE THE LOCATION AND EXTENT OF ANY NECESSARY SWALES OR CONVEYANCE STRUCTURES.

Notes

1. THIS PLAN REFERENCES A SURVEY PREPARED BY VHB ENGINEERING, SURVEYING, LANDSCAPE ARCHITECTURE AND GEOLOGY, PC DATED AUGUST 15, 2018.
2. ELEVATIONS ARE BASED ON NAVD88.
3. EXISTING DRAINAGE IN LEASED PROPERTY TO REMAIN.

Drainage Area - A

	Contributing Area (SF)		Runoff C		Rainfall (FT)		Volume (CF)
REQUIRED STORAGE VOLUME CALCULATION							
IMPERVIOUS AREA	3,437	X	1.0	X	8/12	=	2,291.33
PERVIOUS AREA	17,878	X	0.15	X	8/12	=	1788
				REQUIRED STORAGE VOLUME		=	4,079.13

PROVIDED STORAGE VOLUME DESIGN:

USE (3) 12 FT DIAMETER DRYWELLS WITH 14 FT EFFECTIVE DEPTH @ 100.88 CF/VF

STORAGE VOLUME IN DRYWELLS: 3 x 14 FT EFFECTIVE DEPTH x 100.88 CF/VF = 4,236.96 CF

4,236.96 CF (REQUIRED) < 4,079.13 CF (PROVIDED)

Drainage Area - B

	Contributing Area (SF)		Runoff C		Rainfall (FT)		Volume (CF)
REQUIRED STORAGE VOLUME CALCULATION							
IMPERVIOUS AREA	907,043	X	1.0	X	8/12	=	604,695
PERVIOUS AREA	558,731	X	0.15	X	8/12	=	55,873
				REQUIRED STORAGE VOLUME		=	660,568 CF

PROVIDED STORAGE VOLUME DESIGN

USE TRAPEZOIDAL RECHARGE BASIN

- DIMENSIONS AT BOTTOM PAD: 381.5 FT x 130 FT
- DIMENSIONS AT TOP OF STORMWATER STORAGE: 441.5 FT x 190 FT
- DIMENSIONS AT TOP OF BERM: 453.5 FT x 202 FT
- WALL SLOPE: 1:3
- DEPTH OF STORAGE: 10 FT
- DEPTH OF FREEBOARD: 2 FT
- TOTAL DEPTH OF BASIN STORAGE (STORAGE + FREEBOARD): 12 FT

STORAGE VOLUME IN RECHARGE BASIN: 661,400 CF

660,568 CF (REQUIRED) < 661,400 CF (PROVIDED)

Saved Tuesday, August 13, 2019 3:31:35 PM SSILVERSTEIN Plotted Tuesday, August 13, 2019 4:04:55 PM Silverstein, Suzy

Appendix E

Description
Suffolk County Water Authority Correspondence

SUFFOLK COUNTY WATER AUTHORITY
SCWA

Jeffrey W. Szabo
Chief Executive Officer

Administrative Offices: 4060 Sunrise Highway, Oakdale, New York 11769-0901
(631) 563-0353
Fax: (631) 563-0370

December 13, 2018

Craig Tillinghast
Planning Division
Town of Brookhaven
One Independence Hill
Farmingville, NY 11738

Re: SEQRA Coordination, Site Plan, NMF, Auto Auction Yard
SCTM# 0200-739.00-03.00-001.000, 0200-739.00-01.00-001.002, 001.004

Dear Mr. Tillinghast:

Please be advised that our agency has no objection to the Planning Board of the Town of Brookhaven assuming Lead Agency status for the captioned project. The Suffolk County Water Authority (SCWA) would however like to reiterate its concerns as they relate to this type of project and its location to an SCWA well field.

As was indicated in our comment letter of December 3, 2012 which is enclosed for your convenience, the project site is located in the capture zone of groundwater that is a source for SCWA's Patchogue-Yaphank Road well field. This well field contains two upper glacial aquifer wells that would likely be more susceptible to any form of contamination that could occur on site.

In an effort to protect this valuable resource, the SCWA requests that the applicant install appropriate monitoring wells on the subject property to serve as an early warning to the presence of contaminants.

As assurance of this preventive measure, I have requested that the SCWA Board require as a condition for water service that the developer install the appropriate monitoring wells even if it is not a requirement by the Town of Brookhaven.

As was noted before, SCWA would be willing to make a recommendation in the number, location and the depth of the monitoring wells once the conceptual site layout plan has been finalized.

Should you have any questions or wish to discuss this project further, I may be reached at 631-563-0353.

Very truly yours,

Jeffrey W. Szabo

cc: Patrick Halpin, Chairman, SCWA
Joseph Pokorny, Deputy CEO Operations, SCWA
Keith Archer, Esq. Harras, Bloom and Archer LLP

SUFFOLK COUNTY WATER AUTHORITY

Carrie Meek Gallagher
Chief Sustainability Officer

4060 Sunrise Highway, Oakdale, New York 11769-0901
(631) 563-0218
Fax (631) 563-0370

December 3, 2012

Chip Wiebelt, Senior Site Reviewer
Division of Planning
Town of Brookhaven
Department of Planning, Environment
and Land Management
One Independence Hill
Farmingville, NY 11738

Re: SEQRA Coordination, Site Plan, NMF, Auto Auction Yard
SCTM# 0200-739.00-03.00-001.000

Dear Mr. Wiebelt:

Please be advised that our agency has no objection to the Planning Board of the Town of Brookhaven assuming Lead Agency status for the captioned project. The Suffolk County Water Authority would however like to offer the following comments.

The SCWA has an active well field that is adjacent to the project site. The subject parcel is located in the capture zone of groundwater that is a source for SCWA's Patchogue-Yaphank Road well field. Any contaminant that reaches groundwater under the subject parcel would likely appear in the water provided by the Patchogue-Yaphank Road well field.

Under a best case scenario, the Suffolk County Water Authority would urge the applicant to find a more suitable site for this type of development, one that is not within an existing well field's zone of capture.

At a minimum, SCWA recommends that the developer employ best management practices for pollution prevention on-site and be required to install appropriate monitoring wells on the subject parcel to serve as an early warning to the presence of contaminants. If contamination should occur, the property owner would be required to perform the necessary remediation to remove such contamination.

SCWA would be willing to make a recommendation in the number, location and the depth of the monitoring wells once the conceptual site layout plan has been finalized.

I thank you for the opportunity to comment on this proposal and am available to discuss this matter further. I may be reached at 631-563-0218.

Very truly yours,

Carrie Meek-Gallagher
Chief Sustainability Officer

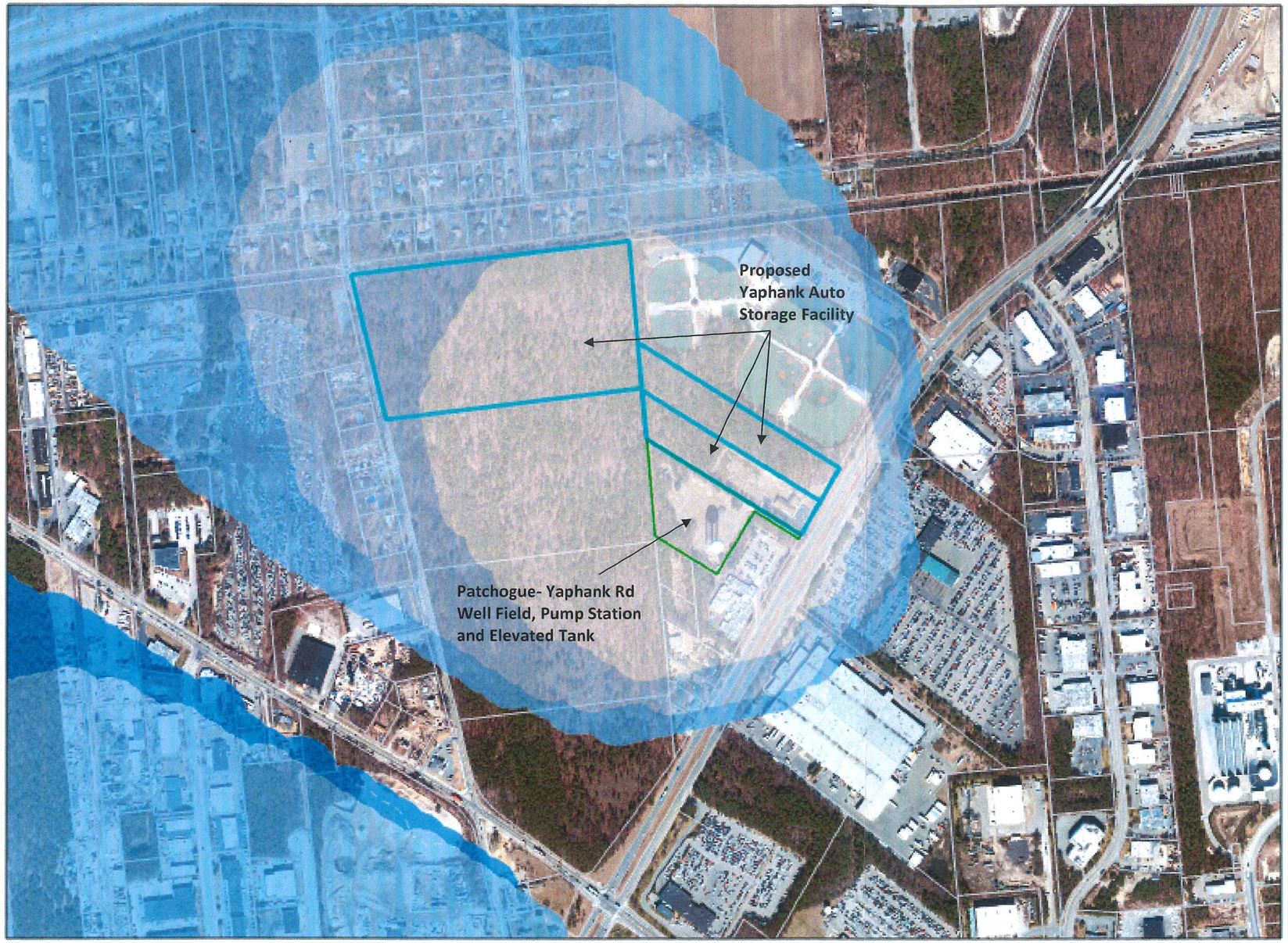
cc: Herman Miller, Deputy CEO, Operations

Appendix F

Description

Suffolk County Water Authority Well Field Drawn Down Area

Proposed Yaphank Auto Storage Facility and the Source Water Contribution Area to the Patchogue Yaphank Road Well Field & Elevate Tank



SCWA Well Field

NO TANKS

TANKS

PROPOSED
YAPHANK AUTO
STORAGE FACILITY

Source Water Contribution Area

2

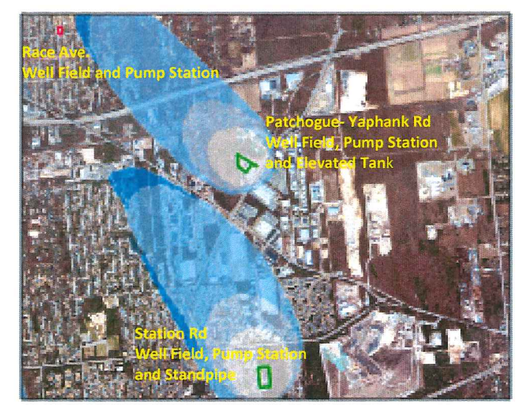
5

25

50

75

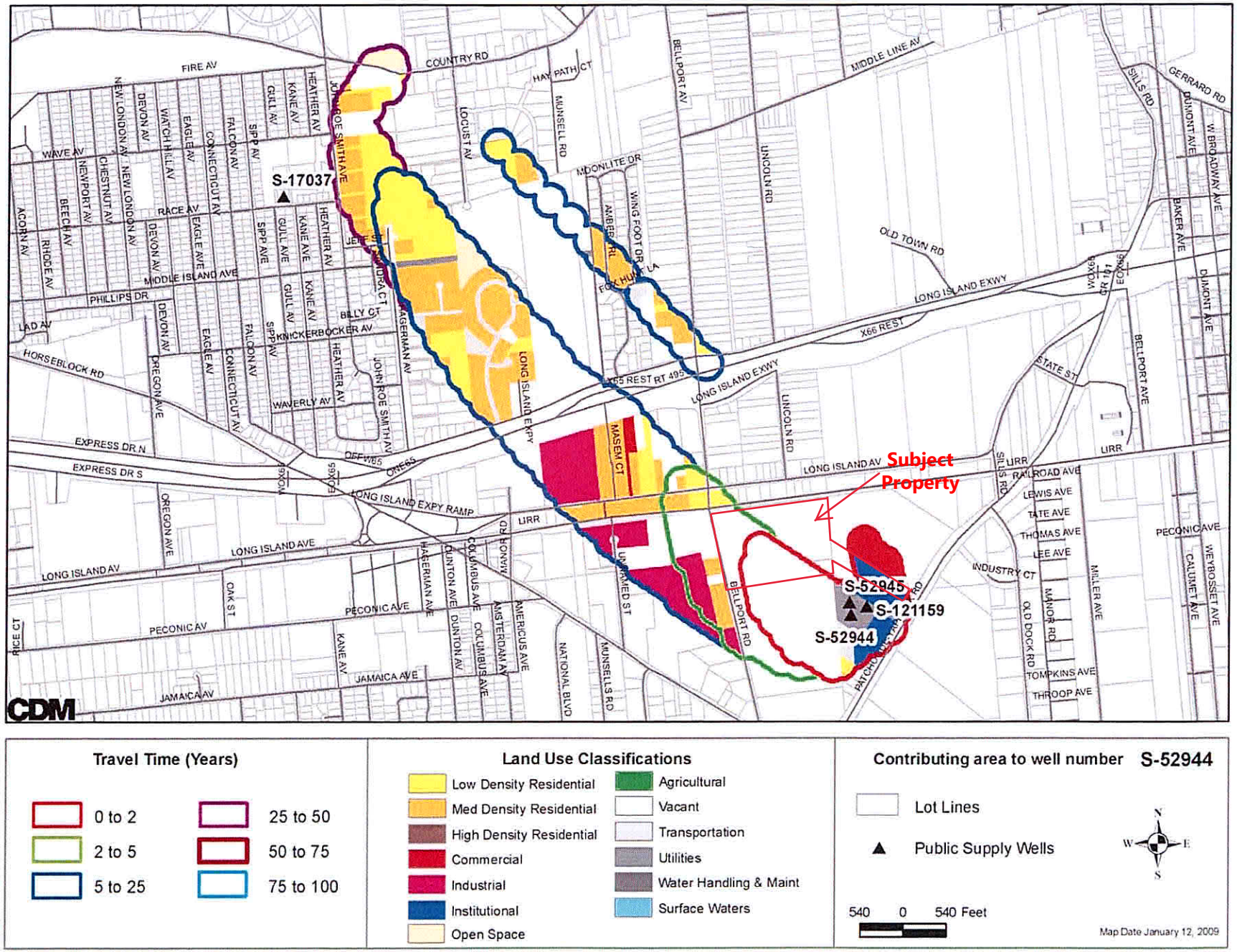
100

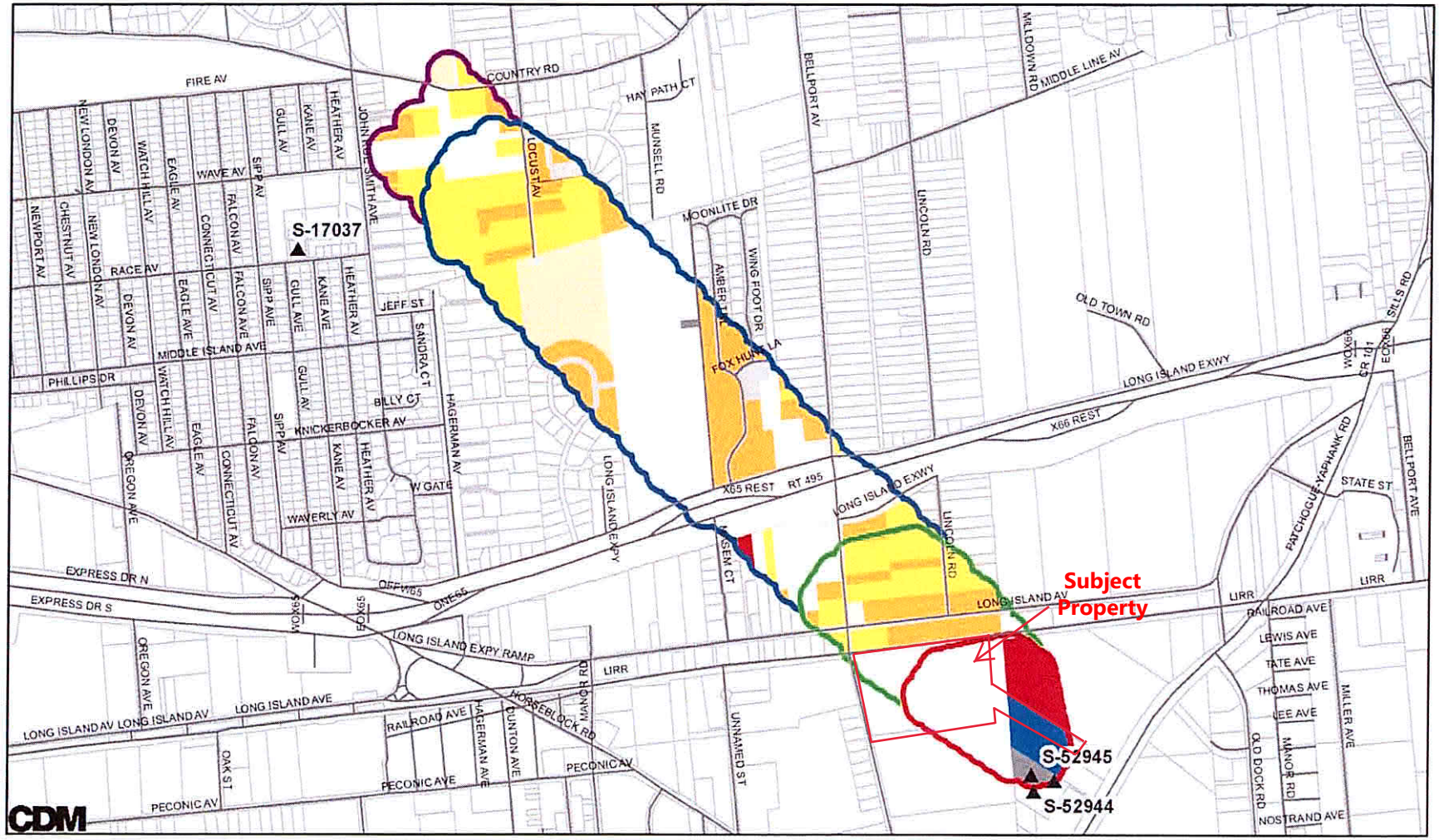


0 1 2 4 6 8 Miles

N
W E
S

Subject Property
S-17037
S-52945
S-121159
S-52944
CDM
Travel Time (Years)
0 to 2
2 to 5
5 to 25
25 to 50
50 to 75
75 to 100
Land Use Classifications
Low Density Residential
Med Density Residential
High Density Residential
Commercial
Industrial
Institutional
Open Space
Agricultural
Vacant
Transportation
Utilities
Water Handling & Maint
Surface Waters
Contributing area to well number S-121159
Lot Lines
Public Supply Wells
570 0 570 Feet
Map Date January 12, 2009


Subject Property
S-17037
S-52945
S-121159
S-52944
CDM
Travel Time (Years)
0 to 2
2 to 5
5 to 25
25 to 50
50 to 75
75 to 100
Land Use Classifications
Low Density Residential
Med Density Residential
High Density Residential
Commercial
Industrial
Institutional
Open Space
Agricultural
Vacant
Transportation
Utilities
Water Handling & Maint
Surface Waters
Contributing area to well number S-52944
Lot Lines
Public Supply Wells
540 0 540 Feet
Map Date January 12, 2009



Travel Time (Years)

- 0 to 2
- 2 to 5
- 5 to 25
- 25 to 50
- 50 to 75
- 75 to 100

Land Use Classifications

- Low Density Residential
- Med Density Residential
- High Density Residential
- Commercial
- Industrial
- Institutional
- Open Space
- Agricultural
- Vacant
- Transportation
- Utilities
- Water Handling & Maint
- Surface Waters

Contributing area to well number S-52945

- Lot Lines
- ▲ Public Supply Wells

N W E S

480 0 480 Feet

Map Date January 12, 2009

Appendix G

Description

Suffolk County Water Authority Engineering Controls Concurrence

SUFFOLK COUNTY WATER AUTHORITY
SCWA

Jeffrey W. Szabo
Chief Executive Officer

Administrative Offices: 4060 Sunrise Highway, Oakdale, New York 11769-0901
(631) 563-0353
Fax: (631) 563-0370

May 21, 2019

Joseph F. Cline, PE
Practice Leader
H2M Architects and Engineers
538 Broad Hollow Rd, 4th Floor East
Melville, NY 11747

Re: NMF Holdings- 422 Sills Road, Yaphank
Engineering Controls for Auto Storage next to Patchogue Yaphank Road Wellfield
H2M Project Np. NMFH1901

Dear Mr. Cline,

The Suffolk County Water Authority (SCWA) is in receipt of your documents dated May 1, 2019 concerning the above mentioned project. In a previous letter dated January 25, 2019 the SCWA had requested that the Town of Brookhaven Planning board deny the application, based on the project being located within the 2-year capture zone of the SCWA's Patchogue-Yaphank Road Wellfield. The concerns included the proposed drainage basin serving as a direct conduit for contaminants to enter the shallow aquifer and the development presenting an opportunity to introduce various VOC's, including BTEX related compounds and hydraulic fluids with the groundwater system.

After several meetings with project engineers at H2M Architects and Engineers, we are satisfied with the plan to pave the entire site and to utilize the technology proposed to mitigate the impacts to both the aquifer and the nearby SCWA wellfield. Based on the information supplied, the Contech Hydrodynamic Separation system appears to be effective at in-situ removal of hydrocarbons from stormwater runoff. In order to ensure ongoing maintenance occurs to the system we are requesting a copy of the Covenants and Restrictions when supplied by the Town of Brookhaven. In addition a 4-inch monitoring well shall be constructed to a depth equivalent to ten feet below the water table. The well, to be constructed by the developer's team, shall be accessible to the authority and use 15 feet of screen with 5 feet of screen above the water table and 10 feet below. The location of the monitor well submitted with your documents is acceptable by SCWA staff.

Provided that the developer meets their obligation to routinely maintain the system SCWA approves both the conceptual site plan for 422 Sill Road, dated 4/30/19 and the Contech Engineered Solutions Hydrodynamic Separation System.

Should you have any questions or wish to discuss further, I may be reached at 631-563-0353

Very truly yours,

Jeffrey W. Szabo

Cc: Patrick Halpin, Chairman, SCWA
Joseph Pokorny, Deputy CEO Operations, SCWA
Craig Tillinghast, Planning Division, Town of Brookhaven

Appendix H

Description

Contech Hydrodynamic Separator Brochure

CONTECH®
ENGINEERED SOLUTIONS

Hydrodynamic Separation

The experts you need to solve your stormwater challenges

Contech is the leader in stormwater solutions, helping engineers, contractors and owners with infrastructure and land development projects throughout North America.

With our responsive team of stormwater experts, local regulatory expertise and flexible solutions, Contech is the trusted partner you can count on for stormwater management solutions.

Your Contech Team

STORMWATER CONSULTANT

It's my job to recommend the best solution to meet permitting requirements.

STORMWATER DESIGN ENGINEER

I work with consultants to design the best approved solution to meet your project's needs.

REGULATORY MANAGER

I understand the local stormwater regulations and what solutions will be approved.

SALES ENGINEER

I make sure our solutions meet the needs of the contractor during construction.

Contech is your partner in stormwater management solutions

Removing Pollutants using Hydrodynamic Separation

Utilize high-performance hydrodynamic separation to effectively remove finer sediment, oil and grease, and floating and sinking debris.

CASCADE separator™

GDS

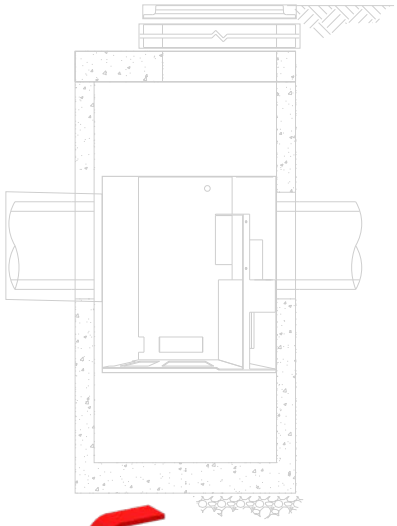
Vortechs®

HDS systems play a vital role in protecting our waterways by removing high levels of sediment, trash, debris, and hydrocarbons from stormwater runoff.

Frequently used as end-of-pipe solutions, they are also used to provide stormwater quality treatment in places where space is limited.

HDS systems capture and retain a variety of stormwater pollutants and are very easy to maintain. These two key benefits have resulted in new uses for HDS technologies, such as pretreating detention, Low Impact Development, and green infrastructure practices, as well as other land-based stormwater treatment systems.

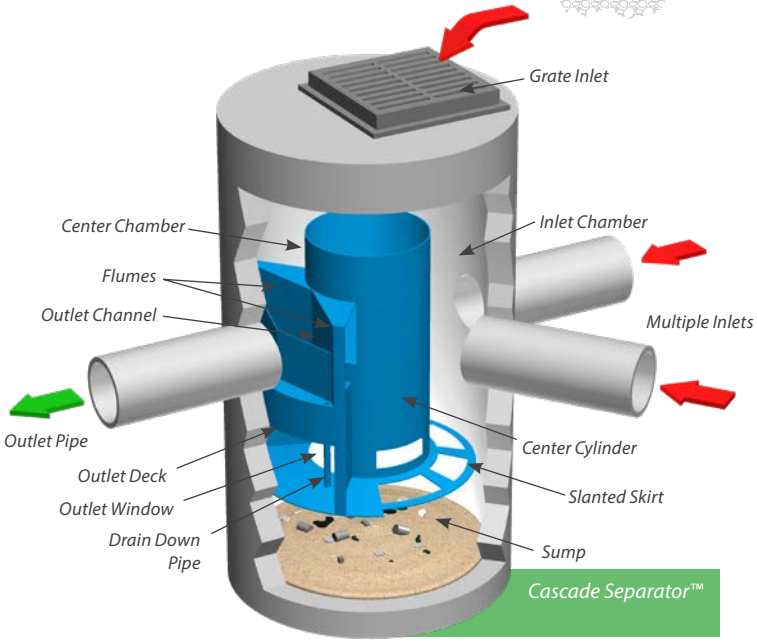
The Cascade Separator™ System



Advanced Sediment Capture Technology ...

The Cascade Separator™ is the newest innovation in stormwater treatment from Contech. The Cascade Separator was developed by Contech's stormwater experts using advanced modeling tools and Contech's industry leading stormwater laboratory.

This innovative hydrodynamic separator excels at sediment capture and retention while also removing hydrocarbons, trash, and debris from stormwater runoff. What makes the Cascade Separator unique is the use of opposing vortices that enhance particle settling and a unique skirt design that allows for sediment transport into the sump while reducing turbulence and resuspension of previously captured material. These two factors allow the Cascade Separator to treat high flow rates in a small footprint, resulting in an efficient and economical solution for any site.



FEATURE	BENEFIT
Unique skirt design & opposing vortices	Superior TSS removal; reduced system size and costs
Inlet area accepts wide range of inlet pipe angles	Design and installation flexibility
Accepts multiple inlet pipes	Eliminates the need for separate junction structure
Grate inlet option	Eliminates the need for a separate grate inlet structure
Internal bypass	Eliminates the need for a separate bypass structure
Clear access to sump and stored pollutants	Fast, easy maintenance

Learn More:
www.ContechES.com/cascade

CASCADE MAINTENANCE

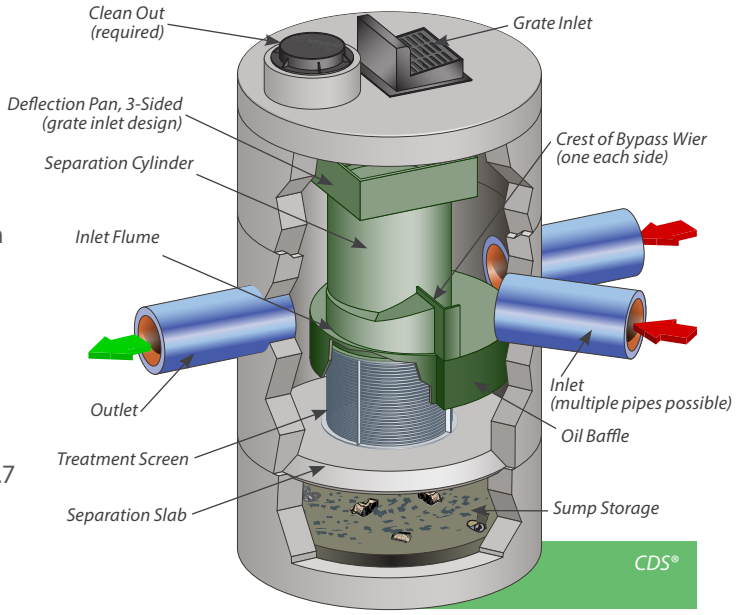
Cascade provides unobstructed access to stored pollutants, making it easy to maintain using a vacuum truck, with no requirement to enter the unit.

The CDS® System

Superior Trash Removal ...

The CDS is a hybrid technology that uses a combination of swirl concentration and indirect screening to separate and trap trash, debris, sediment, and hydrocarbons from stormwater runoff.

At the heart of the CDS system is a unique screening technology used to capture and retain trash and debris. The screen face is louvered so that it is smooth in the downstream direction. The effect created is called "Continuous Deflective Separation." The power of the incoming flow is harnessed to continually shear debris off the screen and to direct trash and sediment toward the center of the separation cylinder. This results in a screen that is self-cleaning and provides 100% removal of floatables and neutrally buoyant material debris 4.7 mm or larger, without blinding.



FEATURE	BENEFIT
Captures and retains 100% of floatables and neutrally buoyant debris 4.7 mm or larger	Superior trash removal
Self-cleaning screen	Ease of maintenance
Isolated storage sump eliminates scour potential	Excellent pollutant retention
Internal bypass	Eliminates the need for additional structures
Multiple pipe inlets and 90-180° angles	Design flexibility
Clear access to sump and stored pollutants	Fast, easy maintenance

Learn More:
www.ContechES.com/cds

SELECT CDS APPROVALS

- Washington Department of Ecology (GULD) – Pretreatment
- New Jersey Department of Environmental Protection Certification (NJ DEP)
- Canadian Environmental Technology Verification (ETV)
- California Statewide Trash Amendments Full Capture System Certified*

** The CDS System has been certified by the California State Water Resources Control Board as a Full Capture System provided that it is sized to treat the peak flow rate from the region specific 1-year, 1-hour design storm, or the peak flow capacity of the corresponding storm drain, whichever is less.*

The Vortechs® System

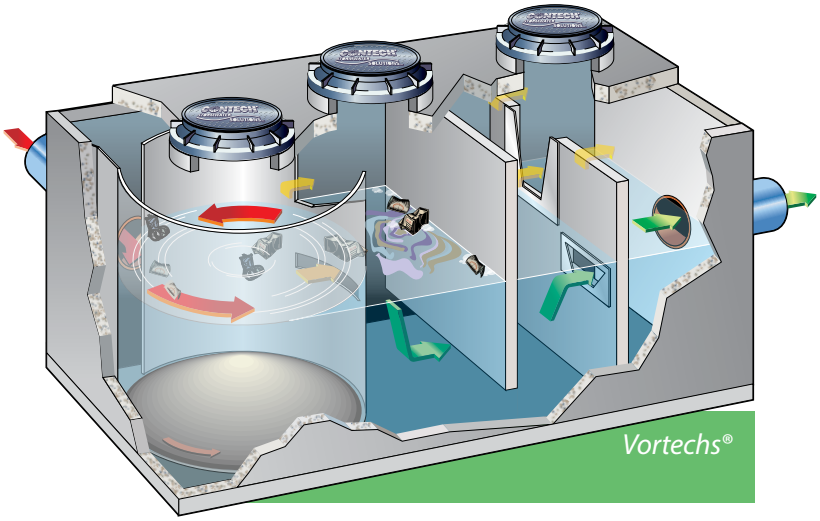
Stormwater Treatment in a Shallow Footprint ....

Vortechs combines swirl concentration and flow controls into a single treatment unit that captures and retains trash, debris, sediment, and hydrocarbons from stormwater runoff.

The Vortechs system's large swirl chamber and flow controls work together to create a low energy environment, ideal for capturing and retaining particles down to 50 microns.

Vortechs is the ideal solution for sites with high groundwater, bedrock, utility conflicts, or sites with a large volume runoff.

The Vortechs System is approved by the Washington Department of Ecology (GULD) - Pretreatment.



Learn More:
www.ContechES.com/vortechs

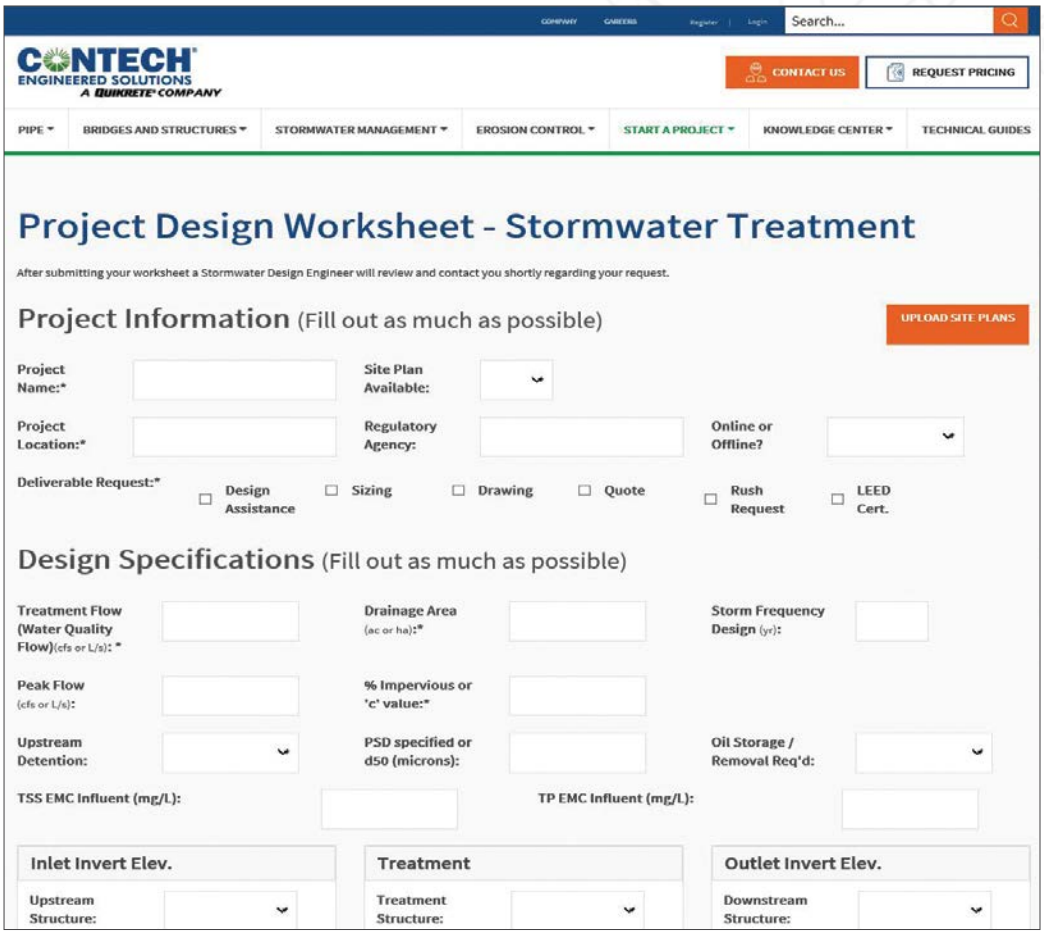
FEATURE	BENEFIT
Large swirl chamber	Fine particle removal down to 50 microns
Shallow profile – Typical depth below pipe invert is only 3 feet.	Can be used on sites with high groundwater, bedrock, or utility conflicts
Unobstructed access to stored pollutants	Fast, easy maintenance

The ideal solution for sites with high groundwater

HDS Product Design Worksheet

APPLICATION TIPS

- HDS systems with internal peak bypass weirs can provide cost savings by eliminating the need for additional structures.
- Pretreating detention, infiltration, and green infrastructure practices with HDS can protect downstream structures and provide for easy maintenance.
- HDS systems are often an ideal solution for retrofit applications due to their compact footprint and configuration flexibility.



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A QUIKRETE COMPANY

Search... | CONTACT US | REQUEST PRICING

PIPE | BRIDGES AND STRUCTURES | STORMWATER MANAGEMENT | EROSION CONTROL | START A PROJECT | KNOWLEDGE CENTER | TECHNICAL GUIDES

Project Design Worksheet - Stormwater Treatment

After submitting your worksheet a Stormwater Design Engineer will review and contact you shortly regarding your request.

Project Information (Fill out as much as possible) — UPLOAD SITE PLANS

Project Name:* | Site Plan Available: | Project Location:* | Regulatory Agency: | Online or Offline?

Deliverable Request:* ☐ Design Assistance ☐ Sizing ☐ Drawing ☐ Quote ☐ Rush Request ☐ LEED Cert.

Design Specifications (Fill out as much as possible)

Treatment Flow (Water Quality Flow)(cfs or L/s): * | Drainage Area (ac or ha):* | Storm Frequency Design (yr):

Peak Flow (cfs or L/s): | % Impervious or 'c' value:* | Upstream Detention: | PSD specified or d50 (microns): | Oil Storage / Removal Req'd:

TSS EMC Influent (mg/L): | TP EMC Influent (mg/L):

Inlet Invert Elev. — Upstream Structure:

Treatment — Treatment Structure:

Outlet Invert Elev. — Downstream Structure:

Learn More:
www.ContechES.com/pdw-treatment

Our in-house team of engineers can support you through the entire permitting process - and the first step is sending us your project information by filling out one of the Project Design Worksheets. We will forward your information to an in-house engineer who will contact you with specific recommendations for your project.

The free tool is available at www.ContechES.com/pdw-treatment

A partner you can rely on

STORMWATER SOLUTIONS

PIPE SOLUTIONS

STRUCTURES SOLUTIONS

Few companies offer the wide range of high-quality stormwater resources you can find with us — state-of-the-art products, decades of expertise, and all the maintenance support you need to operate your system cost-effectively.

THE CONTECH WAY

Contech® Engineered Solutions provides innovative, cost-effective site solutions to engineers, contractors, and developers on projects across North America. Our portfolio includes bridges, drainage, erosion control, retaining wall, sanitary sewer and stormwater management products.

TAKE THE NEXT STEP

For more information: www.ContechES.com

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Appendix I

Description

Contech CDS Hydrodynamic Separator Brochure

CONTECH®
ENGINEERED SOLUTIONS

CDS®
Hydrodynamic Separator

The experts you need to solve your stormwater management challenges

Contech is the leader in stormwater management solutions, helping engineers, contractors and owners with infrastructure and land development projects throughout North America.

With our responsive team of stormwater experts, local regulatory expertise and flexible solutions, Contech is the trusted partner you can count on for stormwater management solutions.

Your Contech Team

STORMWATER CONSULTANT

It's my job to recommend the best solution to meet permitting requirements.

STORMWATER DESIGN ENGINEER

I work with consultants to design the best approved solution to meet your project's needs.

REGULATORY MANAGER

I understand the local stormwater regulations and what solutions will be approved.

SALES ENGINEER

I make sure our solutions meet the needs of the contractor during construction.

Contech is your partner in stormwater management solutions

Unique screening technology for stormwater runoff – CDS®

The CDS hydrodynamic separator uses swirl concentration and continuous deflective separation to screen, separate and trap trash, debris, sediment, and hydrocarbons from stormwater runoff.

At the heart of the CDS system is a unique screening technology used to capture and retain trash and debris. The screen face is louvered so that it is smooth in the downstream direction. The effect created is called "Continuous Deflective Separation." The power of the incoming flow is harnessed to continually shear debris off the screen and to direct trash and sediment toward the center of the separation cylinder. This results in a screen that is self-cleaning and provides 100% removal of floatables and neutrally buoyant material debris 4.7 mm or larger, without blinding.

CDS is used to meet trash Total Maximum Daily Load (TMDL) requirements, for stormwater quality control, inlet and outlet pollution control, and as pretreatment for filtration, detention/infiltration, bioretention, rainwater harvesting systems, and a variety of green infrastructure practices.

CDS® Features and Benefits

FEATURE	BENEFIT
Captures and retains 100% of floatables and neutrally buoyant debris 4.7mm or larger	Superior pollutant removal
Self-cleaning screen	Ease of maintenance
Isolated storage sump eliminates scour potential	Excellent pollutant retention
Internal bypass	Eliminates the need for additional structures
Multiple pipe inlets and 90-180º angles	Design flexibility
Clear access to sump and stored pollutants	Fast, easy maintenance

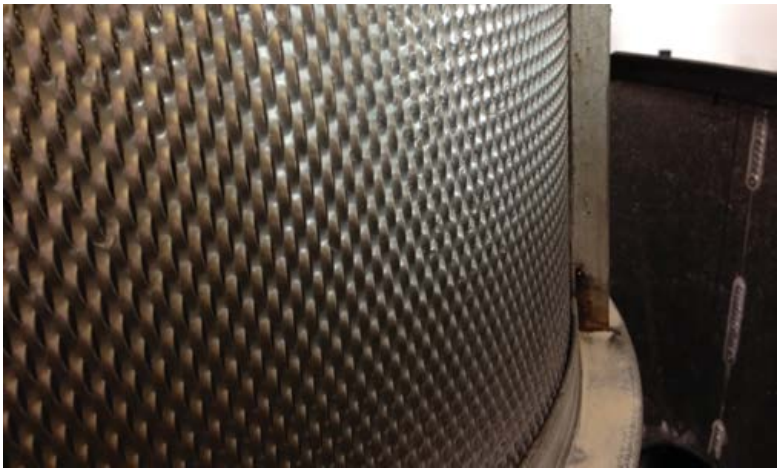
APPLICATION TIPS

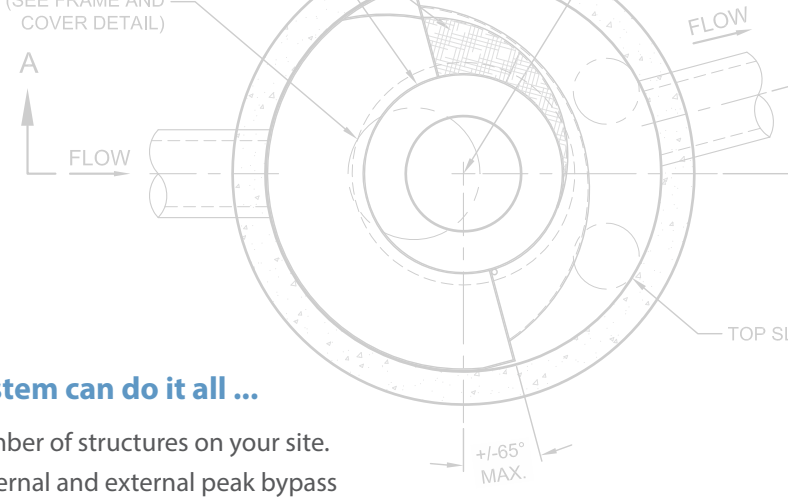
- Because of its internal peak bypass weirs, CDS systems can provide cost savings by eliminating the need for additional structures.
- Pretreating detention, infiltration, and green infrastructure practices with CDS can protect downstream structures and provide for easy maintenance.
- The CDS an ideal solution for retrofit applications due to its compact footprint and configuration flexibility.

The CDS® Screen

A fundamentally different approach to trash control ...

Traditional approaches to trash control typically involve "direct screening" that can easily become clogged, as trash is pinned to the screen as water passes through. Clogged screens can lead to flooding as water backs up. The design of the CDS screen is fundamentally different. Flow is introduced to the screen face which is louvered so that it is smooth in the downstream direction. The effect created is called "Continuous Deflective Separation." The power of the incoming flow is harnessed to continually shear debris off the screen and to direct trash and sediment toward the center of the separation cylinder.

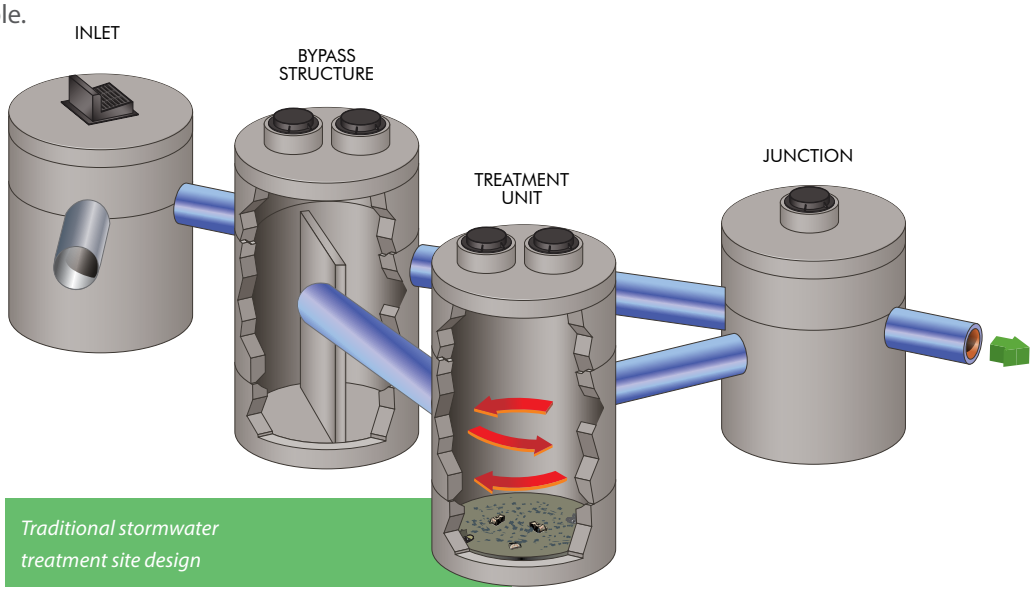




CDS® Design Configuration

Why use traditional stormwater design when ONE system can do it all ...

The CDS effectively treats stormwater runoff while reducing the number of structures on your site. Inline, offline, grate inlet, and drop inlet configurations available. Internal and external peak bypass options also available.

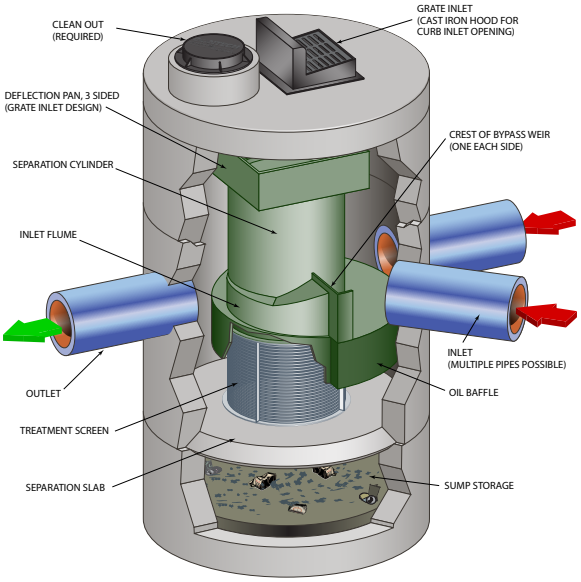


Traditional stormwater treatment site design

A Traditional Stormwater Treatment Site Design would require several structures on your site. With CDS, one system can do it all!

CDS® Advantages

- Grate inlet option available
- Internal bypass weir
- Accepts multiple inlets at a variety of angles
- Advanced hydrodynamic separator
- Captures and retains 100% of floatables and neutrally buoyant debris 4.7 mm or larger
- Indirect screening capability keeps screen from clogging
- Retention of all captured pollutants, even at high flows
- Performance verified by NJCAT, WA Ecology, and ETV Canada



Learn More:
www.ContechES.com/cds

CDS® Applications

CDS is commonly used in the following stormwater applications:

- Stormwater quality control – trash, debris, sediment, and hydrocarbon removal
- Urban retrofit and redevelopment
- Inlet and outlet protection
- Pretreatment for filtration, detention/infiltration, bioretention, rainwater harvesting systems, and Low Impact Development designs

CDS® provides trash control

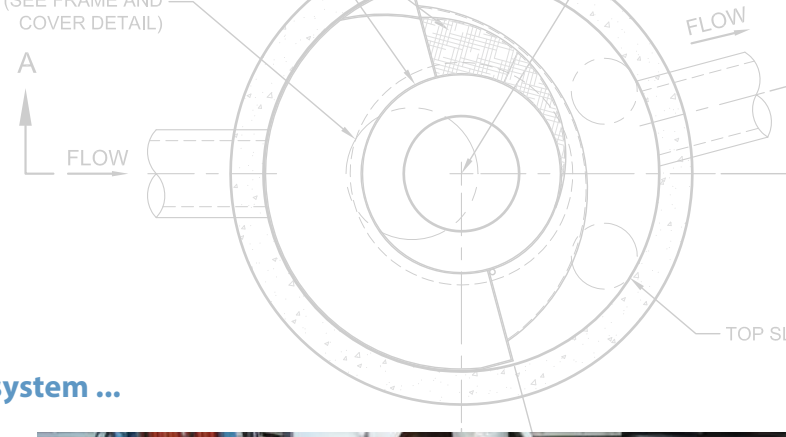
CDS® pretreats a bioswale

Select CDS® Certifications and Verifications

CDS has been verified by some of the most stringent stormwater technology evaluation organizations in North America, including:

- Washington State Department of Ecology (GULD) - Pretreatment
- New Jersey Department of Environmental Protection (NJ DEP)
- Canadian Environmental Technology Verification (ETV)
- California Statewide Trash Amendments Full Capture System Certified*

**The CDS System has been certified by the California State Water Resources Control Board as a Full Capture System provided that it is sized to treat the peak flow rate from the region specific 1-year, 1-hour design storm, or the peak flow capacity of the corresponding storm drain, whichever is less.*



CDS® Maintenance

Select a cost-effective and easy-to-access treatment system ...

Systems vary in their maintenance needs, and the selection of a cost-effective and easy-to-access treatment system can mean a huge difference in maintenance expenses for years to come.

A CDS unit is designed to minimize maintenance and make it as easy and inexpensive as possible to keep our systems working properly.

Most CDS® units can easily be cleaned within thirty minutes.

INSPECTION

Inspection is the key to effective maintenance. Pollutant deposition and transport may vary from year to year and site to site. Semi-annual inspections will help ensure that the system is cleaned out at the appropriate time. Inspections should be performed more frequently where site conditions may cause rapid accumulation of pollutants.

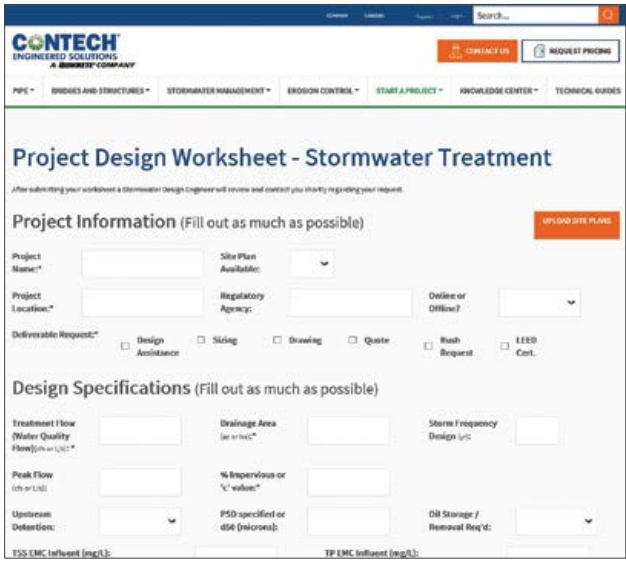
RECOMMENDATIONS FOR CDS MAINTENANCE

The recommended cleanout of solids within the CDS unit's sump should occur at 75% of the sump capacity. Access to the CDS unit is typically achieved through two manhole access covers – one allows inspection and cleanout of the separation chamber and sump, and another allows inspection and cleanout of sediment captured and retained behind the screen. A vacuum truck is recommended for cleanout of the CDS unit and can be easily accomplished in less than 30 minutes for most installations.

HDS Product Design Worksheets

Our in-house team of engineers can support you through the entire permitting process - and the first step is sending us your project information by filling out one of the Project Design Worksheets. We will forward your information to an in-house engineer who will contact you with specific recommendations for your project.

The free tool is available at
www.ContechES.com/pdw-treatment



Learn More:
www.ContechES.com/pdw-treatment

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PIPE SOLUTIONS

STRUCTURES SOLUTIONS

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THE CONTECH WAY

Contech® Engineered Solutions provides innovative, cost-effective site solutions to engineers, contractors, and developers on projects across North America. Our portfolio includes bridges, drainage, erosion control, retaining wall, sanitary sewer and stormwater management products.

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Appendix J

Description

Contech Parameter Brief - CDS Unit for Removal of Oil and Grease

The CDS® Unit for Removal of Oil and Grease

The CDS system is a hydrodynamic separator which uses patented continuous deflective separation (CDS) technology to separate and trap debris, sediment and oil and grease from stormwater runoff. Indirect screening allows for 100% removal of floatables and neutrally buoyant material without blinding. Flow and screening controls separate captured solids and minimize resuspension of previously captured pollutants.

Oil and grease (O&G) are commonly found in stormwater runoff from automobiles and associated anthropogenic activities. O&G appear in many different forms in stormwater runoff: free, dissolved, emulsified, and attached to sediments. Total Petroleum Hydrocarbons (TPH) is the usual analytical measure of fuels, oil and grease (O&G) for stormwater. Typically the concentrations of TPH associated with runoff from streets and parking lots range from 2.7 to 27 mg/l (FHWA, 1996). The Oregon Association of Clean Water Agencies (ACWA) reports O&G levels for runoff from different land uses for the period of 1991 – 1996, as shown in Table 1.

Table 1. O&G levels from different land uses.

Land Use	Median (mg/L)	Range (mg/L)
Residential	1.2	ND - 12.6
Commercial	2.4	ND – 18
Industrial	2.0	ND – 107.6 (12 mg/l next highest)
Mixed	1.0	ND –28

CDS units can be equipped with a conventional oil baffle to capture and retain oil, grease, and other TPH pollutant as they are transported through the storm drain system during wet weather (stormwater) and dry weather (spills) flows. In addition, CDS units with the addition of oil sorbents can ensure the permanent removal of the free oil and grease from stormwater runoff. Laboratory investigations into the CDS unit's removal of oils and greases are summarized below.

Laboratory Studies – CDS Unit at Portland State University, 2003

In 2003, Slominski and Wells at Portland State University conducted tests on a CDS Model 20_20 unit equipped with a 2400 micron screen and oil baffle. Tests were conducted at 25, 50 and 75 percent of the unit's hydraulic capacity (500 gpm) for the removal of used motor oil with influent concentrations of 10, 25 and 50 mg/L. A summary of the test is shown in Table 2 (Slominski and Wells, 2003).

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Table 2. Summary of oil and grease tests (Slominski and Wells, 2003).

Flow Rate (gpm)	Influent Conc. (mg/L)	Average Effluent Conc. (mg/L)	Removal Efficiency (%)
125	7.2	3.5	51
125	18.3	1.5	92
125	46.2	3.5	92
250	9.9	2	80
250	22.8	5	78
250	45.6	7.5	84
375	10.5	7.5	29
375	21.9	16	27
375	46.9	27	42

Laboratory Studies – CDS Unit Oil Spill Test at Portland State University, 2003

In addition to the regular capture test performed to measure the removal of free oil and grease from stormwater, Slominski and Wells (2003) also performed an oil spill test. The unit performed extremely well in the oil spill test, with the peak oil concentration in the effluent occurring right as the addition of oil to the unit stopped. This showed a capture rate of more than 99.75% of the oil dumped into the unit (82,000 mg/L). This demonstrates that a CDS unit would be a very effective means of containing an oil spill. An oil storage capacity chart for the CDS unit is available on request.

Laboratory Study – CDS Unit with Sorbents at University of California, Los Angeles (UCLA)

Studies by Stenstrom and Lau (1998) at UCLA demonstrated that the CDS unit with sorbents can achieve 80 to 90 percent removal of oil and grease at influent concentrations ranging from 13.6 mg/L to 41.1 mg/L. Test results showed that the effluent oil and grease concentrations were less than 10 mg/L.

A series of nine laboratory experiments were performed on a CDS unit (Model PMSU20_15) to determine its ability to remove free oil and grease using sorbents (Stenstrom and Lau, 1998). One control experiment was performed without sorbents. The focus of this study was to evaluate the effectiveness of various sorbent materials to control the typically low concentrations of free oil and grease found in urban stormwater runoff when applied within the separation chamber of a CDS unit. The conventional oil baffle was not installed within the CDS unit during this evaluation. The sorbents were allowed to float on the surface of the separation chamber of the CDS device. Different amounts of each sorbent were used because of the varying properties of the sorbents (density and surface area).

Tests were performed using a 2400-micron screen over 30 minutes at 125 gpm (approximately 40% of the CDS unit's nominal flow capacity). Used motor oil (Specific Gravity = 0.86) was introduced into the feed of the CDS at approximately 25 mg/L, which is generally the upper limit of oil and grease concentrations found in stormwater runoff. Oil and grease were measured at various times (influent/effluent) to determine the

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removal efficiency. Background oil and grease was measured as well as oil and grease released from the sorbents after the influent oil and grease was reduced to zero.

Five commercially available sorbents were evaluated. Two sorbents were found particularly effective and they are:

- OARS™ (AbTech Industries, 4110N. Scottsdale Rd., Suite 235, Scottsdale, AZ 85251)
- Rubberizer™ (Haz-Mat Response Technologies, Inc., 4626 Santa Fe Street, San Diego, CA 92109)

Results from the sorbent laboratory study (Stenstrom and Lau, 1998) are shown in Table 3.

Table 3. Performance of Oil and Grease Removal of CDS Units.

Test No.	Sorbent Type	Sorbent Mass (g)	Influent (mg/L)	Effluent (mg/L)	Percent Removal	Flow (gpm)
2	OARS	2600	19.6	2.7	86	125
3	OARS	2600	24.0	4.3	82	190
4	OARS	2600	30.7	1.7	94	75
5	OARS	2600	21.0	3.5	83	125
6	Rubberizer	1030	27.2	3.9	86	125

Effluent concentration of oil using the OARS™ sorbent was less than 1.0 mg/L. Effluent concentration of oil using the Rubberizer™ sorbent was 1.96 mg/L.

References:

Federal Highway Association. (1996). Evaluation and Management of Highway Runoff Water Quality. Publication No. FHWA-PD-96-032.

Slominski and Wells. (2003). Oil and Grease Removal using Continuous Deflection Separation with and Oil Baffle. Portland, Oregon: Author.

Stenstrom, M. K. and Sim-Lin Lau. (1998). Oil and Grease Removal by Floating Sorbent in a CDS Device. Los Angeles.

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Appendix K

Description

Environmental Best Management Practices

Environmental Best Management Practices

Prepared by:

February 2017

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1.0 INTRODUCTION

This document presents Best Management Practices (BMP). It is the environmental policy to comply with all applicable laws, regulations, permits, and orders. The occupant has developed this document to proactively conduct operations at their branches in an environmentally responsible manner. There are various activities that take place during operations that can potentially release pollutants to the environment if the activities are not performed properly. These environmental issues are limited to possible storm water impacts and storage and management of materials and wastes. This document identifies potential sources of environmental impacts and includes BMPs to minimize these adverse environmental impacts. This document provides general BMPs that address federal requirements. Each branch will also comply with additional regulatory requirements that address state and local regulations.

2.0 REVIEWS AND CHANGES

The occupant will review the BMPs described in this document on an annual basis and make changes as necessary. Reviews will also take place whenever there is a (1) significant change in a branch's design, construction, operation, or maintenance that has an effect on the potential for environmental impacts; or (2) when there is a change in applicable laws, regulations, permits, and orders that affects operations at branches.

3.0 OPERATIONS

Occupant is primarily engaged in securing and storing vehicles from insurance total losses, bank repossessions, lease, and charity donations for subsequent auction to authorized buyers. Vehicles are typically transported from primary holding facilities, such as towing companies, body shops, garages, car dealers, and residences, and then brought to the branches. Occupant inspects and evaluates all vehicles prior to arrival and storage. Vehicles remain in the same condition as they arrive in and are not dismantled or repaired. Most vehicles have been stored for approximately 15 to 20 days at a primary holding location prior to arriving at the branch. Once relocated to the

branch, vehicle storage periods average approximately 30 to 55 days while awaiting proper paperwork for resale prior to auction.

The location of all loading, unloading, storage, sale, and access rows associated with stored materials and vehicles varies from branch to branch. The outdoors will be primarily used for vehicle storage and wholesale auction. Auctioning of vehicles is primarily done outdoors one to two days per week. Access to the yard is strictly managed through the main gate of the branch and is monitored by branch personnel. Buyers are issued ID badges. Loading, unloading, and movement of stored vehicles are controlled by branch personnel. In some cases, vehicles are loaded and unloaded from tow trucks using a forklift. Branch activities with the potential to result in environmental impacts are addressed in the following sections.

4.0 HAZARDOUS WASTE STORAGE AND DISPOSAL

The Resource Conservation and Recovery Act (RCRA) establishes a federal program to manage and track hazardous wastes from cradle to grave – from the waste's initial generation point to time of final disposal or recycling. The objective of the program is to ensure that hazardous waste is handled in a manner that protects human health and the environment. Under RCRA, hazardous waste is a waste that poses substantial or potential threats to public health or the environment and generally exhibits these characteristics - ignitable (i.e. flammable), oxidizing, corrosive, and/or toxic. For additional details on RCRA regulations, the U.S. Environmental Protection Agency (EPA) provides the RCRA Online Database -- http://www.epa.gov/rcraonline. State or local regulatory agencies may also have applicable regulations regarding hazardous waste and used oil.

Under RCRA, there are regulations for the generation, transportation, and treatment, storage, recycling or disposal of hazardous wastes. The regulatory requirements that apply to a branch depend upon the amount of hazardous waste that is generated by the branch each month. There are two types of waste generation levels that apply to the

branches – conditionally exempt small quantity generator (CESQG) and small quantity generator (SQG).

4.1 Conditionally Exempt Small Quantity Generator

If a branch generates less than 220 pounds (100 kilograms) of hazardous waste or less than 220 pounds of spill residue per month, a branch is considered a CESQG.

4.1.1 Disposal: Hazardous waste must be delivered to an offsite treatment, storage and disposal facility (TSDF) located in the U.S. that is "permitted, licensed, or registered by a State to manage municipal or industrial solid waste." This means the waste can go to a local industrial or municipal solid waste landfill. However, most permitted municipal and industrial landfills have created their own regulations that do not allow certain wastes to be disposed, especially hazardous wastes. For this reason, make sure that the TSDF you have selected has the necessary permits to handle hazardous waste.

4.1.2 Documentation and Reporting: There are no specific federal requirements for keeping records of the amount of hazardous waste generated by a CESQG. However, it is highly recommended that records be created and retained.

This documentation provides a basis for determining your generator status each calendar month and is proof to any regulatory agency that may question your monthly generation rates. Hazardous waste that is sent to a TSDF is generally listed on a Uniform Hazardous Waste Manifest. The manifest provides the proper documentation for monthly generation of hazardous waste. If at any time, the monthly generation for the facility exceeds 220 pounds, EPA must be notified of your change of generator status.

4.1.3 Storage: There are no specific federal requirements for storage and labeling of accumulated hazardous waste, however, there are some basic practices that help ensure safe management of hazardous waste. Storage containers should not be leaking, bulging, rusted, or incompatible with the waste stored in them. While there are no labeling requirements for CESQGs under RCRA, the Occupational Safety and

Health Act (OSHA) requires that you have labels on all containers. As a CESQG, you cannot accumulate onsite more than 2200 pounds of hazardous waste at any one time prior to disposal. If this happens, you must then follow all the requirements of a small quantity generator.

4.2 Small Quantity Generator

If a branch generates less than 2200 pounds (1000 kilograms) but more than 220 pounds (100 kilograms) of hazardous waste per calendar month, it is considered a small quantity generator (SQG) for that month.

4.2.1 Generation and Disposal: As a SQG, you are allowed to generate less than 2200 pounds of hazardous waste in any calendar month. All hazardous waste generated by the SQG that is not treated onsite must be manifested to an offsite TSDF permitted to handle hazardous waste or to an approved designated facility (e.g., recycling facility).

4.2.2 Documentation and Reporting: SQGs are required to track, report, and maintain documentation regarding their hazardous waste generation.

Manifests: Hazardous waste that is sent to a TSDF or an approved designated facility must be listed on a Uniform Hazardous Waste Manifest. A manifest provides a description of the hazards of the waste and the waste handlers. You must sign and date the manifest and obtain the signature of the transporter on the manifest. You must also keep a copy of the form until you receive a copy signed by the TSDF. Manifests must be kept for at least three years from the date of shipment. If your generator status changes, you must notify EPA or the State.

Exception Report: Once a hazardous waste manifest has been signed and dated by you (the generator), EPA gives the disposal contractor 60 days to transport the waste to the TSDF and return a signed copy of the manifest to you. If, after 60 days, you do not receive the "Return to Generator" copy of the manifest signed by the TSDF, you must send a legible photocopy of the manifest to the EPA Regional Administrator and a brief

written statement about not receiving the signed copy. This report must be maintained for at least three years.

Miscellaneous: Generators are also required to keep records of test results, waste analyses, or other waste determinations for at least three years from the date of shipment of that waste.

4.2.3 Storage: Hazardous waste must be stored in sealed tanks or containers, provided they are not leaking, bulging, rusted, or incompatible with the waste stored in them. Storage areas should have a means of secondary containment, an alarm, a fire extinguisher, a "No Smoking" sign, and a means of communication (e.g., walkie-talkie, cellular phone, or air horn) in the event of a spill or other emergency.

4.2.4 Labeling: Hazardous waste tanks and containers must be labeled with the words "Hazardous Waste", the contents of the container, the accumulation start date, the waste codes of the contents, and the name, address, and EPA ID number of the generator.

4.2.5 Time Limitations: SQGs are required to dispose their hazardous waste within 180 days of placing the waste into the container.

5.0 POTENTIAL IMPACTS TO STORM WATER

Potential pollutant sources exist at branches that may adversely impact storm water runoff. Storm water may carry pollutants to storm ditches, drains, and eventually, bodies of water, such as streams, rivers, lakes, or oceans. Potential pollutant sources include:

- Aboveground storage tanks (AST) that contain various materials such as fuel, oil, and waste fluids
- Drums and containers that contain fuel, oil, waste fluids, and cleaning and maintenance chemicals
- Burned vehicles and vehicles that contain fluids within their mechanical systems
- Hydraulic equipment that contain fluids within their mechanical systems

- Oil water separators

5.1 Potential Storm Water Discharge Pollutants

Based upon review of activities conducted at branches, it is possible that significant materials could contact storm water runoff. Potential pollutants in storm water may include oil and grease; common gasoline compounds such as benzene, toluene, ethylbenzene and xylenes (BTEX); diesel fuel, methyl-tertiary-butyl ether (MTBE); metals, and suspended (non-filterable) solids. At branches, potential sources of materials that can come in contact with storm water runoff include the following:

- **Vehicle-related fluid** from de minimis releases (a release that is too small to be a regulatory concern) may be present in storm water discharge. The presence of these materials may originate from drips and leaks from vehicles traveling the road, de minimis releases from stored vehicles and vehicle transport equipment, and precipitation contact with exposed surfaces containing vehicle related fluids. Vehicles brought to branches may contain residual amounts of fluids in the mechanical systems that are part of the vehicles. These fluids may include windshield-washer fluid, radiator fluid, motor oil, transmission fluid, brake fluid, grease, hydraulic oil, battery acid, and gasoline or diesel fuel.
- **Material and waste storage** tanks and containers can leak or spill during fluid transfer. If these leaks and spills are not prevented or contained, they can come in contact with storm water runoff. Materials stored and used for operations at branches include facility maintenance chemicals (such as small quantities of cleaning supplies, paints, and fertilizers), diesel and gasoline fuel, propane, transmission fluid, grease, heating or motor oil, and antifreeze. Some of the used or waste materials stored at branches include contaminated, used or expired materials such as used oil, fuel contaminated with water or other vehicle fluids, expired hydraulic oil, and contaminated soil containing spilled materials.
- **Runoff** from adjacent properties containing soil, organic materials, and petroleum-based products may also contribute to storm water contamination.
- **Erosion** of inorganic solids could result when disturbance of soil surfaces during transport equipment operation in access aisles is combined with precipitation events.

6.0 BEST MANAGEMENT PRACTICES

The following BMPs for branches provide guidance on how to minimize adverse environmental impacts from operations. The BMPs include general practices such as good housekeeping, preventative maintenance and inspections to prevent

environmental issues. Guidance is also provided for BMPs that control storm water impacts and response to spills. Finally, operation-specific BMPs cover vehicle washing, flood vehicle preparation and equipment service and maintenance.

6.1 Good Housekeeping

Employees at branches follow good housekeeping procedures to reduce the possibility of accidental releases and to reduce safety hazards to facility personnel. Key elements of the good housekeeping program include the following items:

- Visual inspections of vehicles brought to the branch to assess integrity of vehicle fluid systems and identify the need for repair or remedy of vehicle hydraulic/mechanical systems that could leak significant materials on the property.
- Visual inspections of travel aisles in the storage yard for evidence of releases of significant materials and identifying the cause of the release when possible. Removal of the miscellaneous debris (i.e., loose vehicle parts that may have inadvertently fallen off of the host vehicle), as necessary, to prevent possible damage to site vehicles.
- Regular maintenance of site vehicles and equipment to prevent de minimis releases.
- Careful handling of vehicles, to minimize the potential for damage to vehicle systems, which may in turn cause a release.
- Proper handling, storage and inventory of significant materials, when necessary in the storage yard and within the branch garage or warehouse.
- Orderly storage and inventory of stored vehicles.
- Prompt, routine removal of de minimis releases.
- Continued training of personnel regarding good housekeeping practices.

6.2 Preventive Maintenance

Personnel are responsible for the continued inspections and preventative maintenance. Preventive maintenance includes visual operational inspection of facility equipment, trucks, loaders, and storm water management features to detect conditions which may cause breakdowns or failures resulting in the potential discharge of significant materials into storm water.

Preventive maintenance applies to the following branch features that are considered an integral part of facility BMPs for storm water and pollution prevention systems:

- Catch basins and culvert systems
- Drainage swales
- Vegetated areas
- Site grading
- Pavement
- Trucks and forklifts
- Fuel storage tanks; above ground and underground

6.3 Inspections

To prevent the release of materials, personnel conduct routine inspections. Inspections include fuel storage and material storage areas as well as the storage yards. Daily routine visual inspections are conducted in the vehicle storage yard and building areas. Inspections of vehicles are conducted prior to their arrival at a branch by the drivers before the vehicles are loaded on transports. The indoor and outdoor vehicles are inspected daily during normal yard operations. Inspections of vehicles, equipment, fueling equipment, and building maintenance material are done routinely in the course of normal business operations.

Each system and major item of branch equipment is inspected at least monthly. Inspection procedures vary depending upon the equipment or system; however, the major elements of the inspection program include observation of equipment and environmental conditions of the branch.

Regulations require that ASTs containing petroleum products are visually inspected once every thirty days. If an issue is identified that requires action, the issue is documented and subsequent remedy is recorded upon timely completion. Visual inspections include addressing the following questions:

- Are there any visible leaks on tanks, tank seams, connections, fittings, valves?
- Are there any visible leaks on aboveground piping, pipe seams, connections, fittings, flanges, threaded connections, pumps or valves?
- If utilized, is overfill prevention or leak detection equipment in good operating condition?
- If a double-walled tank is utilized, is the interstice free of liquid and is the interstitial monitoring equipment operating properly?
- Is the secondary containment system free of tank product and other liquids or debris, such as rainwater, snowmelt, dirt, leaves, trash, etc.?
- Are concrete surfaces and ground free of any evidence of new leaks or spills?
- Are tank supports, berms, bollards or bumpers surrounding the tank in good condition?
- Is the tank labeled with appropriate signs identifying the material within and with appropriate warnings?
- Do you have the appropriate supplies for cleaning up a spill and overfill? Are these supplies appropriately marked and conveniently located?

6.4 Storm Water Control Measures

Storm water BMPs described in this section focus on controlling and reducing possible contaminants that may discharge to storm water. Storm water devices used to reduce contaminants that may enter storm water could include vegetative swales, hay bales, and absorbent booms. Branches may incorporate vegetative and structural control measures to reduce pollutants to storm water. Storm water BMPs and devices used to control and reduce the impacts of pollutants discharged into storm water are described in the following sections.

6.4.1 Vegetative Storm Water Controls

Vegetative controls refer to landscaping practices that provide pollutant removal primarily by limiting sediment movement and preventing erosion. Vegetative control may include vegetated filter strips, grassed swales, and habitat creation/preservation, and landscaping. Branches may use the following vegetative storm water controls.

Vegetative Strips: Vegetative strips may be placed perpendicular to the direction of surface water flow across the branch.

Vegetative Swales: Vegetated drainage swales may be used to provide pollutant removal, velocity reduction, and erosion protection.

6.4.2 Structural Control Measures

Engineered controls consist of non-natural features constructed or placed with the intent of reducing impacts of pollutants to surface water discharge from branches. The following engineered controls may be used:

Release Containment: Release containment (metal dikes or something similar) may be used around ASTs. Double-walled ASTs may be used where feasible.

Wood Chips: Natural, untreated wood chips may be distributed along the ground surface to provide filtration of surface runoff flow and to provide dust suppression through retention of moisture at ground surface.

Crushed Stone and Gravel: Stone and gravel placement in high traffic areas helps minimize erosion and sediment additions to storm water drainage areas.

Berms: Earthen or concrete berms may be used to control and contain flow.

Oil Absorbent Boom: Oil absorbent booms may be used based on observation of surface water conditions. An oil absorbent boom acts as a barrier against the transport of oil and grease by removing them from surface water flow.

Plastic Covering: Vehicles received at branches with their outer body coverings intact provide inherent covering of vehicle mechanical system surfaces. Select vehicles and components may be shrink-wrapped with polyethylene plastic to prevent contact with precipitation and protect valuable components.

6.5 Release Response

The following sections discuss release response procedures and the response team that may take care of a release at a branch.

6.5.1 Procedures

Personnel are trained to recognize potential release situations and how to respond appropriately in the event of a release. Emergency response kits are located at the branches adjacent to areas with spill potential.

Release response procedures are similar for each material that may be stored at a branch. If releases absorbed on the ground surface are observed during operations or routine inspections, the affected solids on the ground surface are removed by hand or mechanical equipment as soon as practical and disposed of properly. Materials and equipment used in the cleanup of this material may include absorbents, rags, shovels, backhoes, loaders, DOT-approved storage drums, etc.

Specific material handling procedures to reduce contaminated material from entering a storm water conveyance or drainage point include covering impacted solids with sheathing, use of absorbent material, and deployment of an absorbent boom at drainage outfall locations. A release to the ground surface may or may not require emergency response procedures, depending on the nature of the release. Release response and cleanup equipment are available at all branches. Employees responding to a release have been instructed to implement containment by using collection equipment at the location of the release and, if possible, to prevent migration of the release off of the branch property by executing response measures.

Free product and/or impacted surface water shall be recovered to the extent practicable, as soon as possible after a detected release. This will increase the efficiency of the response actions and serve to minimize emulsified or dissolved phase material which could pass through the facility storm water system and off branch property.

If releases to surface water are observed during operations or routine inspections, the materials (liquids or solids) are recovered by hand or with mechanical equipment. Equipment used in the cleanup of releases to surface water may include skimmers, pumps, adsorbents, bailers, etc., as deemed necessary.

Pumping of liquids recovered from a release should include transfer into a secure temporary holding tank or drum as soon as possible. Absorbent material should be placed on the release locations and below identified sources of the release. The waste absorbent material should be disposed of properly. Impacted soil should be excavated and stored in appropriate containers or covered with polyethylene sheets.

Impacted material collected during the response must be removed promptly and disposed of in accordance with Federal, State and local requirements. A licensed emergency response contractor may be required to assist in cleanup of releases depending on the size and location of the release, weather and ground conditions, and the effectiveness of response actions implemented by personnel. Appropriate regulatory agencies will be notified in the event of a reportable release.

Immediately following emergency response actions, the affected drainage path and associated possible collection points should be closely monitored to allow recovery of as much of the release material as possible. This includes identification and collection of released material that might be caught in stagnant zones and continues to present potential for migration after initial removal of accumulated material.

The occupant maintains records at its corporate office of all significant material releases and response actions taken. These records are kept and periodically reviewed to reduce the chances of release reoccurrence, to assess potential improvements that could be made to response procedures, and to comply with applicable federal, state and local regulations.

6.5.2 Response Team

Branch response teams are trained in release identification and response procedures, release reporting procedures, and communications systems. The release response team for branches includes the Branch Manager and those individuals identified by the Branch Manager to respond properly.

6.6 Vehicle Washing

Vehicle washing does not occur at all branches. However, for some branches it is a part of normal operations. Vehicle washing has the potential to adversely affect the quality of storm water runoff. As wash water flows over vehicles and the ground, chemicals can be picked up including oil and grease, pesticides, metals, and other contaminants and can discharge to storm sewers. To minimize adverse impacts, the following practices are used:

- Catch basins are maintained and kept free of debris. If no catch basin exists, vehicles are washed over pervious surfaces such as lawns and gravel areas. Washing activities do not occur adjacent to or on storm drains or within the boundaries of storm water ditches, retention ponds, or other storm water conveyances.
- If possible, washing occurs without detergents. If a detergent is used, “non-toxic”, “phosphate free”, or “biodegradable” detergent will be chosen.
- Vehicle washing is kept to the exterior of the car.

6.7 Flood Vehicle Preparation

Flood vehicle servicing does not occur at all branches. However, for some branches it is a part of normal operations. There are four levels of flood vehicle servicing, as described below:

1. Vacuum Water from Interior: Vacuumed water is containerized and properly disposed of.

2. Wash Vehicle Exterior and Engine: Vehicles are washed over pervious surfaces such as lawns and gravel areas. Wash water is prevented from entering the storm drain or any nearby streets. The amount of detergents and other cleaners is either eliminated (i.e. only water is used) or only those that are “non-toxic”, “phosphate free”, or “biodegradable” are chosen. Engines are washed in a contained area with no access to the sewer or storm drains. Waste water from engine washing is collected for future treatment and disposal.

3. Change Vehicle Fluids: Vehicle fluids are changed indoors and only over impervious surfaces where possible. If changing, adding, or draining vehicle fluids outside, all work is conducted within areas where spills can be contained and cleaned up immediately. Drip pans are utilized when changing fluids, when possible. Any releases are immediately cleaned up in accordance with the established spill response plan. Drained fluids are immediately transferred to a

designated waste storage area, making sure not to mix different types of waste materials together (e.g., combining used oil with used antifreeze.)

4. Shampoo and Full Detail Cleaning: Shampoo water that is collected in the wet/dry vacuum is containerized and disposed of properly.

6.8 Specialized Equipment Service and Maintenance

Specialized equipment is used to handle and move vehicles in a proper and orderly manner. The most commonly used specialized equipment at branches is the forklift. Routine forklift maintenance is necessary to ensure long performance life of the machines, reduce expensive repair costs, and maintain a safe work environment. Typical maintenance of a forklift involves fluid checks and changes (such as engine oil or transmission fluid), tire changes, radiator flushing, battery replacement, and general inspection of hoses, belts, gauges, and other components. The following good housekeeping practices are implemented to ensure minimal environmental impacts occur at branches resulting from servicing and maintaining forklifts or loaders:

- Indoor floor drains that are connected to the storm drain system are plugged prior to equipment maintenance.
- Drip pans and adequate spill prevention and cleanup materials are kept on-site and easily available for use.
- Drip pans containing oil or other automotive fluids are not left unattended, and the contents are disposed of properly in accordance with all applicable local, state, and federal regulations.
- Fluids are changed indoors and only over impervious surfaces where possible. If changing, adding, or draining vehicle fluids outside, all work is conducted within areas where spills can be contained and cleaned up immediately.
- Batteries are stored indoors on non-reactive, curbed, and impervious surfaces where no floor drain is present. If floor drains are present, batteries are stored upright in a plastic tub or other appropriate container to contain any leaked battery acid.
- Each used battery is labeled and dated.
- Used batteries are recycled by either returning them to the manufacturer for a trade-in with the purchase of new batteries, or by arranging for a registered waste transporter to pick them up for recycling. Used batteries are recycled prior to accumulating 40 batteries.

- Wastewater from parts cleaning, engine cleaning, undercarriage cleaning, radiator flushing, etc. is containerized and disposed of in accordance with all applicable local, state, and federal regulations.
- Specific areas are designated with in the facility for engine, part, or radiator cleaning. Washing or rinsing parts outdoors only occurs when absolutely necessary. If washing or rinsing parts outside, work is conducted within areas where spills can be contained and cleaned up immediately.

7.0 Employee Training

Employee training is conducted to inform branch personnel of the BMPs used at branches. The training covers practices for hazardous waste management and preventing releases and the procedures for responding properly and rapidly to releases. Local branch personnel are trained initially, prior to work assignments, and annually thereafter to ensure they are familiar with the elements and goals of the practices and procedures. Training records are updated and maintained on a regular basis.

Appendix L

Description

Ecological Resources Data

Plant Species List

The following list provides an inventory of vegetation observed during field surveys of the subject property conducted on July 27, August 29, and October 26, 2018. This observed plant species list is not intended to be an all-inclusive inventory of the vegetative species present at the subject property.

Trees

Acer plantanoides	Norway maple
Acer pseudoplatanus	sycamore maple
Acer rubrum	red maple
Ailanthus altissima	tree-of-heaven
Betula lenta	black birch
Betula populifolia	grey birch
Carya tomentosa	mockernut hickory
Elaeagnus angustifolia	Russian olive
Elaeagnus umbellata	autumn olive
Fagus grandifolia	American beech
Ilex opaca	American holly
Juniperus virginiana	eastern redcedar
Malus sp.	crabapple
Mimosa sp.	mimosa
Morus alba	white mulberry
Picea rubens	red spruce
Pinus rigida	pitch pine
Pinus strobus	eastern white pine
Pinus sp.	ornamental pine
Populus deltoides	eastern cottonwood
Populus grandidentata	big-tooth aspen
Populus tremuloides	quaking aspen
Prunus serotina	black cherry
Prunus virginiana	chokecherry
Quercus alba	white oak
Quercus coccinea	scarlet oak
Quercus ilicifolia	scrub oak
Quercus montana	chestnut oak
Quercus palustris	pin oak
Quercus velutina	black oak
Robinia pseudoacacia	black locust
Sassafras albidum	sassafras
Thuja occidentalis	northern white cedar (arborvitae)

Shrubs and Woody Vines

Arctostaphylos uva-ursi	bearberry
Campsis radicans	trumpet creeper
Celastrus orbiculatus	Asiatic bittersweet
Clethra alnifolia	sweet pepperbush
Comptonia peregrina	sweet fern
Gaylussacia baccata	black huckleberry
Gaylussacia frondosa	dangleberry
Hamamelis virginiana	witch hazel
Kalmia angustifolia	sheep laurel
Ligustrum sp.	privet
Lonicera canadensis	fly honeysuckle
Lonicera japonica	Japanese honeysuckle
Lonicera tatarica	Tatarian honeysuckle
Lyonia mariana	staggerbush
Myrica pensylvanicum	northern bayberry
Parthenocissus quinquefolia	Virginia creeper
Rhus glabra	smooth sumac
Rosa multiflora	multiflora rose
Rubus allegheniensis	blackberry
Rubus idaeus	raspberry
Rubus flagellaris	northern dewberry
Smilax rotundifolia	roundleaf greenbrier
Toxicodendron radicans	poison ivy
Vaccinium angustifolium	late lowbush blueberry
Vaccinium pallidum	early lowbush blueberry
Viburnum dentatum	southern arrowwood
Vitis aestivalis	summer grape

Herbaceous Plants and Groundcovers

Achillea millefolium	yarrow
Allaria petiolata	garlic mustard
Ambrosia artemisiifolia	common ragweed
Anaphalis margaritacea	pearly everlasting
Andropogon virginicus	broomsedge
Apocynum cannabinum	hemp dogbane
Artemisia vulgaris	common mugwort
Asclepias syriaca	common milkweed
Baptisia tinctoria	wild indigo
Bidens frondosa	devil's beggarticks
Carex pensylvanica	Pennsylvania sedge
Centaurea maculosa	spotted knapweed
Chicorium intybus	chicory
Chimaphila maculata	striped wintergreen
Chimaphila umbellata	pipsissewa
Chrysopsis mariana	Maryland golden aster
Cirsium arvense	Canada thistle
Convallaria majalis	lily-of-the-valley
Conzya canadensis	horseweed
Dactylis glomerata	orchard grass
Danthonia spicata	poverty grass
Daucus carota	Queen Anne's lace
Deschampsia cespitosa	tufted hairgrass
Dichanthelium clandestinum	deertongue grass
Digitaria sanguinalis	large crabgrass
Digitaria sp.	crabgrass
Erigeron philadelphicus	common fleabane
Euphorbia maculata	spotted spurge
Festuca sp.	fescue
Fragaria virginiana	wild strawberry
Galinsoga parviflora	quickweed
Gallium mollugo	smooth bedstraw
Gaultheria procumbens	wintergreen
Gnaphalium obtusifolium	sweet everlasting
Helianthus laetiflorus	showy sunflower
Hieracium caespitosum	yellow hawkweed
Hypericum perforatum	common St. John's wort
Hypochaeris radicata	cat's ear
Lactuca canadensis	Canada lettuce
Lechea intermedia	intermediate pinweed
Lespedeza intermedia	wand bush-clover
Linaria vulgaris	butter-and-eggs (toadflax)
Lolium sp.	ryegrass
Lotus corniculatus	birdsfoot trefoil
Lycopodium sp.	ground pine
Oxalis stricta	yellow wood sorrel
Panicum sp.	panic grass

Panicum virgatum	switch grass
Phleum pratense	timothy grass
Phytolacca americana	pokeweed
Plantago lanceolata	narrowleaf plantain
Plantago major	broadleaf plantain
Poa sp.	bluegrass
Polygonum cuspidatum	Japanese knotweed
Polygonum persicaria	lady's thumb
Portulaca oleracea	purslane
Pteridium aquilinum	bracken fern
Schizachyrium scoparium	little bluestem
Setaria faberi	giant foxtail
Setaria pumila	yellow foxtail
Solidago altissima	tall goldenrod
Solidago nemoralis	gray goldenrod
Solidago odora	sweet goldenrod
Solidago rugosa	rough-stemmed goldenrod
Solidago tenuifolia	slender-leaved goldenrod
Sonchus oleraceus	annual sowthistle
Sorghastrum nutans	Indian grass
Stellaria media	common chickweed
Symphyotrichum dumosum	bushy aster
Symphyotrichum ericoides	heath aster
Symphyotrichum lateriflorum	small white aster
Taraxacum officinale	common dandelion
Tridens flavus	purpletop grass
Trifolium arvense	rabbit's foot clover
Trifolium pratense	red clover
Trifolium repens	white clover
Verbascum blattaria	moth mullein
Verbascum thapsus	mullein
Viola sororia	common violet

Birds

The 40 birds listed below were observed (i.e., seen or heard) at or over the subject property during the 2018 field surveys. This observed bird species list is not intended to be an all-inclusive inventory of the avian species present within the project area.

Buteo jamaicensis	red-tailed hawk
Cardinalis cardinalis	northern cardinal
Cathartes aura	turkey vulture
Certhia americana	brown creeper
Coccyzus americanus	yellow-billed cuckoo
Colaptes auratus	northern flicker
Columba livia	rock dove (common pigeon)
Contopus virens	eastern wood-peewee
Corvus brachyrhynchos	American crow
Corvus ossifragus	fish crow
Cyanocitta cristata	blue jay
Dumetella carolinensis	gray catbird
Geothlypis trichas	common yellowthroat
Haemorhous purpureus	purple finch
Junco hyemalis	dark-eyed junco
Melanerpes carolinus	red-bellied woodpecker
Meleagris gallopavo	wild turkey
Melospiza melodia	song sparrow
Mimus polyglottos	northern mockingbird
Myiarchus crinitus	great-crested flycatcher
Passer domesticus	house sparrow
Picoides pubescens	downy woodpecker
Picoides villosus	hairy woodpecker
Pipilo erythrophthalmus	eastern towhee
Poecile atricapillus	black-capped chickadee
Quiscalus quiscula	common grackle
Sayornis phoebe	eastern phoebe
Seiurus aurocapilla	ovenbird
Setophaga coronata	yellow-rumped warbler
Setophaga petechia	yellow warbler
Setophaga pinus	pine warbler
Sitta carolinensis	white-breasted nuthatch
Spinus tristis	American goldfinch
Spizella passerine	chipping sparrow
Spizella pusilla	field sparrow
Sturnus vulgaris	European starling
Tachycineta bicolor	tree swallow
Thryothorus ludovicianus	Carolina wren
Turdus migratorius	American robin
Zenaida macroura	mourning dove

Mammals

The following mammal species list includes those species observed at the subject property during the 2018 field surveys or identified as potentially utilizing the subject property, based upon habitat observations and known species ranges on Long Island. The list is not intended to be an all-inclusive inventory of on-site mammals.

Blarina brevicauda	short-tailed shrew
Chiroptera spp.	bats
Condylura cristata	star-nosed mole
Didelphis virginialis	Virginia opossum
Glaucomys volans	southern flying squirrel
Marmota monax	woodchuck*
Mephitis mephitis	striped skunk
Microtus pennsylvanicus	meadow vole
Mus musculus	house mouse
Mustela frenata	long-tailed weasel
Odocoileus virginianus	whitetail deer*
Peromyscus leucopus	white-footed mouse
Pitymys pinetorum	pine mouse
Procyon lotor	raccoon
Ratus norvegicus	Norway rat
Scalopus aquaticus	eastern mole
Sciurus carolinensis	eastern gray squirrel*
Sorex cinerus	masked shrew
Sylvilagus floridanus	eastern cottontail*
Tamias striatus	eastern chipmunk*
Vulpes vulpes	red fox

* Indicates species was observed at the subject property.

Herpetofauna

List of Species Reported for the Bellport, New York Quadrangle Topographic Map during the New York Amphibian and Reptile Atlas Project Survey (1990-1999).

Ambystoma maculatum	spotted salamander
Ambystoma opacum	marbled salamander
Ambystoma tigrinum	eastern tiger salamander
Bufo fowleri	Fowler's toad
Carphophis amoenus	eastern worm snake
Caretta caretta	loggerhead sea turtle
Chelydra serpentina	common snapping turtle
Chrysemys picta	eastern painted turtle
Clemmys guttata	spotted turtle
Coluber c. constrictor	northern black racer
Diadophis punctatus	northern ringneck snake
Hyla versicolor	gray treefrog
Kinosternon subrubrum	eastern mud turtle
Lampropeltis triangulum	eastern milk snake
Malaclemys terrapin	northern diamondback terrapin
Nerodia sipedon	northern water snake
Notophthalmus viridescens	red-spotted newt
Plethodon cinereus	northern redback salamander*
Pseudacris crucifer	northern spring peeper
Rana catesbeiana	American bullfrog
Rana clamitans	green frog
Rana sylvatica	wood frog
Rana sphenocephala	southern leopard frog
Scaphiopus holbrookii	eastern spadefoot
Storeria occiptomaculata	northern redbelly snake
Terrapene carolina	eastern box turtle*
Thamnophis sauritus	eastern ribbon snake
Thamnophis sirtalis	eastern garter snake
Trachemys scripta	red-eared slider

* Indicates species was observed at the subject property.

NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

NYS Breeding Bird Atlas

Block 6652D

2000-2005

ATLAS 2000

Navigation Tools

Perform Another Search
Show All Records
Sort by Field Card Order
Sort by Taxonomic Order
View 1985 Data

Block 6652D Summary

Total Species:	71
Possible:	7
Probable:	24
Confirmed:	40

Click on column heading to sort by that category.

List of Species Breeding in Atlas Block 6652D

Common Name	Scientific Name	Behavior Code	Date	NY Legal Status
Cooper's Hawk	*Accipiter cooperii*	X1	6/21/2002	Protected-Special Concern
Red-winged Blackbird	*Agelaius phoeniceus*	FY	6/16/2001	Protected
Wood Duck	*Aix sponsa*	FL	7/14/2001	Game Species
Mallard	*Anas platyrhynchos*	P2	7/22/2001	Game Species
Tufted Titmouse	*Baeolophus bicolor*	FY	6/16/2001	Protected
Cedar Waxwing	*Bombycilla cedrorum*	FL	7/14/2001	Protected
Canada Goose	*Branta canadensis*	FL	6/29/2001	Game Species
Red-tailed Hawk	*Buteo jamaicensis*	T2	7/4/2002	Protected
Northern Cardinal	*Cardinalis cardinalis*	FL	6/3/2001	Protected
House Finch	*Carpodacus mexicanus*	P2	5/13/2001	Protected
Veery	*Catharus fuscescens*	T2	6/16/2001	Protected
Chimney Swift	*Chaetura pelagica*	FY	7/22/2001	Protected
Killdeer	*Charadrius vociferus*	X1	5/26/2002	Protected
Yellow-billed Cuckoo	*Coccyzus americanus*	T2	6/16/2001	Protected
Black-billed Cuckoo	*Coccyzus erythropthalmus*	T2	6/3/2001	Protected

Northern Flicker	*Colaptes auratus*	T2	6/3/2001	Protected
Northern Bobwhite	*Colinus virginianus*	T2	7/14/2001	Game Species
Eastern Wood-Pewee	*Contopus virens*	T2	6/3/2001	Protected
American Crow	*Corvus brachyrhynchos*	FL	7/14/2001	Game Species
Fish Crow	*Corvus ossifragus*	T2	6/3/2001	Protected
Blue Jay	*Cyanocitta cristata*	FY	6/3/2001	Protected
Mute Swan	*Cygnus olor*	FL	7/22/2001	Protected
Prairie Warbler	*Dendroica discolor*	FL	7/14/2001	Protected
Yellow Warbler	*Dendroica petechia*	FL	7/22/2001	Protected
Pine Warbler	*Dendroica pinus*	T2	6/16/2001	Protected
Gray Catbird	*Dumetella carolinensis*	FL	6/16/2001	Protected
Acadian Flycatcher	*Empidonax virescens*	T2	6/16/2001	Protected
Common Yellowthroat	*Geothlypis trichas*	FY	7/14/2001	Protected
Barn Swallow	*Hirundo rustica*	FL	7/14/2001	Protected
Wood Thrush	*Hylocichla mustelina*	FL	7/14/2001	Protected
Baltimore Oriole	*Icterus galbula*	FL	6/16/2001	Protected
Orchard Oriole	*Icterus spurius*	T2	6/16/2001	Protected
Belted Kingfisher	*Megaceryle alcyon*	X1	7/22/2001	Protected
Eastern Screech-Owl	*Megascops asio*	X1	1/20/2003	Protected
Red-bellied Woodpecker	*Melanerpes carolinus*	T2	6/16/2001	Protected
Wild Turkey	*Meleagris gallopavo*	X1	6/29/2001	Game Species
Swamp Sparrow	*Melospiza georgiana*	T2	6/16/2001	Protected
Song Sparrow	*Melospiza melodia*	S2	6/16/2001	Protected
Northern Mockingbird	*Mimus polyglottos*	FL	6/16/2001	Protected
Black-and-white Warbler	*Mniotilta varia*	FL	6/16/2001	Protected
Brown-headed Cowbird	*Molothrus ater*	FL	6/29/2001	Protected
Great Crested Flycatcher	*Myiarchus crinitus*	FL	6/16/2001	Protected
House Sparrow	*Passer domesticus*	ON	4/14/2001	Unprotected
Rose-breasted Grosbeak	*Pheucticus ludovicianus*	X1	7/4/2002	Protected
Downy Woodpecker	*Picoides pubescens*	FY	6/16/2001	Protected
Hairy Woodpecker	*Picoides villosus*	T2	6/16/2001	Protected

Eastern Towhee	*Pipilo erythrophthalmus*	FL	6/16/2001	Protected
Scarlet Tanager	*Piranga olivacea*	FY	6/29/2001	Protected
Black-capped Chickadee	*Poecile atricapillus*	FY	5/13/2001	Protected
Common Grackle	*Quiscalus quiscula*	FY	6/2/2001	Protected
Eastern Phoebe	*Sayornis phoebe*	T2	7/14/2001	Protected
Ovenbird	*Seiurus aurocapilla*	ON	6/3/2001	Protected
American Redstart	*Setophaga ruticilla*	T2	6/16/2001	Protected
Eastern Bluebird	*Sialia sialis*	P2	7/14/2001	Protected
White-breasted Nuthatch	*Sitta carolinensis*	FY	6/16/2001	Protected
American Goldfinch	*Spinus tristis*	P2	6/16/2001	Protected
Chipping Sparrow	*Spizella passerina*	FY	6/16/2001	Protected
Field Sparrow	*Spizella pusilla*	FY	7/14/2001	Protected
Northern Rough-winged Swallow	*Stelgidopteryx serripennis*	FY	7/14/2001	Protected
European Starling	*Sturnus vulgaris*	ON	4/14/2001	Unprotected
Tree Swallow	*Tachycineta bicolor*	P2	6/3/2001	Protected
Carolina Wren	*Thryothorus ludovicianus*	FL	5/13/2001	Protected
Brown Thrasher	*Toxostoma rufum*	T2	5/26/2002	Protected
House Wren	*Troglodytes aedon*	S2	6/3/2001	Protected
American Robin	*Turdus migratorius*	FY	5/13/2001	Protected
Eastern Kingbird	*Tyrannus tyrannus*	FL	7/22/2001	Protected
Blue-winged Warbler	*Vermivora pinus*	DD	6/16/2001	Protected
Warbling Vireo	*Vireo gilvus*	FY	6/16/2001	Protected
Red-eyed Vireo	*Vireo olivaceus*	FY	6/29/2001	Protected
Hooded Warbler	*Wilsonia citrina*	X1	6/3/2001	Protected
Mourning Dove	*Zenaida macroura*	FL	7/14/2001	Protected

Current Date: 10/27/2018

IPaC Information for Planning and Consultation **U.S. Fish & Wildlife Service**

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

NOT FOR CONSULTATION

Location

Suffolk County, New York

Local office

Long Island Ecological Services Field Office

(631) 286-0485
(631) 286-4003

340 Smith Road
Shirley, NY 11967-2258

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species

[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

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1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information.
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

NOT FOR CONSULTATION

Mammals

NAME	STATUS
Northern Long-eared Bat Myotis septentrionalis No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/9045	Threatened

Birds

NAME	STATUS
Piping Plover Charadrius melodus There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/6039	Threatened
Red Knot Calidris canutus rufa No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/1864	Threatened
Roseate Tern Sterna dougallii dougallii No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/2083	Endangered

Flowering Plants

NAME	STATUS
Sandplain Gerardia Agalinis acuta No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/8128	Endangered
Seabeach Amaranth Amaranthus pumilus No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/8549	Threatened

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Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act

[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

---

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Measures for avoiding and minimizing impacts to birds http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Nationwide conservation measures for birds http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

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NAME	BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)
Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Oct 15 to Aug 31
Eastern Whip-poor-will Antrostomus vociferus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Aug 20
Lesser Yellowlegs Tringa flavipes This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Prairie Warbler Dendroica discolor This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Jul 31
Red-headed Woodpecker Melanerpes erythrocephalus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Rusty Blackbird Euphagus carolinus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Semipalmated Sandpiper Calidris pusilla This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere

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Wood Thrush *Hylocichla mustelina* Breeds May 10 to Aug 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

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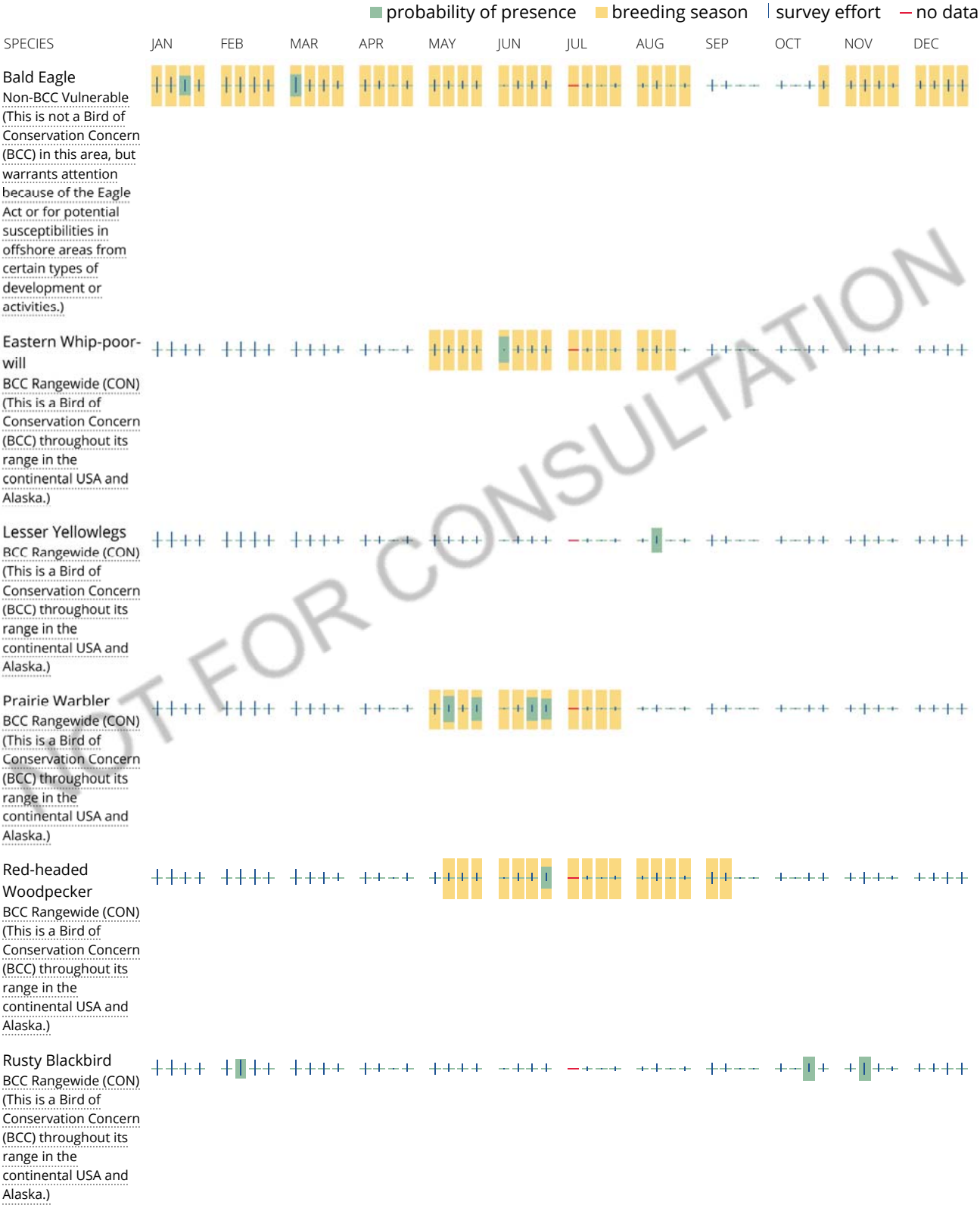
Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



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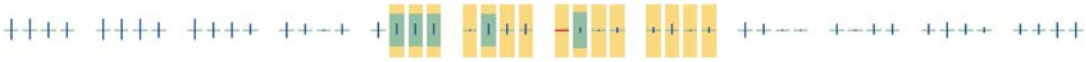
Semipalmated Sandpiper
BCC Rangewide (CON)
(This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

Wood Thrush
BCC Rangewide (CON)
(This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures and/or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the E-bird Explore Data Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

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To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ “What does IPaC use to generate the migratory birds potentially occurring in my specified location”. Please be aware this report provides the “probability of presence” of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the “no data” indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in

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knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

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Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

THERE ARE NO KNOWN WETLANDS AT THIS LOCATION.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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www.vhb.com

July 23, 2018

VIA ELECTRONIC MAIL

Ref: 26662.00

Ms. Andrea Chaloux
New York State Department of Environmental Conservation
Information Services
New York Natural Heritage Program
625 Broadway, 5th Floor
Albany, NY 12233-4757

Re: Records Request
Undeveloped Property
East Side of Bellport Avenue,
Yaphank, Town of Brookhaven,
Suffolk County, New York

Dear Ms. Chaloux:

VHB Engineering, Surveying, Landscape Architecture and Geology, P.C. (VHB) has been contracted by NMF Holdings, LLC, which is proposing to construct an automobile auction facility on portions of the above-referenced 35.4±-acre property (the "subject property"). The subject property is currently undeveloped and predominantly wooded.

VHB is currently preparing a Draft Environmental Impact Statement (DEIS) for the proposed action, with the Town of Brookhaven serving as the lead agency. To ensure that the DEIS will address all significant issues, we are requesting any NYNHP records for rare/protected plants, wildlife, and/or natural communities on, or proximate to, the subject property.

For your reference, a copy of the United States Geological Survey Topographic Map (Bellport, New York Quadrangle) showing the subject property is enclosed.

Thank you in advance for your assistance. If additional information is required, or if you have any questions, please do not hesitate to contact me at (631) 787-3400 or dkennedy@vhb.com.

Engineers | Scientists | Planners | Designers

100 Motor Parkway
Suite 135
Hauppauge, New York 11788
P 631.787.3400
F 631.813.2545

Sincerely,

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

David Kennedy
Project Scientist

DK/
enc.

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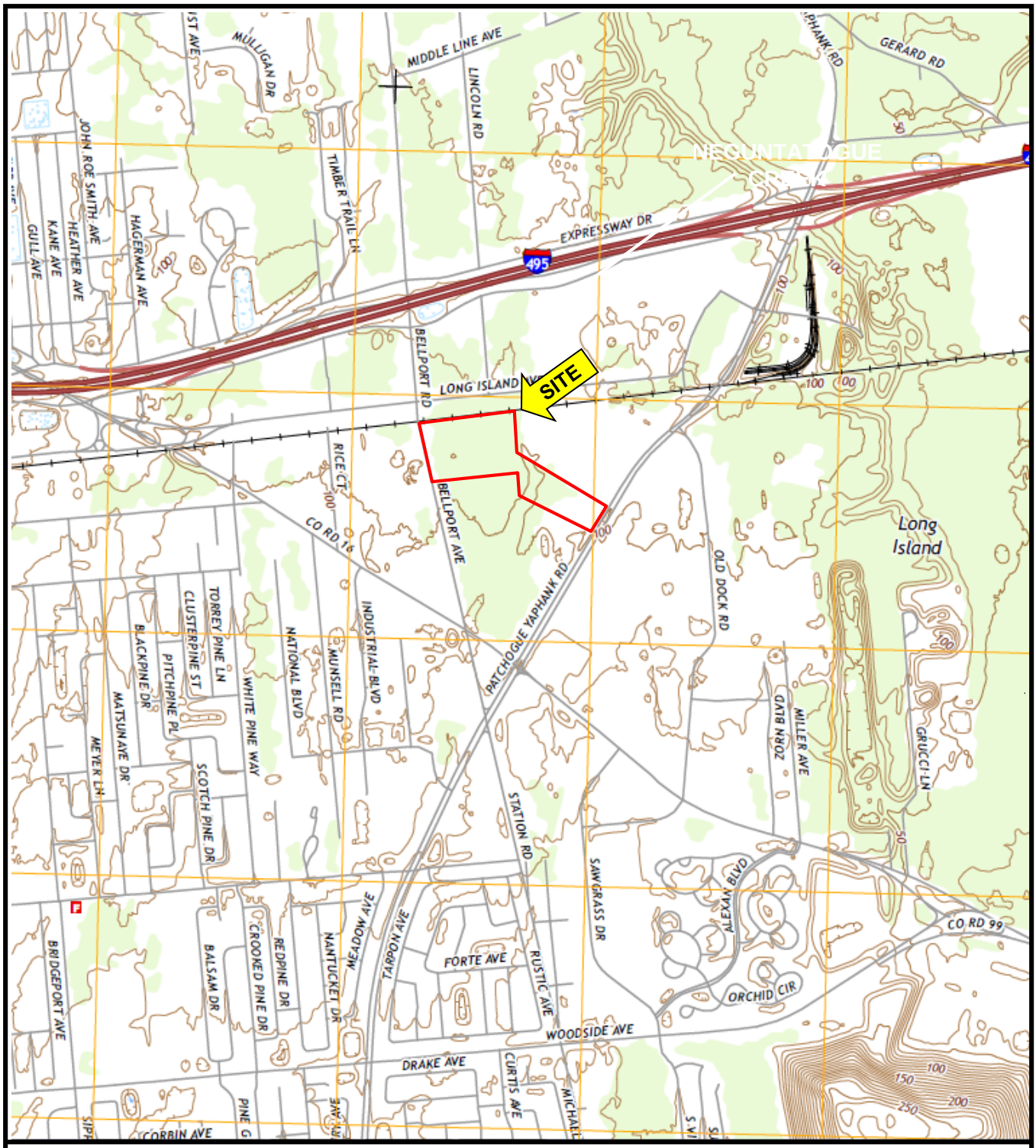

SITE LOCATION MAP

SITE: East Side of Bellport Avenue, Yaphank, Town of Brookhaven, Suffolk County, New York

BASE MAP SOURCE: United States Geographic Map – Bellport, NY Quadrangle

N

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Fish and Wildlife, New York Natural Heritage Program
625 Broadway, Fifth Floor, Albany, NY 12233-4757
P: (518) 402-8935 | F: (518) 402-8925
www.dec.ny.gov

August 22, 2018

David Kennedy
VHB
100 Motor Parkway, Suite 135
Hauppauge, NY 11788

Re: Proposed construction of an automobile auction facility on portions of an undeveloped property on the east side of Bellport Avenue, Yaphank
County: Suffolk Town/City: Brookhaven

Dear Mr. Kennedy:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

We have no records of rare or state-listed animals or plants, or significant natural communities at the project site or in its immediate vicinity.

Within one mile of the project site is a documented non-winter location of **Northern long-eared bat** (*Myotis septentrionalis*, state and federally listed as Threatened). The bats may travel five miles or more from documented locations. The main impact of concern for bats is the cutting or removal of potential roost trees. For information about any permit considerations for the project, please contact the Permits staff at the NYSDEC Region 1 Office at dep.r1@dec.ny.gov, 631-444-0365.

For most sites, comprehensive field surveys have not been conducted. We cannot provide a definitive statement on the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other resources may be required to fully assess impacts on biological resources.

For information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the Permits staff at the NYSDEC Region 1 Office as described above.

Sincerely,

Heidi Krahling
Environmental Review Specialist
New York Natural Heritage Program

939

Appendix M

Description

Traffic Impact Study

Yaphank Automobile Storage Facility

422 Sills Road
Yaphank, New York

PREPARED FOR
NMF Holdings, LLC
36-4 Rice Court
Medford, New York 11763

PREPARED BY

VHB Engineering, Surveying and Landscape Architecture, P.C.
100 Motor Parkway
Suite 135
Hauppauge, NY 11788
631.787.3400

August 2019

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1

Introduction

This study summarizes the comprehensive evaluation of the potential traffic impacts associated with the proposed development of a commercial site for the temporary storage of motor vehicles, on Sills Road (CR 101) in Yaphank, New York. The purpose of this study is to determine if there are any significant traffic impacts due to the proposed project and to evaluate and propose mitigation measures, if required. This report summarizes the data collection process, traffic analysis procedures, and study conclusions and presents the findings of the traffic study.

Based on the results of the study, more completely described herein, it has been concluded that the proposed action will not have a significant impact on the study intersections or roadway network.

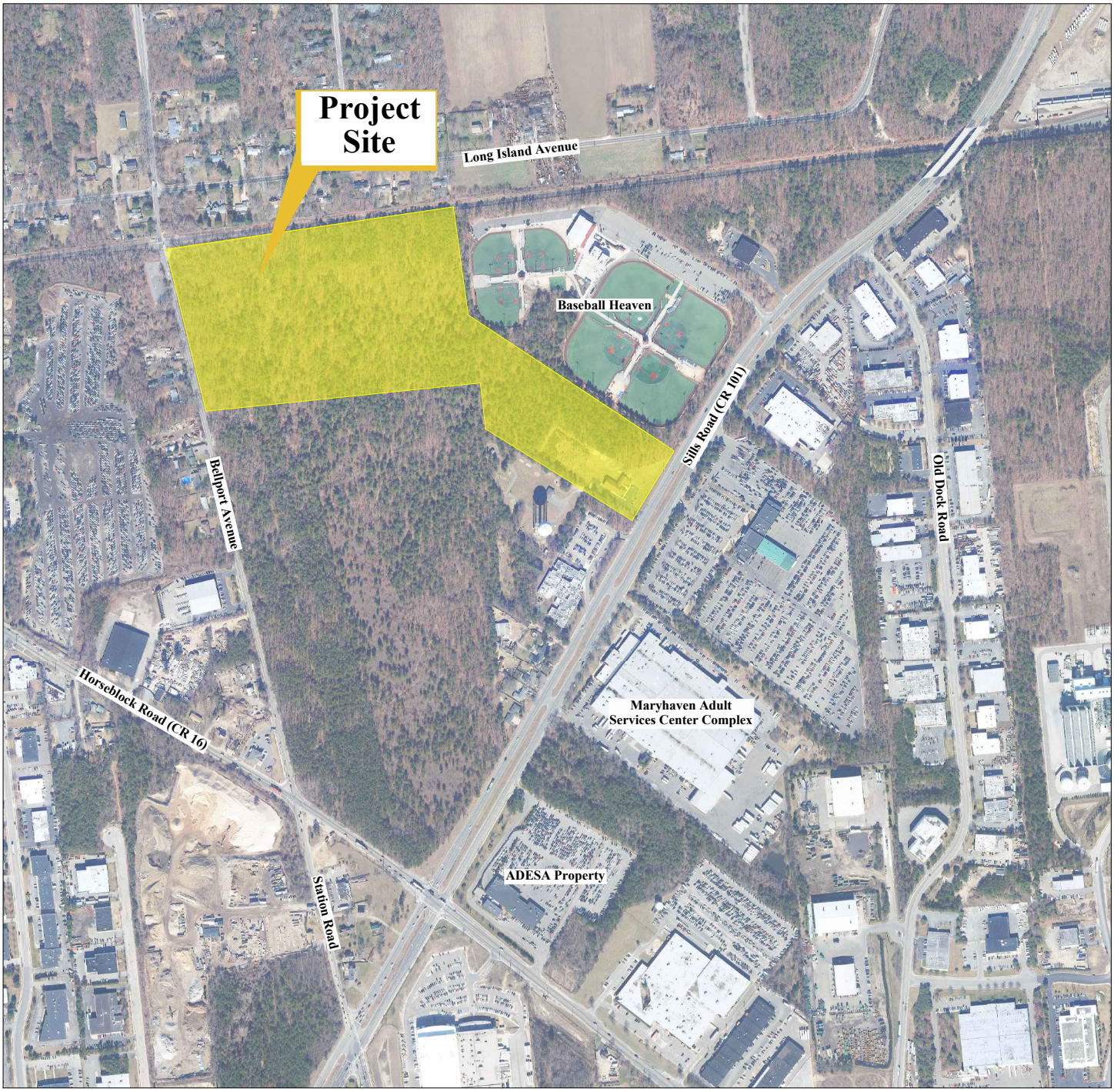
Project Description

NMF Holdings, LLC. is proposing to develop a site for the storage of motor vehicles in Yaphank, NY. This site would receive automobiles to be temporarily stored prior to auction. No live auctions of vehicles would occur at the site.

The proposed site is 35.67± acres in size, is located on Sills Road (County Road 101) and extends from Sills Road to Bellport Avenue to the west. To the north, the site is bounded by Baseball Heaven and the Long Island Railroad Ronkonkoma Branch. The site currently contains an existing structure (a former church) that has been recently vacated.

The current access serving the existing building would be eliminated and a common access point developed approximately 200 feet to the north that will serve the existing building and the proposed storage yard to the rear. As Sills Road includes a non-traversable median, the site would be served by a rights-in, rights-out only access drive.

The project location is shown in Figure 1.



Not to Scale

Figure 1

Project Location Map

Yaphank Auto Auction
Yaphank, New York

Study Methodology

The following describes the methodology used in this traffic study:

- The project Conceptual Site Plan and related documents were reviewed to obtain an understanding of the project scope and layout.
- The Final Scope for the Draft Environmental Impact Statement (DEIS) was reviewed.
- A review was made of the adjacent roadway system and the key intersections that might be significantly impacted by the proposed project were identified.
- Field inventories were made to observe the number and direction of travel lanes at the key intersections, along with signal timing, phasing and cycle lengths.
- Accident data for the most recent three-year period for the study area were reviewed, tabulated and summarized.
- Turning movement counts were collected at the key intersections using Miovision cameras on a typical weekday during the a.m. and p.m. peak periods.
- The existing traffic volumes at the key intersections were expanded to the future No-Build year (assumed to be 2020).
- The traffic generated by the proposed development was projected based on information from the project sponsor on the specifics of the site's operation.
- The site-generated volumes were distributed along the adjacent roadway network and were added to the No-Build volumes to produce the proposed Build volumes.
- Capacity analyses were performed for the key intersections for the Existing, No-Build and future Build conditions.
- The results of the analyses for the Existing, No-Build, and Build conditions were compared to assess any significant traffic impacts due to the proposed project.
- The proposed site access point was evaluated.
- The need for traffic mitigation measures was evaluated.

2

Existing Conditions

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

Roadway and Intersection Conditions

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

Sills Road (CR 101)

Sills Road, designated County Road 101, is a major north-south arterial under the jurisdiction of the Suffolk County Department of Public Works (SCDPW). It runs south from Mill Road in Yaphank to Montauk Highway (CR 80) in East Patchogue. South of the Long Island Expressway it provides two travel lanes in each direction separated by a wide planted median with additional turn lanes at intersections. In the study area, it runs along the eastern boundary of the site. The posted speed limit along Sills Road in the study area is 45 miles per hour. The Traffic Data Viewer reveals that the NYSDOT forecast for 2015 puts the combined two-way AADT on the

segment of Sills Road adjacent to the project site at approximately 15,700 vehicles per day.

Horseblock Road (CR 16)

Horseblock Road, designated County Road 16, is a major east-west arterial that is under the jurisdiction of the SCDPW. It runs south and east from NY 25 in Smithtown to Montauk Highway (CR 80) in Bellport. In vicinity of the project site it runs to the south of the site and provides one travel lane in each direction, provides additional turning lanes at major intersections and has a posted speed of 55 miles per hour east of Sills Road and 50 miles per hour west of Sills Road. The Traffic Data Viewer reveals that the NYSDOT forecast for 2015 puts the combined two-way AADT on the segment of Horseblock Road closest to the project at approximately 17,850 vehicles per day.

Bellport Avenue/Station Road

Bellport Avenue/Station Road is a north-south collector roadway that is under the jurisdiction of the Town of Brookhaven. The Bellport Avenue portion of this roadway runs south from Mill Road (CR 64) to Horseblock Road (CR 16). The Station Road portion of this roadway runs south from Horseblock Road to South Country Road (CR 36). It runs to the west of the project site and provides one travel lane in each direction in the vicinity of the site with a posted town speed limit of 30 miles per hour. The Traffic Data Viewer reveals that the NYSDOT forecast for 2015 puts the combined two-way AADT on the segment of Bellport Avenue/Station Road closest to the project at approximately 2,483 vehicles per day. It is noted that trucks (except local delivery) are prohibited on Bellport Avenue north of Horseblock Road.

Old Dock Road

Old Dock Road is a north-south minor collector roadway that is under the jurisdiction of the Town of Brookhaven. It runs south from Sills Road (CR 101) to Horseblock Road (CR 16). Old Dock Road runs to the east of the project site and provides one travel lane in each direction in the vicinity of the site with a posted town speed limit of 30 miles per hour.

Long Island Avenue

Long Island Avenue is an east-west minor collector roadway that is under the jurisdiction of the Town of Brookhaven. It runs east from Nicolls Road (CR 97) to State Street. State Street continues east and intersects with Sills Road (CR 101). Long Island Avenue runs to the north of the project site and provides one travel lane in each direction in the vicinity of the site with a posted speed limit of 40 miles per hour.

Study Intersections

To determine the potential traffic impacts of the proposed project, the following nine primary study intersections were identified in the Final Scope for the DEIS for detailed analysis under the Existing, future No-Build and future Build conditions:

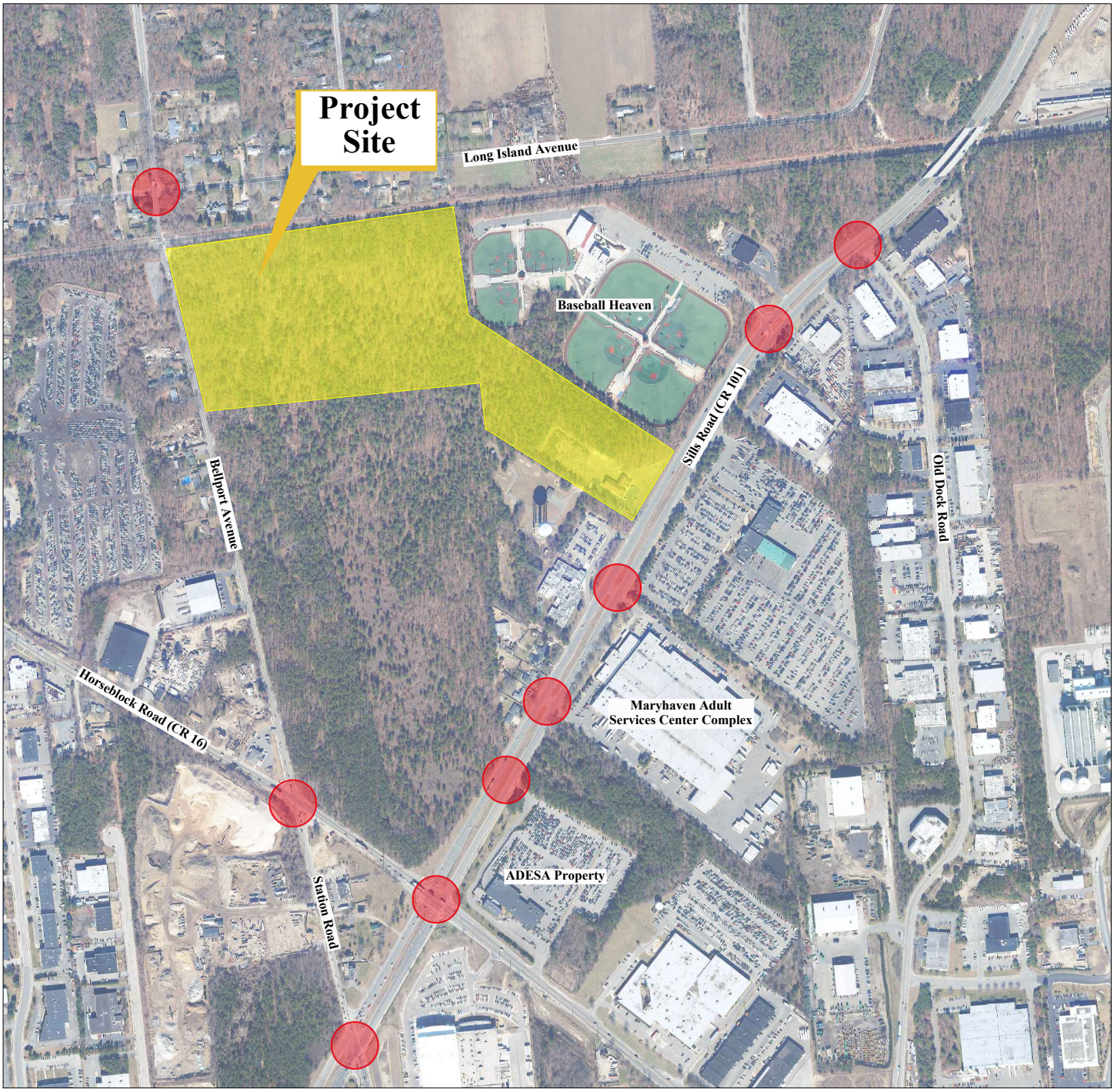
- Sills Road (CR 101) & Old Dock Road (Unsignalized)
- Sills Road (CR 101) & Median turnaround at Baseball Heaven (Unsignalized)
- Sills Road (CR 101) & North Driveway to Maryhaven Adult Services Center Complex (Unsignalized)
- Sills Road (CR 101) & South Driveway to Maryhaven Adult Services Center Complex (Unsignalized)
- Sills Road (CR 101) & Driveway to ADESA Property (Unsignalized)
- Sills Road (CR 101) & Horseblock Road (CR 16) (Signalized)
- Sills Road (CR 101) & Station Road (Signalized)
- Horseblock Road (CR 16) & Station Road/Bellport Avenue (Signalized)
- Bellport Avenue & Long Island Avenue (Unsignalized)

Additional discussion and analysis based on the data collected and analysis results for the intersections above was applied to the following 14 supplemental intersections to determine if adverse traffic conditions will occur as a result of the proposed operations:

- Sills Road (CR 101) and Long Island Expressway Service Road South
- Sills Road (CR 101) and Long Island Expressway Service Road North
- Sills Road (CR 101) and Long Island Avenue/State Street
- Bellport Avenue (CR 64) and Long Island Expressway Service Road South
- Horseblock Road (CR 16) and exit/entrance roads to Amneal Pharmaceutical
- Station Road (CR 64) and exit/entrance roads to Amneal Pharmaceutical
- Horseblock Road (CR 16) and Sawgrass Drive/Pinehurst Drive
- Horseblock Road (CR 16) and Old Dock Road
- Horseblock Road (CR 16) and Zorn Boulevard
- Horseblock Road (CR 16) and Alexan Boulevard
- Horseblock Road (CR 16) and East Woodside Avenue
- Sunrise Highway (NY 27) and Horseblock Road (CR 16)
- Sunrise Highway (NY 27) and Station Road (CR 64)
- Station Road (CR 64) and Woodside Avenue

The nine primary study intersections are shown on Figure 2. Aerial views of these primary intersections and descriptions of same are included in the next section of this report.

The 14 supplemental study intersections and overall study area are shown on Figure 3.



Not to Scale

Figure 2

Study Intersections Map

Yaphank Auto Auction
Yaphank, New York

Legend

Not to Scale

Primary Study Intersections

Supplemental Study Intersections

Figure 3

Overall Study Intersections Map

Yaphank Auto Auction
Yaphank, New York

Sills Road (CR 101) & Old Dock Road

Sills Road at Old Dock Road is a three-legged unsignalized intersection. The north-south Sills Road is divided by a grassy median with guiderail and is oriented in a northeast-southwest direction here and provides a through lane and a shared through/right-turn lane in the northbound direction and in the southbound direction it provides two through lanes. In the westbound direction, Old Dock Road is stop controlled and provides a right-turn lane.

Sills Road (CR 101) & Median Turnaround at Baseball Heaven

Sills Road at the Median Turnaround at Baseball Heaven is a three-legged unsignalized intersection. The north-south Sills Road divided by a grassy median is oriented in a northeast-southwest direction here and provides an exclusive U-turn/left-turn lane and two through lanes in the northbound direction and in the southbound direction it provides two through lanes and an exclusive channelized right-turn lane into Baseball Heaven. In the eastbound direction, the Baseball Heaven driveway is stop controlled and provides a right-turn lane. Northbound to southbound U-Turns are permitted at this location.

Sills Road (CR 101) & North Driveway to Maryhaven Adult Services Center Complex

Sills Road at the north driveway to Maryhaven Adult Services Center Complex is a three-legged unsignalized intersection. The north-south Sills Road is divided by a grassy median and is oriented in a northeast-southwest direction here and provides an exclusive U-turn lane and two through lanes in the northbound direction and in the southbound direction it provides two through lanes and an exclusive left-turn lane into the driveway. In the westbound direction, the north driveway is stop controlled and provides a shared right-turn/left-turn lane. Northbound to southbound U-Turns are permitted at this location as well as southbound to northbound U-Turns.

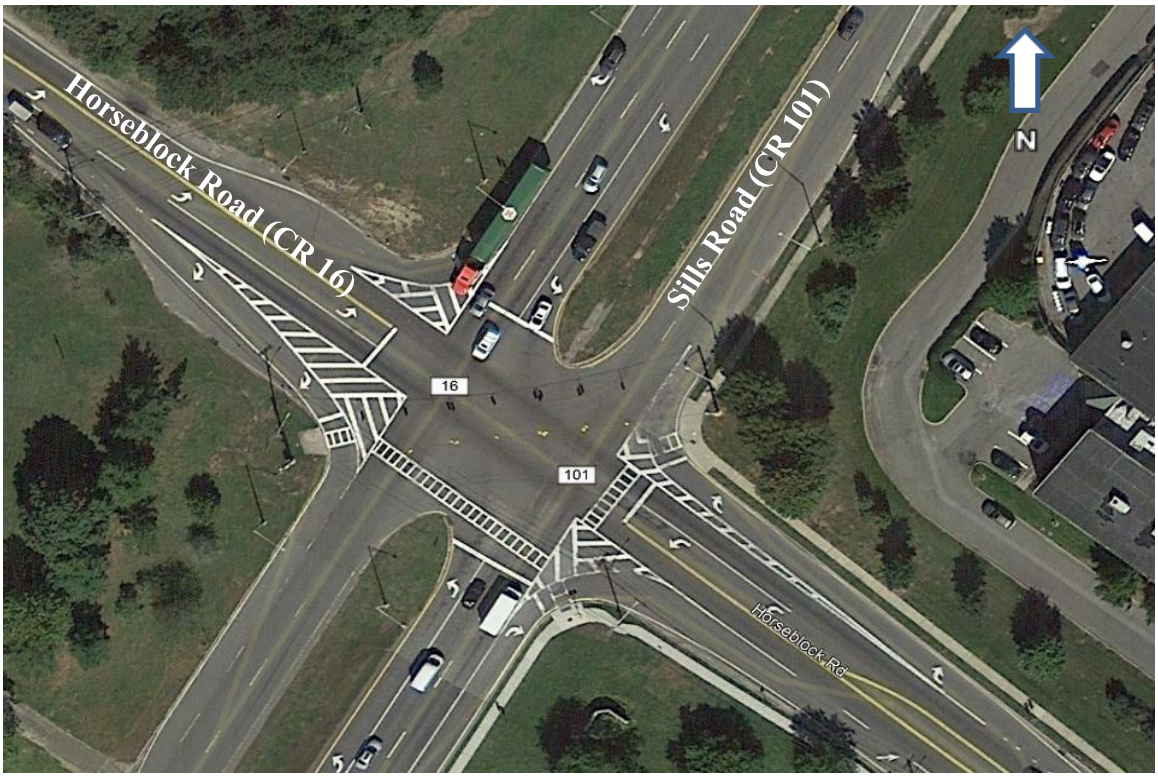
Sills Road (CR 101) & South Driveway to Maryhaven Adult Services Center Complex

Sills Road at the south driveway to Maryhaven Adult Services Center Complex is a three-legged unsignalized intersection. The north-south Sills Road is divided by a grassy median and is oriented in a northeast-southwest direction here and provides an exclusive U-turn lane and two through lanes in the northbound direction and in the southbound direction it provides two through lanes and an exclusive left-turn lane into the driveway. In the westbound direction, the north driveway is stop controlled and provides a shared right-turn/left-turn lane. Northbound to southbound U-Turns are permitted at this location as well as southbound to northbound U-Turns.

Sills Road (CR 101) & ADESA Driveway

Sills Road at the ADESA driveway is a three-legged unsignalized intersection. The north-south Sills Road divided by a grassy median is oriented in a northeast-southwest direction here and provides two through lanes and an exclusive channelized right-turn lane into the ADESA driveway in the northbound direction and in the southbound direction it provides two through lanes. In the westbound direction, the ADESA driveway is yield controlled and provides a channelized right-turn lane.

Sills Road (CR 101) & Horseblock Road (CR 16)

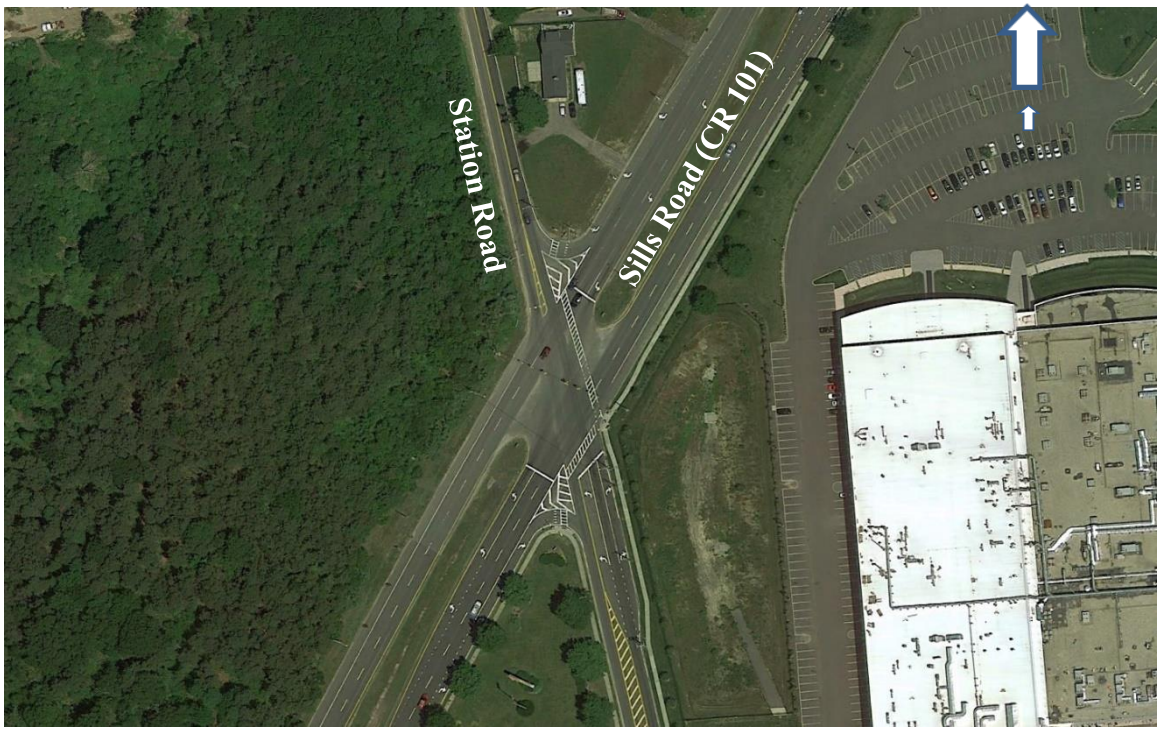


Sills Road at Horseblock Road is a four-legged, signalized intersection. The east-west approaches on Horseblock Road are oriented in a northwest-southeast direction and provide one exclusive left-turn lane, a through lane, and an exclusive right-turn lane in both the directions. The north-south approaches on divided Sills Road are oriented in a northeast-southwest direction and provide an exclusive left-turn lane, two through lanes and an exclusive right-turn lane in both the directions. A grassy median divides Sills Road and there are pedestrian crosswalks across the westbound and northbound approaches.

The intersection is controlled by a multi-phase signal with fully protected north-south left-turn and a protected permitted westbound left turn phasing. The phasing sequence is as follows:

- Sills Road fully protected left-turn phase
- Sills Road through phase
- Horseblock Road westbound protected and through phase
- Horseblock Road through phase with permitted left turns

Sills Road (CR 101) & Station Road



Sills Road at Station Road is a four-legged, signalized intersection. The north-south approaches on Station Road provide one exclusive left-turn lane, a through lane, and an exclusive right-turn lane in the northbound direction and provide a shared left-turn/through/right-turn lane in the southbound direction. The north-south approaches on divided Sills Road are oriented in a northeast-southwest direction and provide an exclusive left-turn lane, two through lanes and an exclusive channelized right-turn lane in both the directions. A grassy median divides Sills Road and there are pedestrian crosswalks across the westbound and southbound approaches.

The intersection is controlled by a multi-phase signal with fully protected north-south left-turn and a protected permitted westbound left turn phasing. The phasing sequence is as follows:

- Sills Road fully protected left-turn phase with westbound overlap for protected right-turns
- Sills Road through phase
- Station Road through phase with permitted left turns

Horseblock Road (CR 16) & Bellport Avenue/Station Road

Horseblock Road at Bellport Avenue/Station Road is a four-legged, signalized intersection. The north-south approaches on Bellport Avenue/Station Road provide one shared left-turn/through lane and an exclusive channelized right-turn lane in both directions. The east-west approaches on Horseblock Road are oriented in a northwest-southeast direction and provide a shared left-turn/through lane and an exclusive channelized right-turn lane in both the directions.

The intersection is controlled by a multi-phase signal with fully protected north-south left-turn and a protected permitted westbound left turn phasing. The phasing sequence is as follows:

- Horseblock Road through phase with permitted left-turns
- Bellport Avenue/Station Road through phase with permitted left-turns

Bellport Avenue & Long Island Avenue

Bellport Avenue at Long Island Avenue is a four-way, stop-controlled intersection. The north-south approaches on Bellport Avenue provide a shared left-turn/through/right-turn lane in both directions. The east-west approaches on Long Island Avenue provide a shared left-turn/through/right-turn lane in both directions.

Existing Traffic Volume Data

Intersection turning movement counts at the two study intersections were collected using Miovision cameras between 7:00 a.m. and 9:00 a.m. (weekday a.m. peak) and between 4:00 p.m. and 6:00 p.m. (weekday p.m. peak) on Thursday, September 20, 2018 for the intersections of Sills Road at Horseblock Road, Sills Road at Baseball Heaven driveway, and Sills Road at the north Maryhaven driveway. Intersection turning movement counts for the remaining six intersections were collected using Miovision cameras between 7:00 a.m. and 9:00 a.m. (weekday a.m. peak) and between 4:00 p.m. and 6:00 p.m. (weekday p.m. peak) on Tuesday, April 30, 2019. These traffic counts were conducted so they coincided with the heaviest traffic flows associated with commuter activities in the local area.

It should be noted that no traffic data was collected on a typical Saturday as the proposed facility will be closed at that time and will therefore not be generating activity in the future condition. Accordingly, no Saturday analysis was prepared.

The existing turning movement count summaries are available in Appendix A.

The existing peak hour weekday a.m., p.m. traffic volumes are shown in Figure 4.

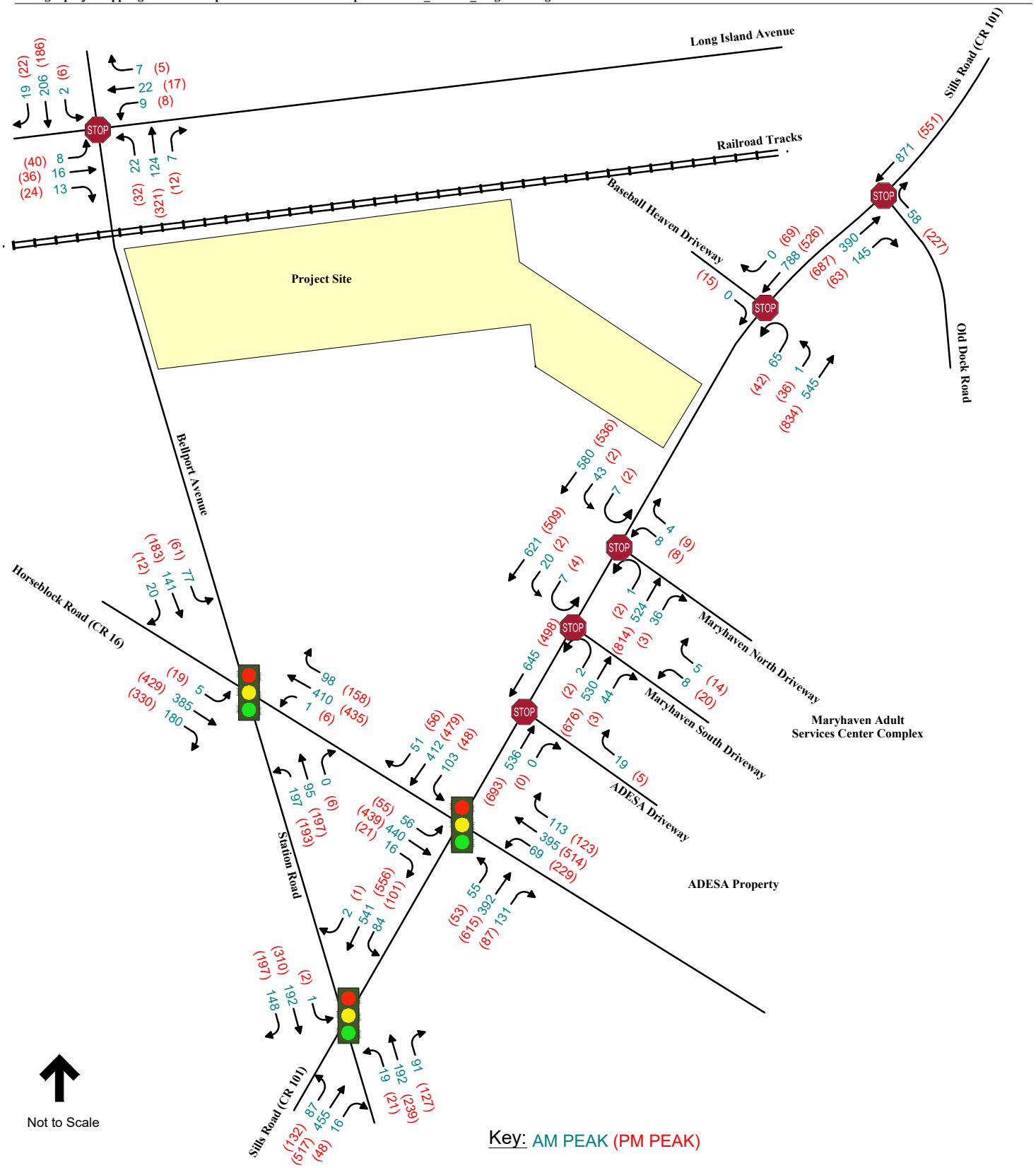


Figure 4

Existing Peak Hour Traffic Volumes

Yaphank Auto Auction
Yaphank, New York

Accident History

Accident data from the New York State Department of Transportation (NYSDOT) Accident Location Information System (ALIS) records for the most recent available three-year period were requested.

Accident VDRs for the period of January 1, 2016 to December 31, 2018 were obtained for the segment of Sills Road between Baseball Heaven and Old Dock Road and between Horseblock Road and Station Road. The intersection of Long Island Avenue and Bellport Avenue as well as Station Road and Horseblock Road VDRs were also obtained.

Tables 1 and 2 on the following pages provides a summary of the most recent history of accidents at the study intersections and roadway segment between, respectively. At study intersections not listed in Table 1, no accidents were included in the NYSDOT data for that location for this three-year period.

Accident data can be found in Appendix B.

Table 1 – Intersection Accident Data Summary – Study Area

Intersection	Accident Severity				Total	Accident Type							
	Fatality	Injury	Property Damage Only	Non-Reportable		Rear End	Overtaking	Right Angle	Left Turn	Right Turn	Head On	Side-Swipe	Other
Intersection of **Long Island Avenue & Bellport Avenue**	0	2	3	2	**7**	0	0	5	0	1	0	0	1
Intersection of **Station Road & Horseblock Road**	0	9	18	23	**50**	19	10	3	7	0	1	1	9
Intersection of **Station Road & Sills Road**	0	15	8	26	**49**	29	4	6	5	1	0	1	3
Intersection of **Sills Road & Horseblock Road**	0	5	9	13	**27**	18	0	3	2	0	0	0	4
Intersection of **Sills Road & Maryhaven Center/Turnaround**	0	1	1	1	**3**	1	1	0	0	1	0	0	0
Intersection of **Sills Road & Baseball Heaven /Turnaround**	0	0	3	0	**3**	0	1	0	0	0	0	0	2
Intersection of **Sills Road & Old Dock Road**	0	0	0	2	**2**	0	1	0	1	0	0	0	0

Intersections**:**

At Long Island Avenue and Bellport Avenue, a total of 7 accidents were reported to have occurred during the study period. There were no fatalities, 2 accidents resulted in personal injury, 3 accidents resulted in property-damage only and 2 accidents were classified as non-reportable. The accident type with the highest incident rate was right angle collision (5 accidents – 71.4%).

At Station Road and Horseblock Road, a total of 50 accidents were reported to have occurred during the study period. There were no fatalities, 9 accidents resulted in personal injury, 18 accidents resulted in property-damage only, and 23 accidents were classified as non-reportable. The accident type with the highest incident rate was rear end collision (19 accidents – 38.0%).

At Station Road and Sills Road, a total of 49 accidents were reported to have occurred during the study period. There were no fatalities, 15 accidents resulted in personal injury, 8 accidents resulted in property-damage only, and 26 accidents were

classified as non-reportable. The accident type with the highest incident rate was rear end collision (29 accidents – 59.2%).

At Sills Road and Horseblock Road, a total of 27 accidents were reported to have occurred during the study period. There were no fatalities, 5 accidents resulted in personal injury, 9 accidents resulted in property-damage only, and 13 accidents were classified as non-reportable. The accident type with the highest incident rate was rear end collision (18 accidents – 66.7%).

At Sills Road and Maryhaven Center/Turnaround, a total of 3 accidents were reported to have occurred during the study period. There were no fatalities, 1 accident resulted in personal injury, 1 accident resulted in property-damage only, and 1 accident was classified as non-reportable. There was one rear end accident, one overtaking accident and one right-turn accident reported to have occurred at this intersection.

At Sills Road and Baseball Heaven/Turnaround, a total of 3 accidents were reported to have occurred during the study period. There were no fatalities and 3 accidents resulted in property-damage only. The accident type with the highest incident rate was other (2 accidents – 66.75%).

At Sills Road and Old Dock Road, a total of 2 accidents were reported to have occurred during the study period. There were no fatalities and both accidents were classified as non-reportable. There was one overtaking accident and one left-turn accident reported to have occurred at this intersection.

Table 2 – Segment Accident Data Summary – Study Area

Segment	Accident Severity				Total	Accident Type				
	Fatality	Injury	Property Damage Only	Non-Reportable		**Rear End**	**Overtaking**	**Right Angle**	**Right Turn**	**Other**
Segment of **Station Road From Sills Road to Horseblock Road**	0	0	2	2	**4**	2	0	0	1	1
Segment of **Sills Road From Horseblock Road to Maryhaven Center**	0	1	3	2	**6**	1	1	1	1	2

Roadway Segments**:**

On the roadway segment of Station Road between Sills Road and Horseblock Road, a total of 4 accidents were reported to have occurred during the study period. There were no fatalities, 2 accidents resulted in property-damage only and 2 accidents were classified as non-reportable. The accident type with the highest incident rate was rear end collision (2 accidents – 50.0%).

On the roadway segment of Sills Road from Horseblock Road to Maryhaven Center, a total of 6 accidents were reported to have occurred during the study period. There were no fatalities, 1 accident resulted in personal injury, 3 accidents resulted in property-damage only, and 2 accidents were classified as non-reportable. The accident type with the highest incident rate was other (2 accidents – 33.3%).

Considering that the project is adding a very small number of new trips to the area and the proposed access plan, it is not expected that this project will have a significant impact on the rate of accident occurrence in the study area.

It is noted that vehicles delivered to site will be transported in large majority by small flat-bed type car-carriers that accommodate only 3 to 4 vehicles. In the rare instance that a larger vehicle transport truck will arrive at the site to deliver vehicles, it will arrive from the north from the Long Island Expressway and make a right-turn into the site. Upon leaving the site, any of these larger vehicles will travel south to use Horseblock Road, with the majority of them heading west to return to the Long Island Expressway. These larger vehicles will not make u-turns at median openings on Sills Road. Any vehicle that would be infrequently making u-turns to access the project site (a maximum of 7 during the a.m. or p.m. peak hours based on the analyses contained herein) would be flat-bed type car-carriers or smaller. Removal of vehicles from the site is expected to be done exclusively by the smaller 3 to 4 vehicle flat-bed type car-carriers. It is also noted that truck travel on the section of

Bellport Road north of Horseblock Road is prohibited and conspicuously signed. No trucks associated with the site will use this roadway.

3

Future Conditions

The analysis of future conditions, without and with the proposed project ("No-Build" and "Build" conditions, respectively), was performed to evaluate the effect of the proposed project on future traffic conditions in the area. Background traffic volumes in the study area were projected to the year 2020, reflecting the year when the project is expected to be completed and operational. The No-Build Condition represents the future traffic conditions that can be expected to occur, even if the proposed project is not constructed. The No-Build Condition serves as a comparison to the Build Condition, which represents expected future traffic conditions resulting from both project and non-project generated traffic.

No-Build Condition

No-Build traffic volumes include all existing traffic and any new traffic due to background traffic growth and any other significant planned developments in the immediate vicinity of the project site.

Other Planned Development

As noted in the Final Scope for the DEIS, the Town of Brookhaven has not identified any other planned developments in the project area that have the potential to effect traffic conditions.

Background Traffic Growth

To account for increases in general population and background growth not related to the proposed project, an annual growth factor was applied to the existing traffic volumes. Based on NYSDOT published information, the traffic volume growth rate for the southern portion of the Town of Brookhaven is 2.0% percent per year.

To account for any other planned developments in the vicinity of the project site not specifically identified, a total growth rate of 5.0% (2 years at 2.5% per year) was applied to the 2018 traffic data and a growth rate of 2.5% was applied to the 2019 traffic data to develop the background traffic based on the anticipated Build year of 2020.

After applying the growth factor to the existing traffic volumes, the resulting 2020 No-Build traffic volumes for the weekday a.m. and p.m. peak hours are shown in Figure 5.

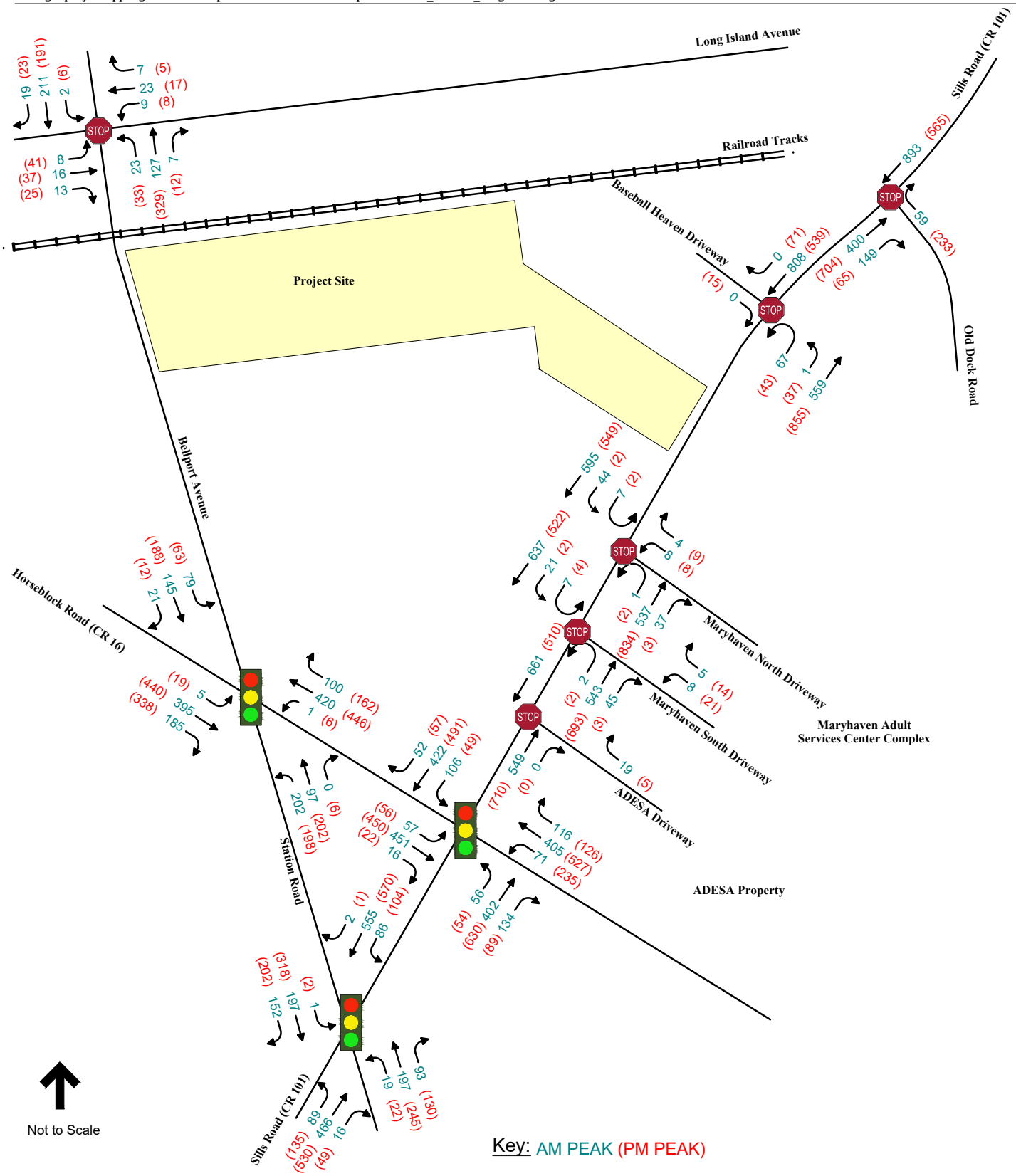


Figure 5

No Build Peak Hour Traffic Volumes

Yaphank Auto Auction
Yaphank, New York

Build Condition

Development Details

To estimate the traffic impacts of the proposed project, it is necessary to determine the traffic volumes expected to be generated by the proposed project. The development would not consist of any traditional building construction, but the preparation of the site as an area for the temporary storage of vehicles prior to them being auctioned online. No live auctions of vehicles would occur on the site. Occasionally, a prospective buyer may visit the site to evaluate vehicles but in large majority even this is done online, given the information published there for each vehicle.

Normally, peak period trip generation data is obtained from published sources such as the Institute of Transportation Engineer's (ITE) publication, *Trip Generation*. But this use is somewhat unique and is not covered in that publication or any source of trip generation data reviewed. Hence, peak period trip information was developed from information obtained from the site operator based on specific anticipated site operations. The following summarizes that operation as it pertains to vehicle movement and peak period trip generation estimates.

Based on discussions with the site operator, vehicles to be stored prior to auction will arrive over the course of a typical business day on 3 to 4 vehicle flat-bed type car-carriers. The majority of these deliveries will arrive south on Sills Road from the Long Island Expressway (LIE). Post-auction, purchased vehicles are removed from the site using the same types of transport vehicles. The trip making activity can be best described as 4 components; vehicle delivery, vehicle inspection, vehicles removal and staff activity. Peak hour trip generation estimates were developed as follows.

1. Vehicle Delivery – Based on discussions with the project sponsor, it is anticipated that 30 vehicles will arrive at the site daily, on car-carriers carrying an average of 3 vehicles. This equates to 10 car-carrier trips over the course of the day. To present a high-side conservative estimate of potential impacts, it is assumed in this study for analysis purposes that 6 deliveries to the site occur in the peak hours. This is an overestimation of anticipated site activity.
2. Buyer Inspection – As noted previously, the majority of vehicles are not inspected in person, but online. However, there may be occasional visits to the site by prospective purchasers. To account for this, it was assumed that two visits to the site by prospective buyers would occur during the peak hours.
3. Vehicle Removal - Based on discussions with the project sponsor, it is anticipated that 30 vehicles will depart from the site daily, on car-carriers carrying an average of 2 vehicles. This equates to 15 car-carrier trips over the course of the day. To present a high-side conservative estimate of potential impact, it is assumed in this study for analysis purposes that 8 removal trips to

the site occur in the peak hours. This is an overestimation of anticipated site activity.

4. Staff - Based on discussions with the operator the site will be minimally staffed. However, to account for trips to and from the site it was assumed that 2 trips per hour associated with staff activities would occur.

   Based on the sites operation as described above, the peak hour trips forecast to be generated by the site were derived. Table 3 presents the Projected Trip Generation.

Table 3 – Trip Generation Projections – Vehicle Storage Site

Component	AM Peak Hour		PM Peak Hour	
	Entering	Exiting	Entering	Exiting
Car Deliveries	6	6	6	6
Car Inspections	2	2	2	2
Car Removals	8	8	8	8
Staff	2	2	2	2
	Total =	**36**	Total =	**36**

Table 3 shows that, with the very high-side conservative assumptions, the site would generate 36 trips (18 entering and 18 exiting) during a.m. peak hour and 36 trips (18 entering and 18 exiting) during p.m. peak hour.

Trip Assignment

The trips originating from and destined to the project site were assigned to the adjacent roadways based on information from the project sponsor as described in the previous section. As discussed above, the vehicles brought to the site are anticipated to arrive from and leave to the Long Island Expressway in their majority. However, there may be occasional instances when vehicles arrive from Sunrise Highway via Horseblock Road or Sills Road. In assigning trips related to vehicle deliveries and departures, 70% of these trips were assumed as arriving from the Long Island Expressway and returning to the Long Island Expressway via Horseblock Road. The balance was assigned with 15% via Horseblock from and to the southeast and 15 % via Sills Road from and to the south. The trips on Horseblock Road east of Sills Road and on Sills Road south of Horseblock Road will be a fraction of the modest number of trips noted in Table 3 above and will result in even lesser levels of impact than those evaluated at the primary study intersections as discussed later in the report.

As can be seen on Figures 6 and 7, one of the primary study intersections is not expected to experience any additional traffic as a result of this project. The intersection of Bellport Avenue and Long Island Avenue is not expected to see even

a low level of site traffic. In addition, trucks are prohibited on the section of Bellport Avenue north of Horseblock Road.

Based on the forecast peak hour traffic flows and arrival and departure patterns, the project-generated traffic volumes from the four components of activity on the site, Vehicle Delivery, Buyer Inspection, Vehicle Removal and Staff were estimated for the weekday a.m. and p.m. peak hours and are presented Figures 6, 7, 8 and 9, respectively. The total site generated volumes being the total of the four above mentioned activities for the weekday a.m. and p.m. peak hours are presented in Figure 10.

To determine the future Build Condition traffic volumes, the project-generated trips were added to the No-Build traffic volumes at the key intersections. The resulting Build traffic volumes for the weekday a.m. and p.m. peak hours are shown in Figure 11.

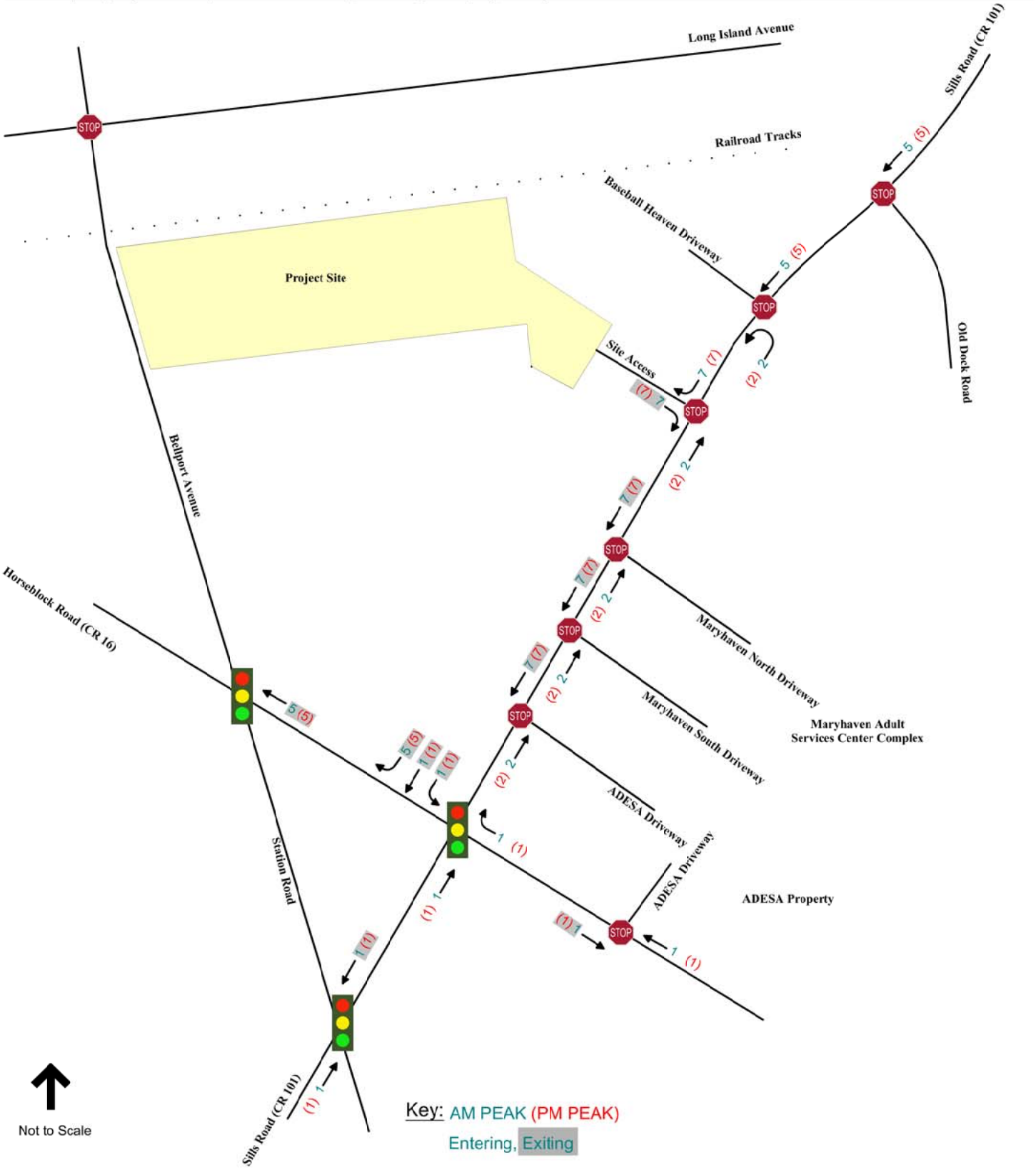


Figure 6

Site Generated Traffic Volumes
Vehicle Delivery
Yaphank Auto Auction
Yaphank, New York

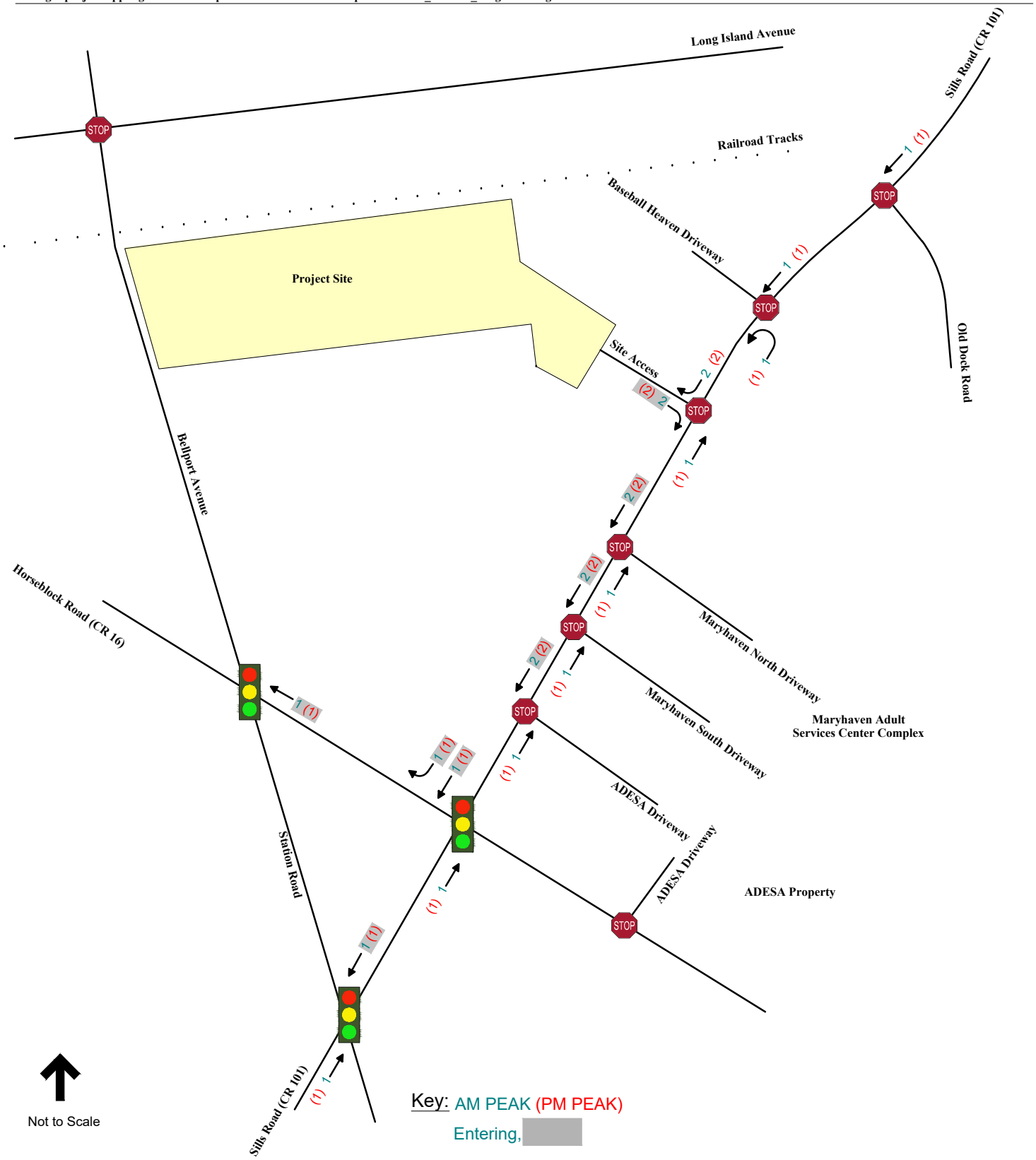


Figure 7

Site Generated Traffic Volumes
Vehicle Inspection
Yaphank Auto Auction
Yaphank, New York

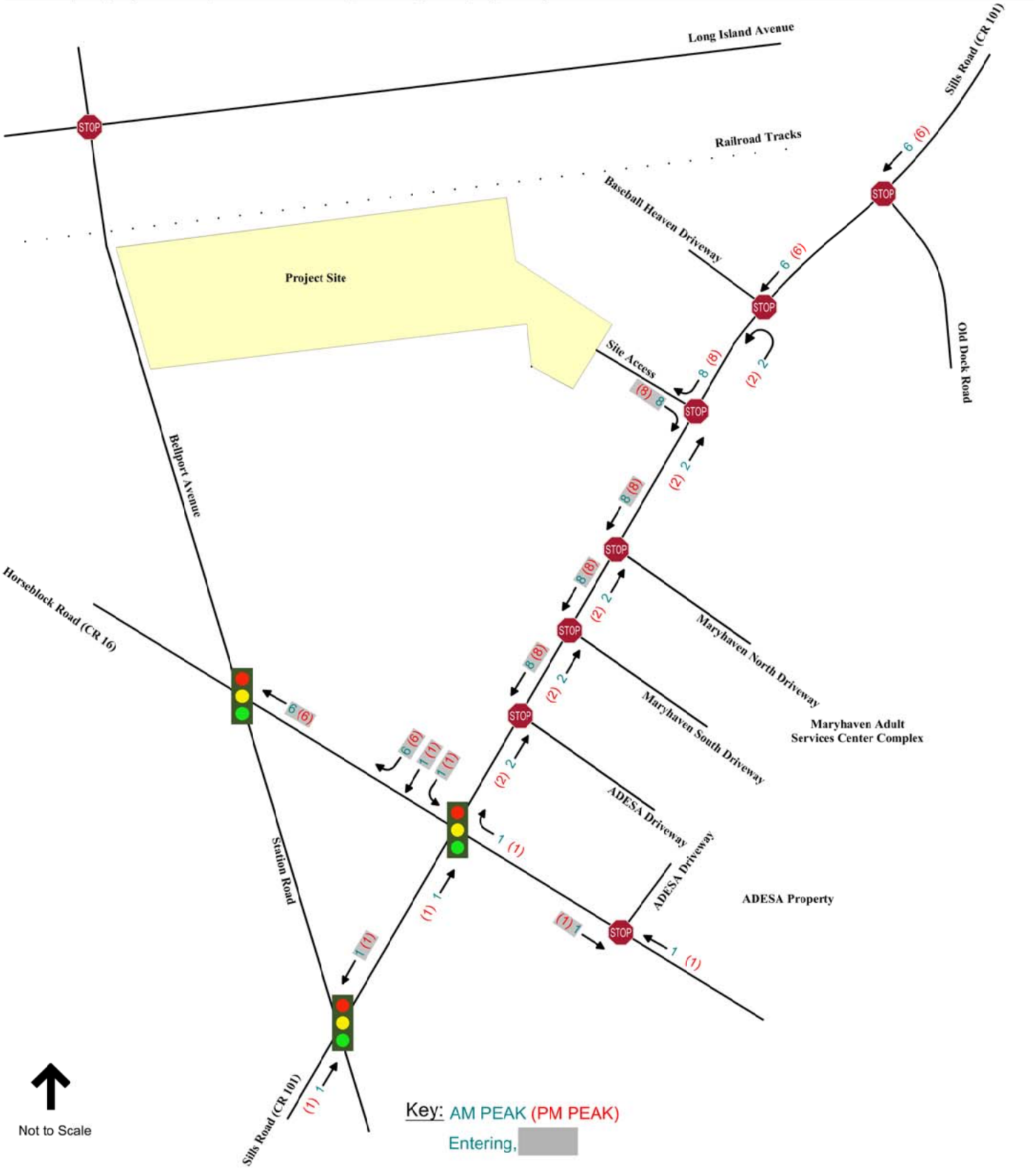


Figure 8

Site Generated Traffic Volumes
Vehicle Removal
Yaphank Auto Auction
Yaphank, New York

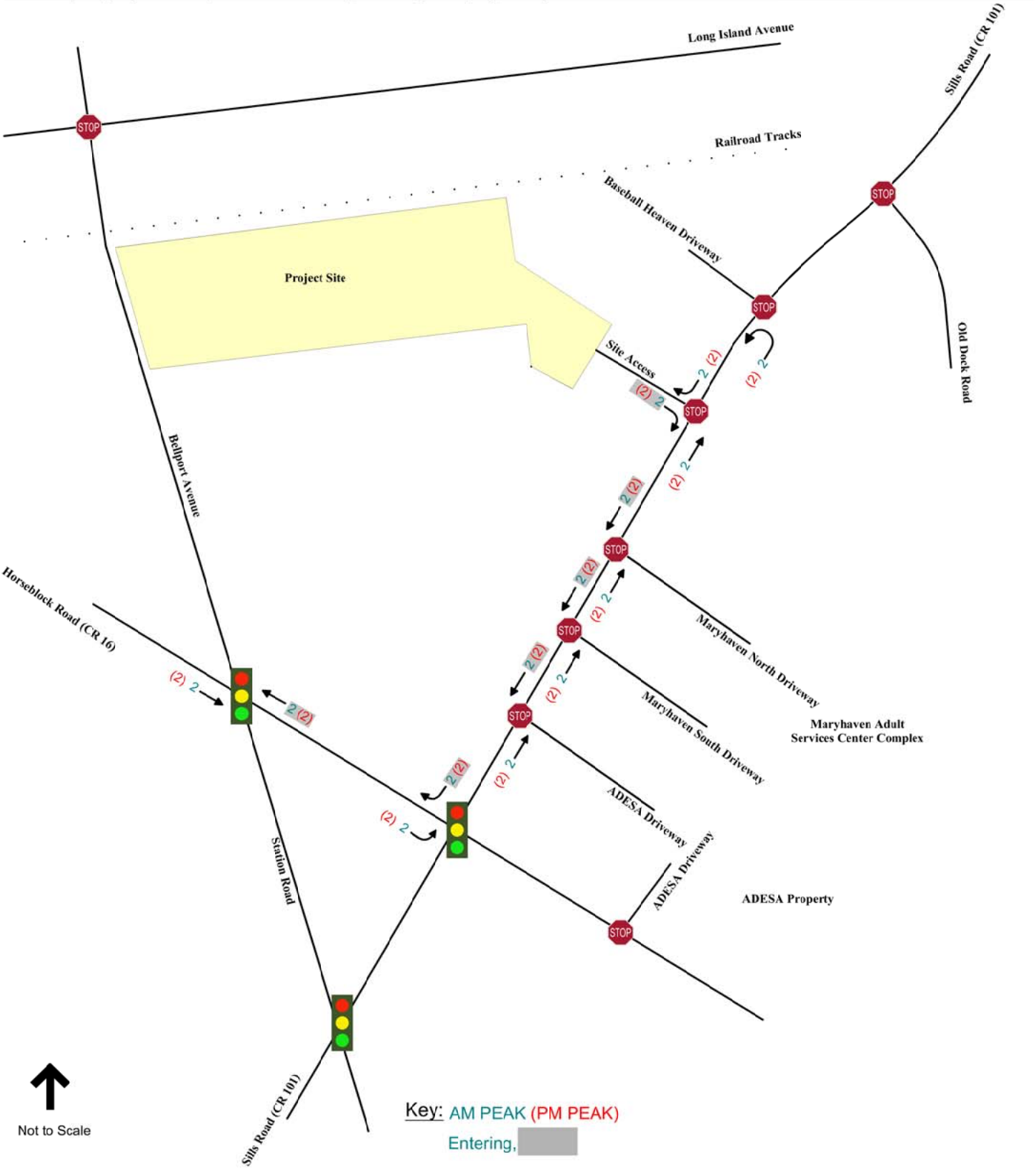


Figure 9

Site Generated Traffic Volumes
Staff
Yaphank Auto Auction
Yaphank, New York

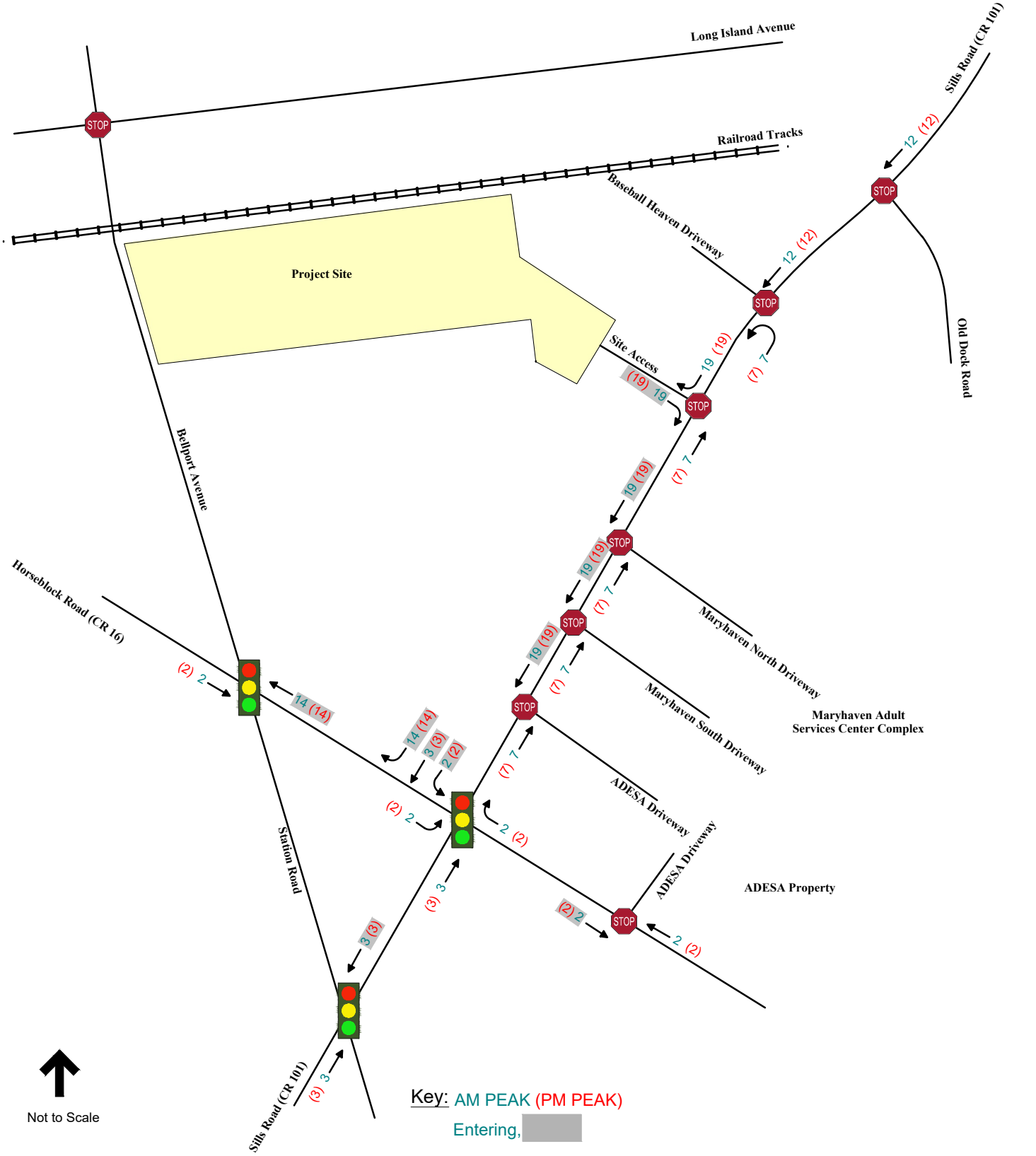


Figure 10

Total Site Generated Traffic Volumes

Yaphank Auto Auction
Yaphank, New York

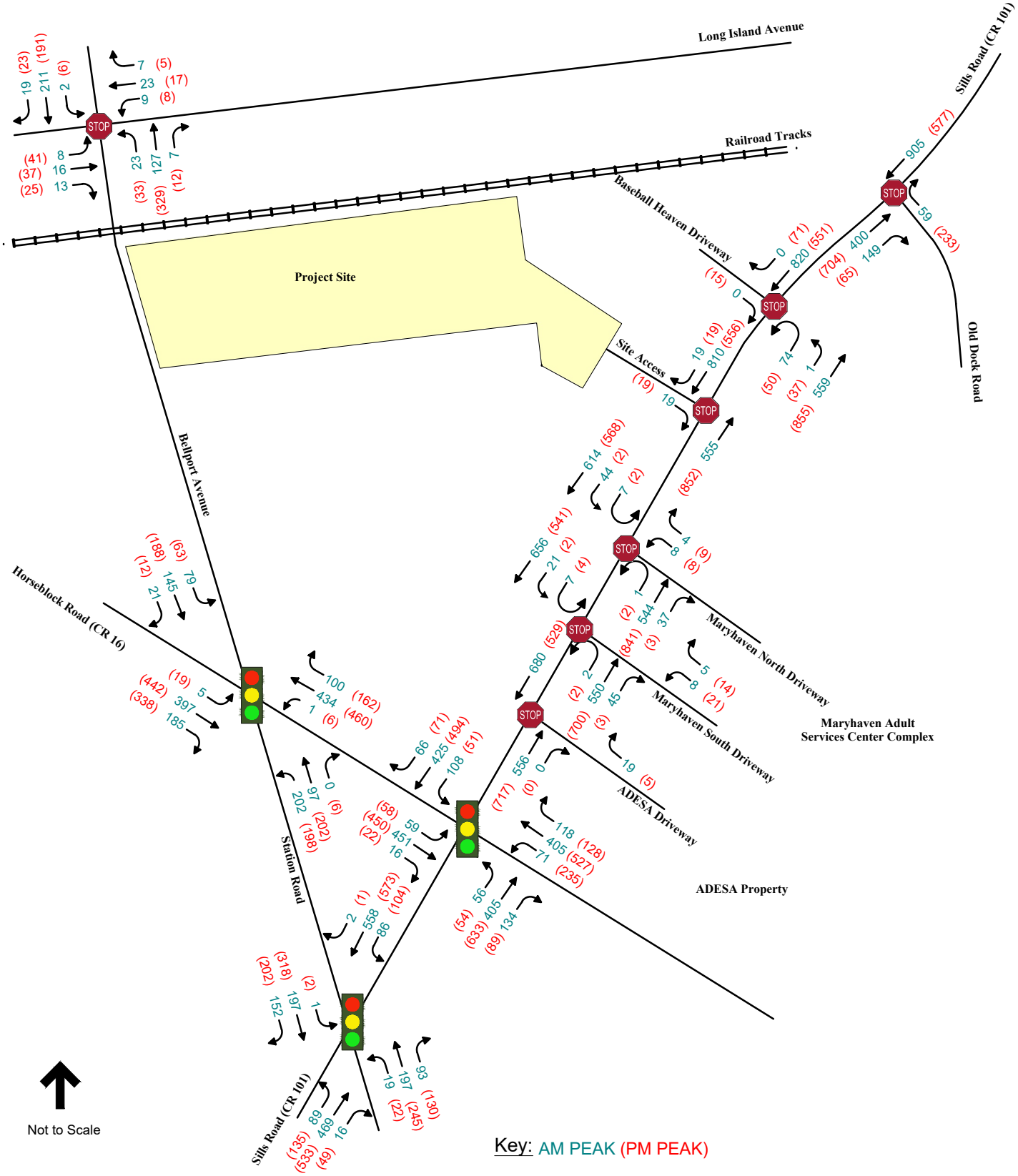


Figure 11

Build Peak Hour Traffic Volumes

Yaphank Auto Auction
Yaphank, New York

4

Traffic Operations Analysis

Measuring existing traffic volumes and projecting future traffic volumes quantifies traffic flow within the study area. To assess quality of traffic flow, roadway capacity analyses were conducted with respect to the Existing, No-Build and future Build conditions. These capacity analyses provide an indication of the adequacy of the roadway facilities to serve the anticipated traffic demands.

Level of Service and Delay Criteria

The evaluation criteria used to analyze area intersections in this traffic study are based on the 2000 & 2010 Highway Capacity Manual (HCM). The term 'level of service' (LOS) is used to denote the different operating conditions that occur at an intersection under various traffic volume loads. It is a qualitative measure that considers a number of factors including roadway geometry, speed, travel delay and freedom to maneuver. Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

In addition to LOS, vehicle delay time (expressed in seconds per vehicle) is typically used to quantify the traffic operations at intersections. For example, a delay of 15 seconds for a particular vehicular movement or approach indicates that vehicles on the movement or approach will experience an average additional travel time of 15 seconds. It should be noted that delay time has a range of values for a given LOS

letter designation. Therefore, when evaluating intersection capacity results, in addition to the LOS, vehicle delay time should also be considered.

The level of service designations, which are based on delay, are reported differently for signalized and unsignalized intersections. For signalized intersections, the analysis considers the operation of all traffic entering the intersection and the LOS designation is for overall conditions at the intersection. For unsignalized intersections, however, the analysis assumes that traffic on the mainline is not affected by traffic on the side streets. Thus, the LOS designation is for the critical movement exiting the side street, which is generally the left-turn out of the side street or side driveway.

It should be noted that the analytical methodologies typically used for the analysis of unsignalized intersections use conservative parameters such as long critical gaps. Actual field observations indicate that drivers on minor streets generally accept shorter gaps in traffic than those used in the analysis procedures and therefore experience less delay than reported by the analysis software. The analysis methodologies also do not take into account the beneficial grouping effects caused by nearby signalized intersections. The net effect of these analysis procedures is the over-estimation of calculated delay at unsignalized intersections in the study area. Cautious judgment should therefore be exercised when interpreting the capacity analysis results at unsignalized intersections.

The level of service (LOS) definitions for both the signalized and unsignalized intersections can be found in Appendix C of the report.

Software

The capacity analyses were done using the traffic analysis software Synchro, version 10, a computer program developed by Trafficware Ltd. Synchro is a complete software package for modeling and optimizing traffic signal timing. Synchro adheres to and implements the guidelines and methods set forth in the 2000 Highway Capacity Manual and the 2010 Highway Capacity Manual. This analysis methodology was used to evaluate the ability of an intersection or roadway to efficiently handle the number of vehicles using the facility. Synchro was used to model and analyze the Existing, No-Build and Build conditions at the key intersections.

Level of Service Analysis

LOS analyses were conducted for the Existing, No-Build and future Build conditions for the signalized and unsignalized primary study intersections.

Signalized Intersection Analysis Results

The results of the capacity analyses for the three signalized intersections in the Existing, No-Build and future Build conditions are summarized in Tables 4 and 5 on the following pages, for the weekday a.m. and p.m. peak hours, respectively. The detailed capacity analysis worksheets are contained in Appendix D.

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Table 4 - LOS Summary – Signalized Intersections – AM Peak Hour

Intersection	Movement	Lane Group	Existing 2019		No Build 2020		Build 2020	
			Delay	LOS	Delay	LOS	Delay	LOS
Sills Road (CR 101) & Horseblock Road (CR 16)	EB	L	13.5	B	13.6	B	13.7	B
		T	37.9	D	40.5	D	40.4	D
		R	0.0	A	0.0	A	0.0	A
		Approach	34.1	C	36.3	D	36.2	D
	WB	L	12.0	B	12.2	B	12.2	B
		T	17.5	B	17.8	B	17.8	B
		R	0.1	A	0.1	A	0.1	A
		Approach	13.4	B	13.7	B	13.6	B
	NB	L	55.1	E	54.6	D	54.6	D
		T	22.6	C	24.2	C	24.4	C
		R	0.1	A	0.1	A	0.1	A
		Approach	20.6	C	21.6	C	21.7	C
	SB	L	50.5	D	51.7	D	53.3	D
		T	28.2	C	28.6	C	28.7	C
		R	0.0	A	0.0	A	0.0	A
		Approach	29.7	C	30.3	C	30.0	C
	Overall		**24.1**	**C**	**25.1**	**C**	**25.1**	**C**
Horseblock Road (CR 16) & Bellport Avenue/Station Road (CR 64)	EB	LT	21.3	C	24.4	C	24.4	C
		R	3.3	A	3.4	A	3.4	A
		Approach	15.6	B	17.8	B	17.8	B
	WB	LT	28.4	C	30.3	C	30.6	C
		R	9.2	A	8.8	A	8.6	A
		Approach	24.7	C	26.2	C	26.5	C
	NB	LTR	20.5	C	19.5	B	19.7	B
		Approach	20.5	C	19.5	B	19.7	B
	SB	LT	18.7	B	17.8	B	17.9	B
		R	0.2	A	0.4	A	0.4	A
		Approach	17.1	B	16.3	B	16.4	B
	Overall		**19.6**	**B**	**20.5**	**C**	**20.7**	**C**
Sills Road (CR 101) & Station Road (CR 64)	EB	LTR	28.4	C	28.1	C	28.2	C
		Approach	28.4	C	28.1	C	28.2	C
	WB	L	18.7	B	18.4	B	18.4	B
		T	23.3	C	22.8	C	22.9	C
		R	2.5	A	2.5	A	2.5	A
		Approach	16.7	B	16.4	B	16.5	B
	NB	L	10.0	A	10.3	B	10.3	B
		T	18.0	B	18.6	B	18.6	B
		R	0.1	A	0.1	A	0.1	A
		Approach	16.3	B	16.8	B	16.8	B
	SB	L	21.2	C	21.6	C	21.5	C
		T	30.1	C	30.7	C	30.7	C
		R	0.0	A	0.0	A	0.0	A
		Approach	28.8	C	29.4	C	29.4	C
	Overall		**22.9**	**C**	**23.2**	**C**	**23.2**	**C**

Table 4 shows the following results during a.m. peak hour:

The signalized study intersection of Sills Road and Horseblock Road operates at an overall LOS C in all three, Existing, No-Build and Build conditions analyzed. In the Build condition there is no drop in LOS for the individual movements and there is no change in the overall intersection delay from No-Build to Build condition.

It is noted that the northbound left movement operating at LOS E in the Existing condition and improved in delay by 0.5 seconds and improves to LOS D during the No-Build condition. This is because the northbound left-turn movement benefitted from the expansion of effective green time due to signal actuation as a result of an increase in volume and v/c ratio on north-south left-turn movements.

The signalized study intersection of Horseblock Road and Bellport Avenue/Station Road operates well at an overall LOS B in the Existing condition and drops to LOS C in the No-Build and Build conditions. In the Build condition there is no drop in LOS for the individual movements from No-Build with the overall intersection delay increasing only by 0.2 seconds from No-Build condition to Build condition, which would be imperceptible to the motorist.

It is noted that the northbound movement/approach operating at LOS C in the Existing condition, improved in delay by 1.0 seconds and increases to LOS B in the No-Build condition. This is because the northbound movement benefitted from the expansion of effective green time due to signal actuation as a result of an increase in volume and v/c ratio on north-south approaches.

The signalized intersection of Sills Road and Station Road operates at an overall LOS C in all three, Existing, No-Build and Build conditions analyzed. In the Build condition there is no drop in LOS for the individual movements and there is no change in the overall intersection delay from No-Build to Build condition.

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Table 5 - LOS Summary – Signalized Intersection – PM Peak Hour

Intersection	Movement	Lane Group	Existing 2018		No Build 2020		Build 2020	
			Delay	LOS	Delay	LOS	Delay	LOS
Sills Road (CR 101) & Horseblock Road (CR 16)	EB	L	15.4	B	16.3	B	17.1	B
		T	44.2	D	47.6	D	47.4	D
		R	0.0	A	0.0	A	0.0	A
		Approach	39.3	D	42.3	D	42.1	D
	WB	L	74.3	E	94.1	F	94.1	F
		T	23.9	C	24.7	C	24.7	C
		R	0.1	A	0.1	A	0.1	A
		Approach	33.9	C	39.6	D	39.5	D
	NB	L	57.1	E	56.7	E	56.7	E
		T	31.4	C	32.8	C	33.0	C
		R	0.1	A	0.1	A	0.1	A
		Approach	29.6	C	30.7	C	30.9	C
	SB	L	43.7	D	43.9	D	44.6	D
		T	29.9	C	33.1	C	33.3	C
		R	0.0	A	0.1	A	0.1	A
		Approach	28.2	C	30.8	C	30.4	C
	Overall		**32.5**	**C**	**35.7**	**D**	**35.6**	**D**
Horseblock Road (CR 16) & Bellport Avenue/Station Road (CR 64)	EB	LT	25.1	C	28.5	C	29.1	C
		R	5.5	A	6.0	A	6.0	A
		Approach	16.8	B	19.0	B	19.3	B
	WB	LT	30.9	C	32.7	C	32.4	C
		R	13.2	B	13.1	B	12.6	B
		Approach	26.2	C	27.5	C	27.3	C
	NB	LTR	33.8	C	31.6	C	32.8	C
		Approach	33.8	C	31.6	C	32.8	C
	SB	LT	19.0	B	18.3	B	18.5	B
		R	0.1	A	0.1	A	0.1	A
		Approach	18.1	B	17.5	B	17.7	B
	Overall		**23.1**	**C**	**23.8**	**C**	**24.1**	**C**
Sills Road (CR 101) & Station Road (CR 64)	EB	LTR	36.0	D	35.9	D	35.8	D
		Approach	36.0	D	35.9	D	35.8	D
	WB	L	17.2	B	16.9	B	16.9	B
		T	20.6	C	20.1	C	20.1	C
		R	3.8	A	3.7	A	3.7	A
		Approach	14.9	B	14.6	B	14.6	B
	NB	L	15.9	B	16.9	B	16.9	B
		T	23.6	C	24.2	C	24.2	C
		R	0.7	A	0.8	A	0.8	A
		Approach	20.6	C	21.2	C	21.3	C
	SB	L	19.8	B	21.0	C	21.0	C
		T	31.2	C	33.8	C	33.8	C
		R	0.0	A	0.0	A	0.0	A
		Approach	29.4	C	31.8	C	31.8	C
	Overall		**25.7**	**C**	**26.5**	**C**	**26.5**	**C**

Table 5 shows the following results during p.m. peak hour:

The signalized study intersection of Sills Road and Horseblock operates at an overall LOS C in Existing condition and drops to LOS D in the No-Build and Build conditions. In the Build condition there is no drop in LOS for the individual movements and there is no change in the overall intersection delay from No-Build to Build condition.

The signalized study intersection of Horseblock Road and Bellport Avenue/Station Road operates at an overall LOS C in all three, Existing, No-Build and Build conditions analyzed. In the Build condition there is no drop in LOS for the individual movements from No-Build with the overall intersection delay increasing only by 0.3 seconds from No-Build condition to Build condition, which would be imperceptible to the motorist.

The signalized intersection of Sills Road and Station Road operates at an overall LOS C in all three, Existing, No-Build and Build conditions analyzed. In the Build condition there is no drop in LOS for the individual movements and there is no change in the overall intersection delay from No-Build to Build condition.

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Unsignalized Intersection Analysis results

The results of the capacity analyses for the unsignalized primary study intersections in the Existing, No-Build and future Build conditions are summarized in Tables 6 and 7 below, for the weekday a.m. and p.m. peak hours, respectively on the following pages.

The detailed capacity analysis worksheets are contained in Appendix D.

Table 6 - LOS Summary – Unsignalized Intersection – AM Peak Hour

Intersection	Approach/ Movement	Existing 2019		No-Build 2020		Build 2020	
		Delay	LOS	Delay	LOS	Delay	LOS
Sills Road (CR 101) & Baseball Heaven Turnaround	EB	0.0	A	0.0	A	11.3	B
	NB U/L	16.0	C	16.6	C	17.2	C
Sills Road (CR 101) & Old Dock Road	WB	11.3	B	11.4	B	11.4	B
Sills Road (CR 101) & Maryhaven North Driveway	WB L	22.2	C	23.6	C	24.1	C
	NB U	11.3	B	11.6	B	11.8	B
	SB U/L	9.3	A	9.4	A	9.5	A
Sills Road (CR 101) & Maryhaven South Driveway	WB L	21.3	C	22.1	C	22.6	C
	NB U	12.0	B	12.1	B	12.3	B
	SB U/L	9.6	A	9.7	A	9.7	A
Bellport Avenue (CR 64) & Long Island Avenue	EB	8.4	A	8.4	A	8.4	A
	WB	8.3	A	8.3	A	8.3	A
	NB	8.8	A	8.9	A	8.9	A
	SB	9.3	A	9.4	A	9.4	A

.

Table 7 - LOS Summary – Unsignalized Intersection – PM Peak Hour

Intersection	Approach/ Movement	Existing 2019		No-Build 2020		Build 2020	
		Delay	LOS	Delay	LOS	Delay	LOS
Sills Road (CR 101) & Baseball Heaven Turnaround	EB	10.3	B	10.3	B	10.4	B
	NB U/L	10.7	B	10.9	B	11.2	B
Sills Road (CR 101) & Old Dock Road	WB	18.8	C	19.7	C	19.7	C
Sills Road (CR 101) & Maryhaven North Driveway	WB L	17.9	C	18.9	C	19.2	C
	NB U	10.8	B	11.0	B	11.2	B
	SB U/L	12.0	B	12.4	B	12.5	B
Sills Road (CR 101) & Maryhaven South Driveway	WB L	20.7	C	21.6	C	22.2	C
	NB U	11.1	B	11.2	B	11.4	B
	SB U/L	12.1	B	12.3	B	12.3	B
Bellport Avenue (CR 64) & Long Island Avenue	EB	9.6	A	9.7	A	9.7	A
	WB	9.2	A	9.2	A	9.2	A
	NB	12.8	B	13.2	B	13.2	B
	SB	10.1	B	10.3	B	10.3	B

Tables 6 and 7 show the following:

At the unsignalized intersection of Sills Road and Baseball Heaven/Turnaround, the critical stop controlled eastbound approach operates well at a LOS A during in the Existing through Build condition during the weekday a.m. peak hour and at LOS B during the weekday p.m. peak hour. The northbound U-turn / left-turn operates well at LOS C and LOS B, respectively, during the same time periods. It is noted that vehicles that would arrive at the vehicle storage site would use this location to negotiate a northbound to southbound U-turn, then weave to the right to enter the site. Based on the very low number of vehicles anticipated to perform this movement, it is anticipated that there will be no problems associated with the performance of this weaving maneuver.

At the unsignalized intersection of Sills Road and Old Dock Road, the critical stop controlled westbound approach operates well at LOS B in the Existing through Build Condition during the a.m. peak hour and LOS C during the p.m. peak hour.

At the unsignalized intersection of Sills Road and Maryhaven North Driveway, the critical stop controlled westbound approach operates at LOS C in the Existing condition through the Build condition during the weekday a.m. and p.m. peak hours. The northbound U-turn operates at LOS B in the Existing condition through the Build condition during the weekday a.m. and p.m. peak hours. The southbound U-

turn/left-turn operates at LOS A in the Existing condition through the Build condition during the weekday a.m. peak hours and operates at LOS B during the during the p.m. peak hours.

At the unsignalized intersection of Sills Road and Maryhaven South Driveway, the critical stop controlled westbound approach operates at LOS C in the Existing condition through the Build condition during the weekday a.m. and p.m. peak hours. The northbound U-turn operates at LOS B in the Existing condition through the Build condition during the weekday a.m. and p.m. peak hours. The southbound U-turn/left-turn operates at LOS A in the Existing condition through the Build condition and operates at LOS B during the same conditions in the weekday a.m. and p.m. peak hours, respectively.

At the unsignalized intersection of Bellport Avenue and Long Island Avenue the stop controlled eastbound and westbound approaches all operate at LOS A in the Existing condition through the Build condition during the weekday a.m. and p.m. peak hours. The stop controlled northbound and southbound approaches operate at LOS A in the Existing condition through the Build condition and operates at LOS B during the same conditions in the weekday a.m. and p.m. peak hours, respectively.

As discussed previously, the vehicles stored on the site are anticipated to arrive from and leave to the Long Island Expressway almost in their majority. However, a small percent of vehicles may arrive from Sunrise Highway via Horseblock Road or Sills Road. The trips on these routes will be a fraction of the already modest number of trips and will result in even lesser levels of impact than those evaluated at the primary study intersections noted in Tables 4 through 7.

Site Access

The project site would be serviced by one access point located on Sills Road and would allow only right-turns in and right-turns out. Sills Road in this area includes a non-traversable median. The Conceptual Site Plan includes a raised splitter island in the driveway to reinforce the one-way operation of the southbound lanes of Sills Road. In addition, the appropriate ONE-WAY signing should be installed in the median opposite the driveway.

Capacity analysis was performed for the unsignalized Sills Road and Site access intersection and Table 8 presents the Build condition results for weekday a.m. and p.m. peak hours.

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Table 8 - LOS Summary – Unsignalized Site Access

Intersection	Approach	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
Sills Road (CR 101) & Site Access	EB	11.7	B	10.4	B

Table 8 shows that the critical stop controlled eastbound approach operates well at LOS B with low delay.

5

Site Parking & Circulation

The proposed vehicle storage site is designed for the temporary storage of vehicles which will be auctioned at a local auction site. There will be no auctions held on the site. Vehicles will simply be dropped off for a period of time and removed after purchase. As a result, this site will not be a destination for any significant number of employees and there will be few visitors to the site.

The Conceptual Site Plan depicts an asphalt vehicle storage area with fencing set at the required buffer distances from the site's property lines. Given the use, stored vehicles will be parked in closer proximity than would be the case in a conventional parking area and no marked dedicated stalls are proposed. This arrangement will provide flexibility in the use of the property.

The asphalt storage area will also allow all activity to occur on site, such that all loading and unloading of vehicles will occur on the site. There will be no loading, unloading or parking of vehicles off the site on Sills Road.

6

Conclusions

Based on the results of the analyses conducted for the purpose of this report, the following conclusions have been developed:

- The proposed automobile storage yard will result in a low level of peak period trip generation
- The traffic generated by the proposed use can be accommodated by the adjacent roadway network without significant negative impacts to traffic conditions.
- The proposed site access will allow for right-turns into and out of the site only
- The operation of the site will not unduly affect the rate of accident occurrence in the area
- Smaller, flat-bed type car-carriers and passenger vehicles will be predominately generated by the Site. Larger car-carriers could also be use to transport vehicles to the site, but would be infrequent in the range of 1 to 5 car-carriers per week.
- The asphalt storage area will allow all activity to occur on site. There will be no loading, unloading or parking of vehicles off the site on Sills Road.
- Based on this study, the operation of the automobile storage yard as proposed is not anticipated to result in any significant adverse traffic impacts in the vicinity of the site.

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Appendix A

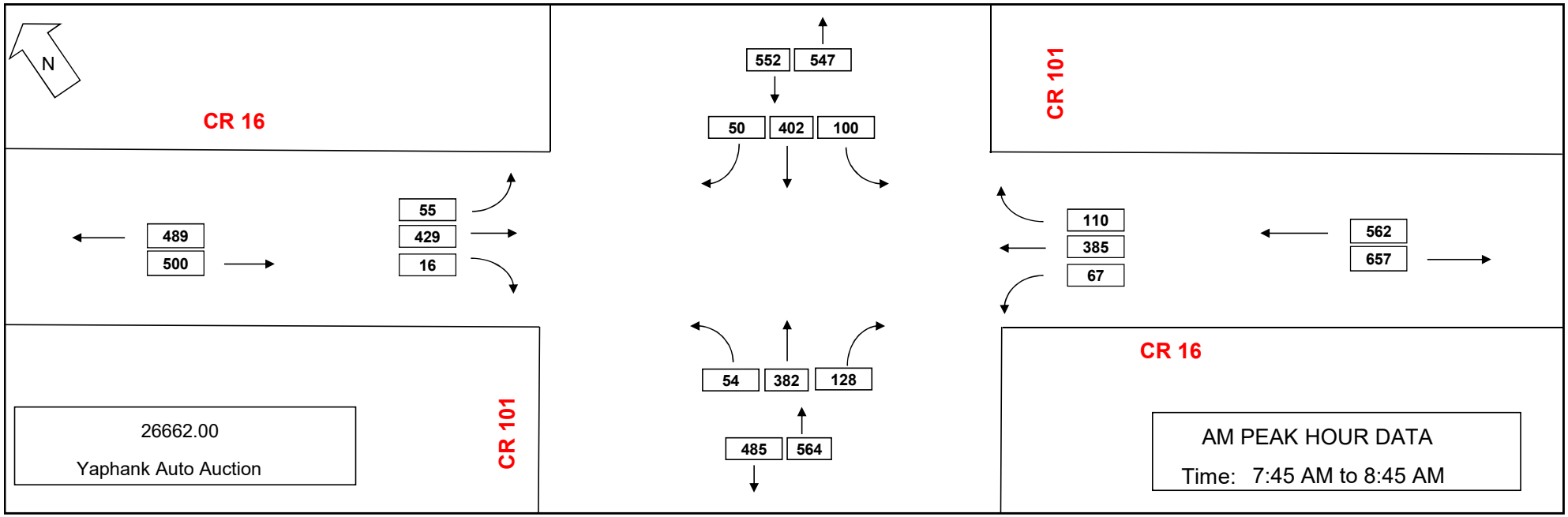
Description
Traffic Volume Count Data

TRAFFIC VOLUME DATA

Sills Road (CR 101) & Horseblock Road (CR 16)
Yaphank, NY

Date/Day Collected: 9/20/2018 Thursday

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00 AM	13	81	1	95	13	90	12	115	15	57	29	101	19	89	7	115	426	
7:15 AM	13	82	2	97	18	90	16	124	13	86	18	117	10	111	16	137	475	
7:30 AM	17	61	6	84	24	84	19	127	26	85	24	135	12	140	9	161	507	
7:45 AM	16	98	2	116	19	107	22	148	14	98	41	153	20	111	17	148	565	1,973
8:00 AM	13	97	5	115	9	99	37	145	15	103	30	148	23	106	11	140	548	2,095
8:15 AM	14	117	2	133	19	81	28	128	16	114	32	162	29	91	9	129	552	2,172
8:30 AM	12	117	7	136	20	98	23	141	9	67	25	101	28	94	13	135	513	2,178
8:45 AM	17	100	4	121	15	82	23	120	14	79	32	125	21	91	25	137	503	2,116
Peak Hour																		
7:45 AM to 8:45 AM	**55**	**429**	**16**	**500**	**67**	**385**	**110**	**562**	**54**	**382**	**128**	**564**	**100**	**402**	**50**	**552**	**2,178**	
PHF				0.92				0.95				0.87				0.93	0.96	
HV%				17%				14%				11%				8%		

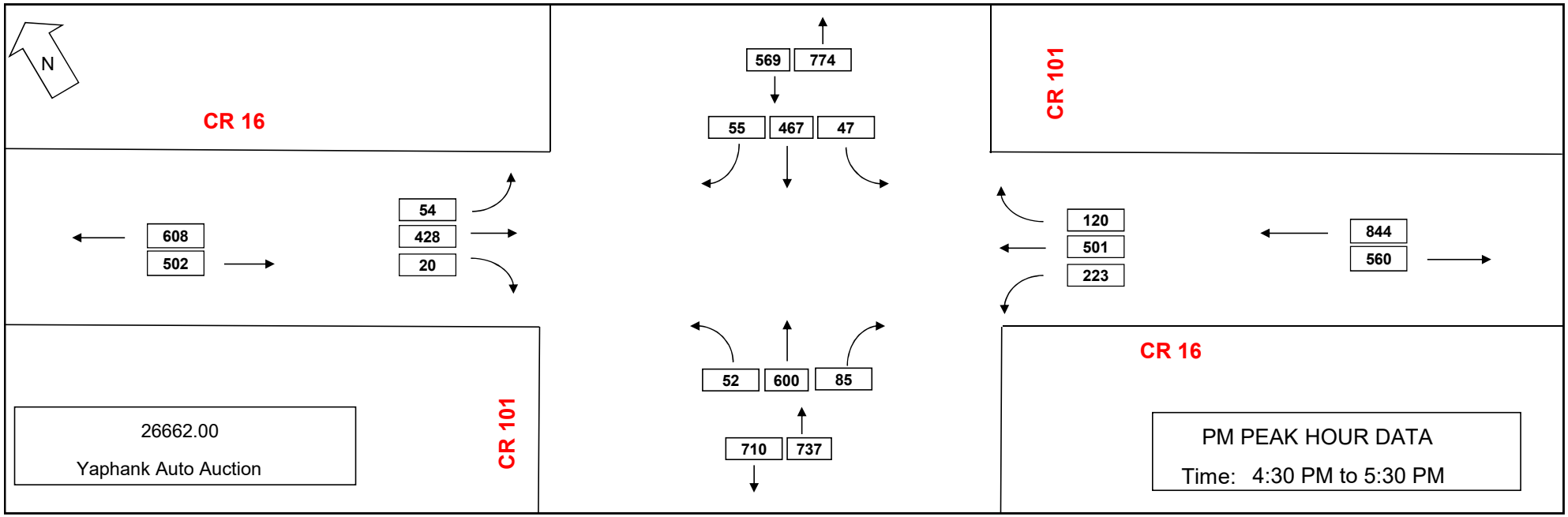


TRAFFIC VOLUME DATA

Sills Road (CR 101) & Horseblock Road (CR 16)
Yaphank, NY

Date/Day Collected: 9/20/2018 Thursday

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
4:00 PM	6	108	3	117	28	106	31	165	17	150	29	196	13	123	8	144	622	
4:15 PM	16	119	5	140	36	109	17	162	16	137	29	182	15	94	10	119	603	
4:30 PM	9	98	7	114	80	121	27	228	15	135	18	168	13	107	19	139	649	
4:45 PM	16	105	7	128	36	98	19	153	9	164	22	195	13	96	9	118	594	2,468
5:00 PM	17	104	4	125	60	171	40	271	14	154	29	197	13	141	14	168	761	2,607
5:15 PM	12	121	2	135	47	111	34	192	14	147	16	177	8	123	13	144	648	2,652
5:30 PM	19	112	6	137	43	123	28	194	16	130	21	167	22	96	17	135	633	2,636
5:45 PM	11	114	6	131	33	70	11	114	8	128	21	157	13	105	8	126	528	2,570
Peak Hour																		
4:30 PM to 5:30 PM	**54**	**428**	**20**	**502**	**223**	**501**	**120**	**844**	**52**	**600**	**85**	**737**	**47**	**467**	**55**	**569**	**2,652**	
PHF				0.93				0.78				0.94				0.85	0.87	
HV%				9%				6%				5%				5%		

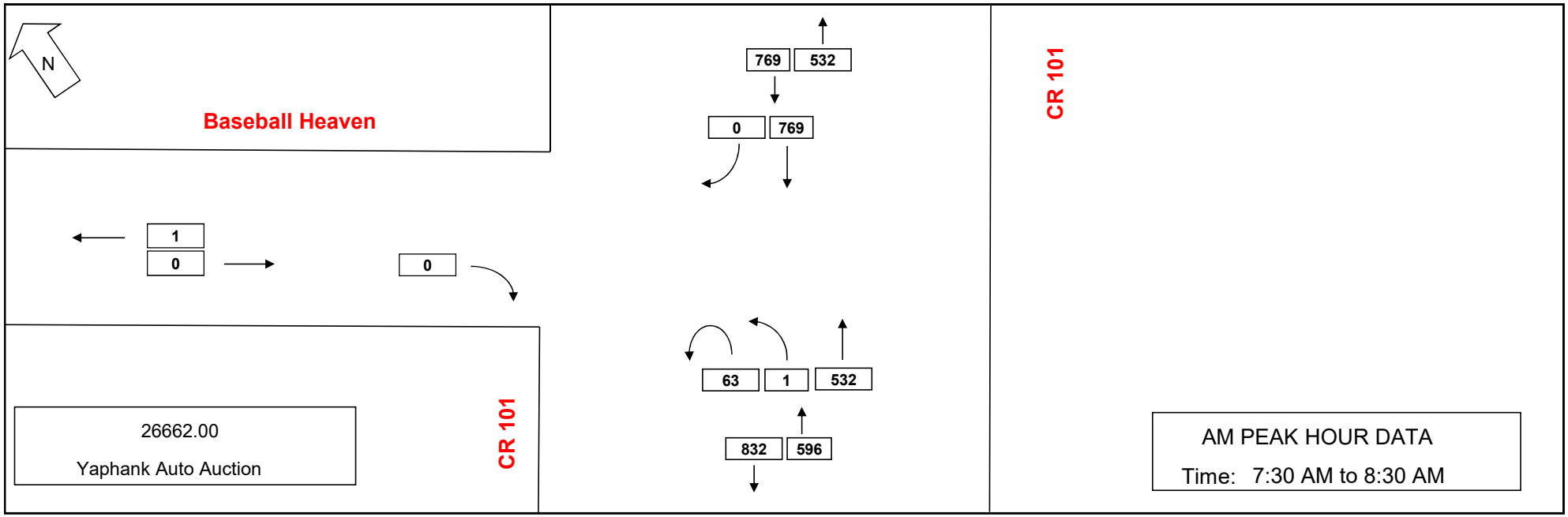


TRAFFIC VOLUME DATA

Sills Road (CR 101) & Baseball Heaven Driveway
Yaphank, NY

Date/Day Collected: 9/20/2018 Thursday

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
			Right	Total					U-Turn	Left	Thru	Total		Thru	Right	Total		
7:00 AM			0	0					1	0	108	109		161	0	161	270	
7:15 AM			0	0					4	0	144	148		186	0	186	334	
7:30 AM			0	0					8	0	108	116		202	0	202	318	
7:45 AM			0	0					12	0	131	143		197	0	197	340	1,262
8:00 AM			0	0					22	1	141	164		199	0	199	363	1,355
8:15 AM			0	0					21	0	152	173		171	0	171	344	1,365
8:30 AM			0	0					10	0	114	124		172	1	173	297	1,344
8:45 AM			0	0					15	0	119	134		192	0	192	326	1,330
Peak Hour																		
7:30 AM to 8:30 AM			**0**	**0**					**63**	**1**	**532**	**596**		**769**	**0**	**769**	**1,365**	
PHF				0.00								0.86				0.95	0.94	
HV%				0%								11%				6%		

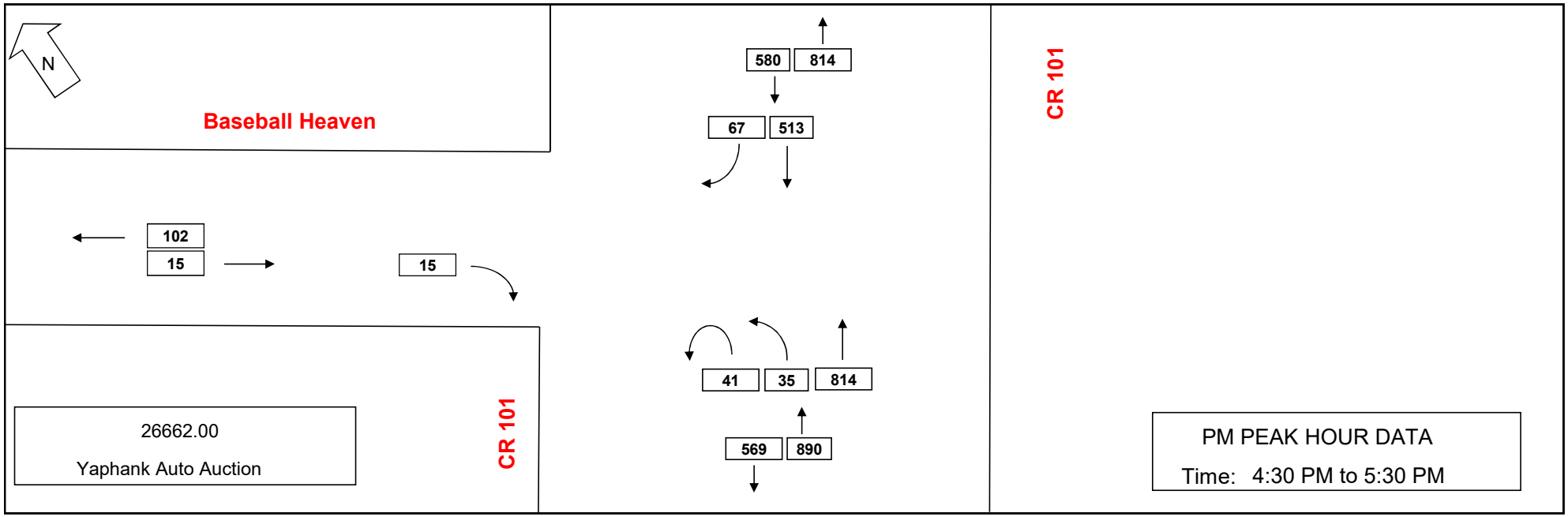


TRAFFIC VOLUME DATA

Sills Road (CR 101) & Baseball Heaven Driveway
Yaphank, NY

Date/Day Collected: 9/20/2018 Thursday

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
			Right	Total					U-Turn	Left	Thru	Total		Thru	Right	Total		
4:00 PM			3	3					10	4	180	194		129	3	132	329	
4:15 PM			2	2					6	1	195	202		128	7	135	339	
4:30 PM			1	1					9	7	185	201		119	11	130	332	
4:45 PM			5	5					11	10	206	227		119	19	138	370	1,370
5:00 PM			5	5					11	8	224	243		144	26	170	418	1,459
5:15 PM			4	4					10	10	199	219		131	11	142	365	1,485
5:30 PM			21	21					13	7	174	194		103	12	115	330	1,483
5:45 PM			1	1					2	6	153	161		130	8	138	300	1,413
Peak Hour																		
4:30 PM to 5:30 PM			**15**	**15**					**41**	**35**	**814**	**890**		**513**	**67**	**580**	**1,485**	
PHF				0.00								0.92				0.85	0.89	
HV%				2%								4%				5%		

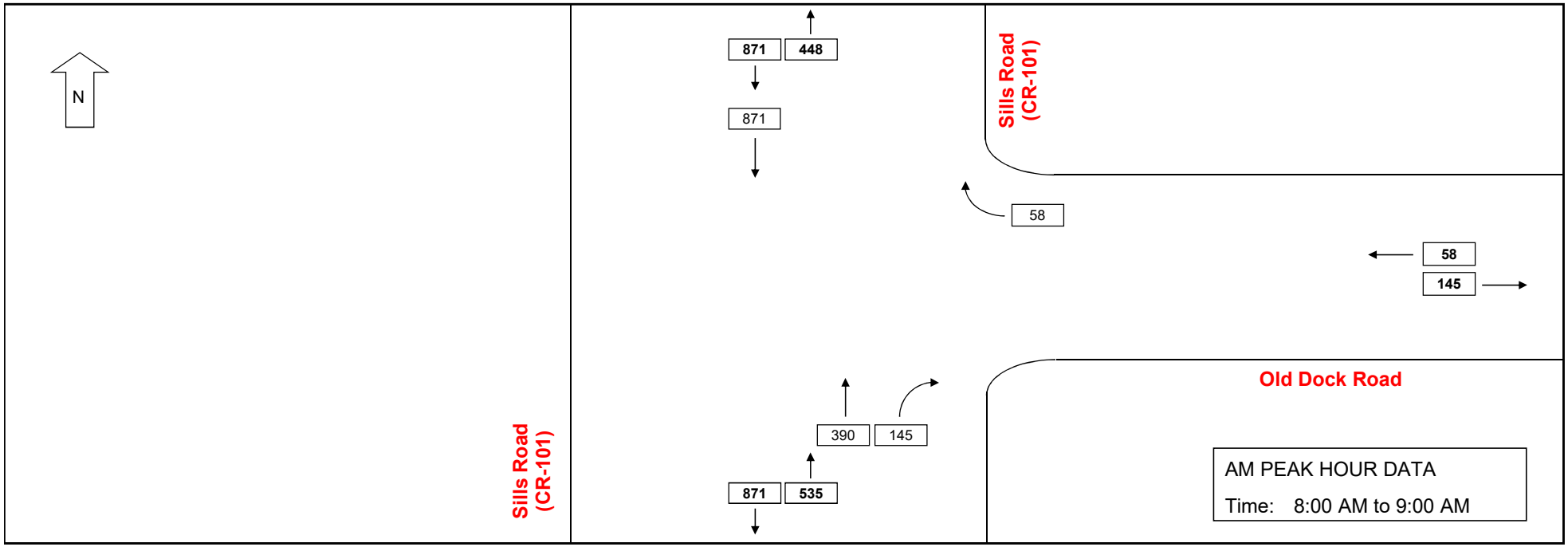


TRAFFIC VOLUME DATA

Sills Road (CR-101) at Old Dock Road
Yaphank, NY

Date Collected: 4/30/19 (Tuesday)

Start Time	Eastbound				Westbound				Northbound					Southbound					TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
7:00 AM							12	12			72	46	118			156		156	286	
7:15 AM							10	10			69	55	124			180		180	314	
7:30 AM							8	8			96	41	137			199		199	344	
7:45 AM							11	11			101	29	130			223		223	364	1,308
8:00 AM							19	19			92	35	127			233		233	379	1,401
8:15 AM							10	10			90	33	123			221		221	354	1,441
8:30 AM							16	16			113	28	141			185		185	342	1,439
8:45 AM							13	13			95	49	144			232		232	389	1,464
Peak Hour																				
8:00 AM to 9:00 AM							**58**	**58**			**390**	**145**	**535**			**871**		**871**	**1,464**	
PHF																			0.94	
% HV								32%					10%					6%		

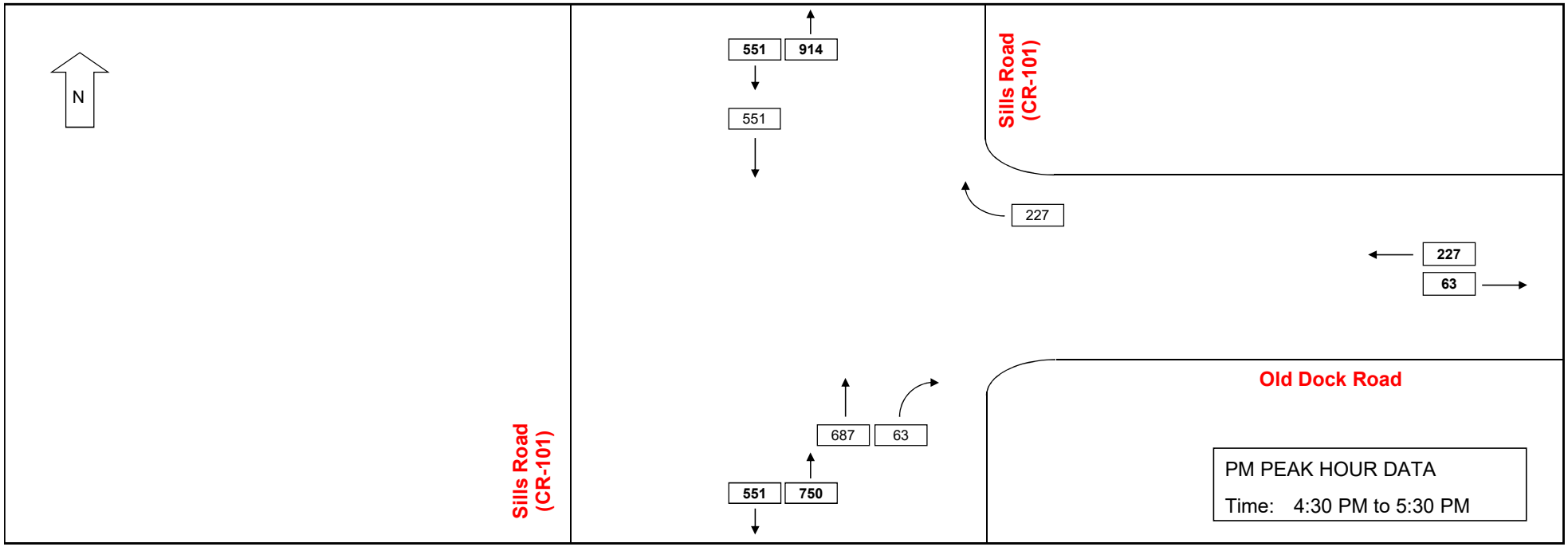


TRAFFIC VOLUME DATA

Sills Road (CR-101) at Old Dock Road
Yaphank, NY

Date Collected: 4/30/19 (Tuesday)

Start Time	Eastbound				Westbound				Northbound					Southbound					TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
4:00 PM							40	40			170	11	181			141		141	362	
4:15 PM							33	33			148	13	161			128		128	322	
4:30 PM							51	51			152	11	163			124		124	338	
4:45 PM							38	38			156	12	168			128		128	334	1,356
5:00 PM							97	97			207	22	229			154		154	480	1,474
5:15 PM							41	41			172	18	190			145		145	376	1,528
5:30 PM							38	38			154	3	157			117		117	312	1,502
5:45 PM							15	15			127	11	138			142		142	295	1,463
Peak Hour																				
4:30 PM to 5:30 PM							**227**	**227**			**687**	**63**	**750**			**551**		**551**	**1,528**	
PHF																			0.80	
% HV								2%					4%					5%		

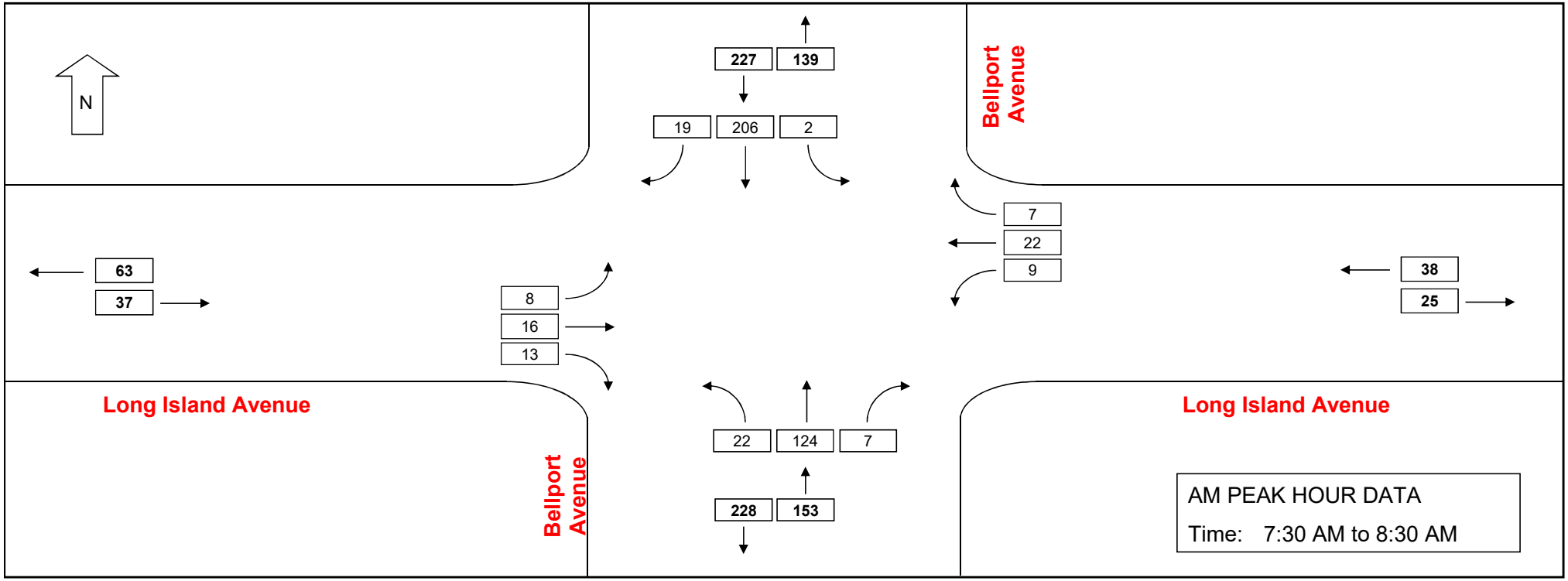


TRAFFIC VOLUME DATA

Long Island Avenue at Bellport Avenue
Medford, NY

Date Collected: 4/30/19 (Tuesday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00 AM	3	4	3	10	1	6	1	8	5	24	1	30	0	31	4	35	83	
7:15 AM	3	4	3	10	1	2	1	4	1	22	0	23	0	44	0	44	81	
7:30 AM	1	7	3	11	4	3	2	9	5	34	1	40	0	58	8	66	126	
7:45 AM	1	4	3	8	1	4	3	8	7	33	1	41	1	56	2	59	116	406
8:00 AM	3	5	4	12	2	8	1	11	2	26	2	30	1	45	3	49	102	425
8:15 AM	3	0	3	6	2	7	1	10	8	31	3	42	0	47	6	53	111	455
8:30 AM	2	2	1	5	1	6	0	7	6	41	1	48	1	44	7	52	112	441
8:45 AM	4	6	2	12	2	6	0	8	1	29	0	30	1	48	5	54	104	429
Peak Hour 7:30 AM to 8:30 AM	**8**	**16**	**13**	**37**	**9**	**22**	**7**	**38**	**22**	**124**	**7**	**153**	**2**	**206**	**19**	**227**	**455**	
PHF																	0.90	
% HV				16%				5%				10%				8%		



26662.00
Yaphank Auto Auction

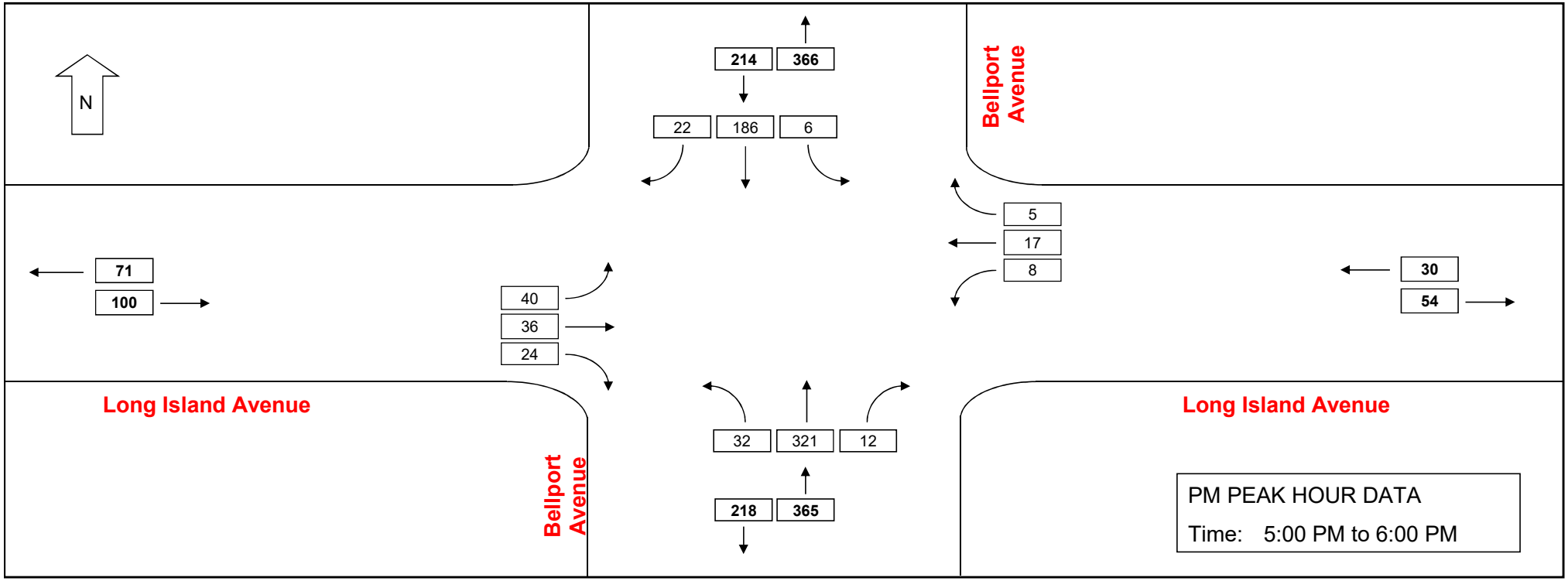
5/9/2019

TRAFFIC VOLUME DATA

Long Island Avenue at Bellport Avenue
Medford, NY

Date Collected: 4/30/19 (Tuesday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
4:00 PM	12	9	5	26	2	5	1	8	6	63	4	73	0	54	5	59	166	
4:15 PM	7	5	4	16	1	7	4	12	6	65	2	73	0	41	8	49	150	
4:30 PM	9	4	7	20	7	4	0	11	7	73	0	80	0	33	5	38	149	
4:45 PM	9	4	6	19	1	4	2	7	3	57	3	63	2	42	6	50	139	604
5:00 PM	18	10	5	33	5	6	1	12	9	85	4	98	3	47	7	57	200	638
5:15 PM	5	4	8	17	1	7	2	10	7	89	5	101	2	55	5	62	190	678
5:30 PM	8	12	5	25	1	2	0	3	5	84	2	91	1	42	8	51	170	699
5:45 PM	9	10	6	25	1	2	2	5	11	63	1	75	0	42	2	44	149	709
Peak Hour 5:00 PM to 6:00 PM	**40**	**36**	**24**	**100**	**8**	**17**	**5**	**30**	**32**	**321**	**12**	**365**	**6**	**186**	**22**	**214**	**709**	
PHF																	0.89	
% HV				3%				12%				3%				5%		



26662.00
Yaphank Auto Auction

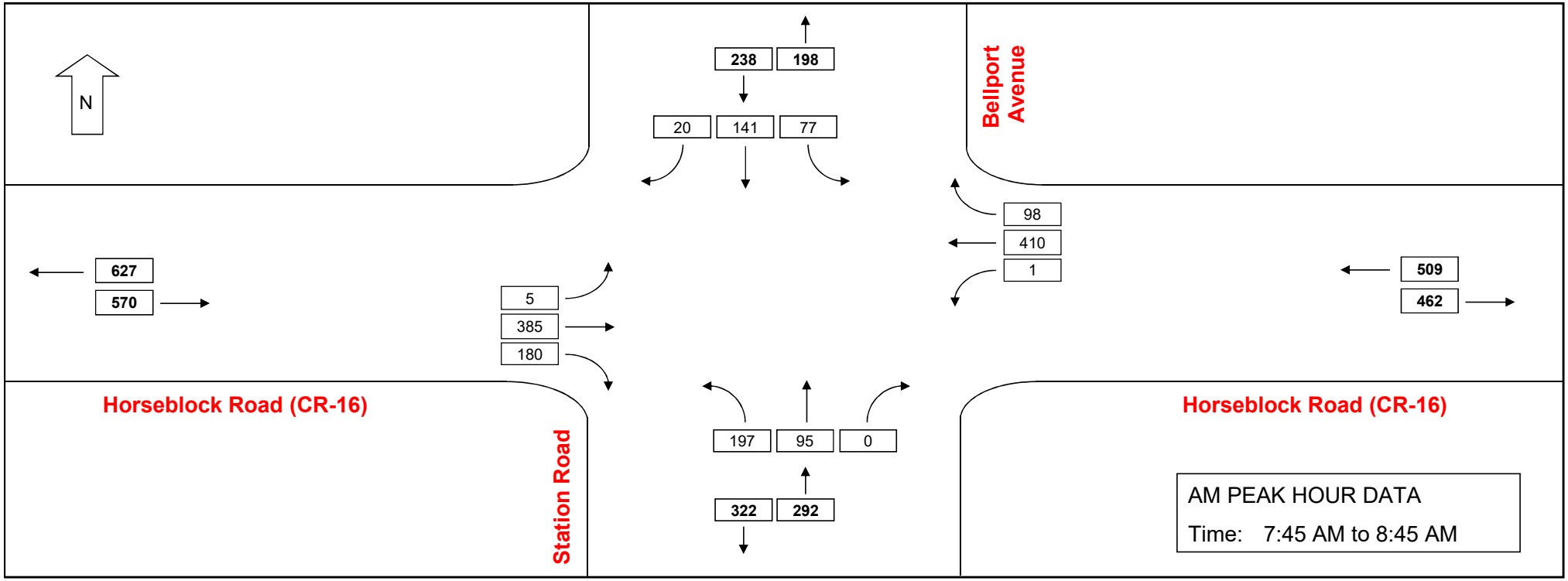
5/9/2019

TRAFFIC VOLUME DATA

Horseblock Road (CR-16) at Station Road / Bellport Avenue
Medford, NY

Date Collected: 4/30/19 (Tuesday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00 AM	1	84	34	119	0	90	9	99	34	20	0	54	17	25	4	46	318	
7:15 AM	3	82	36	121	0	91	19	110	31	17	0	48	13	32	4	49	328	
7:30 AM	0	78	51	129	1	100	29	130	33	16	1	50	15	48	6	69	378	
7:45 AM	1	102	48	151	0	98	20	118	52	23	0	75	24	38	4	66	410	1,434
8:00 AM	1	91	42	134	0	98	20	118	46	16	0	62	16	31	3	50	364	1,480
8:15 AM	2	103	48	153	0	96	25	121	48	31	0	79	18	39	3	60	413	1,565
8:30 AM	1	89	42	132	1	118	33	152	51	25	0	76	19	33	10	62	422	1,609
8:45 AM	3	113	36	152	0	98	13	111	41	25	0	66	22	38	8	68	397	1,596
Peak Hour 7:45 AM to 8:45 AM	**5**	**385**	**180**	**570**	**1**	**410**	**98**	**509**	**197**	**95**	**0**	**292**	**77**	**141**	**20**	**238**	**1,609**	
PHF																	0.95	
% HV				20%				12%				11%				9%		



26662.00
Yaphank Auto Auction

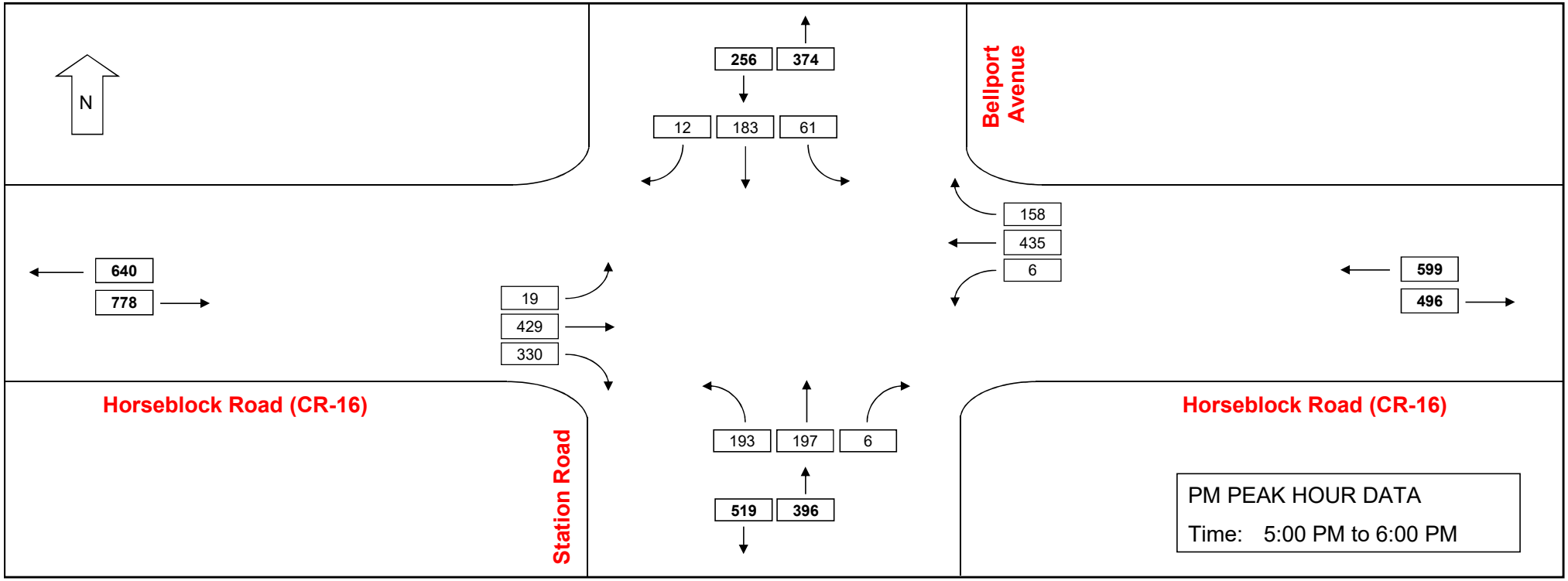
5/9/2019

TRAFFIC VOLUME DATA

Horseblock Road (CR-16) at Station Road / Bellport Avenue
Medford, NY

Date Collected: 4/30/19 (Tuesday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
4:00 PM	7	90	73	170	0	103	23	126	72	42	4	118	8	47	8	63	477	
4:15 PM	6	88	78	172	2	109	25	136	52	39	0	91	12	27	5	44	443	
4:30 PM	6	104	81	191	1	117	31	149	44	44	0	88	6	43	1	50	478	
4:45 PM	3	88	75	166	0	74	26	100	42	34	0	76	14	34	3	51	393	1,791
5:00 PM	5	117	102	224	3	128	46	177	50	48	0	98	12	50	2	64	563	1,877
5:15 PM	4	110	81	195	1	108	51	160	48	54	3	105	18	50	7	75	535	1,969
5:30 PM	6	112	70	188	1	121	35	157	56	50	1	107	14	40	2	56	508	1,999
5:45 PM	4	90	77	171	1	78	26	105	39	45	2	86	17	43	1	61	423	2,029
Peak Hour																		
5:00 PM to 6:00 PM	**19**	**429**	**330**	**778**	**6**	**435**	**158**	**599**	**193**	**197**	**6**	**396**	**61**	**183**	**12**	**256**	**2,029**	
PHF																	0.90	
% HV				4%				10%				5%				3%		



26662.00
Yaphank Auto Auction

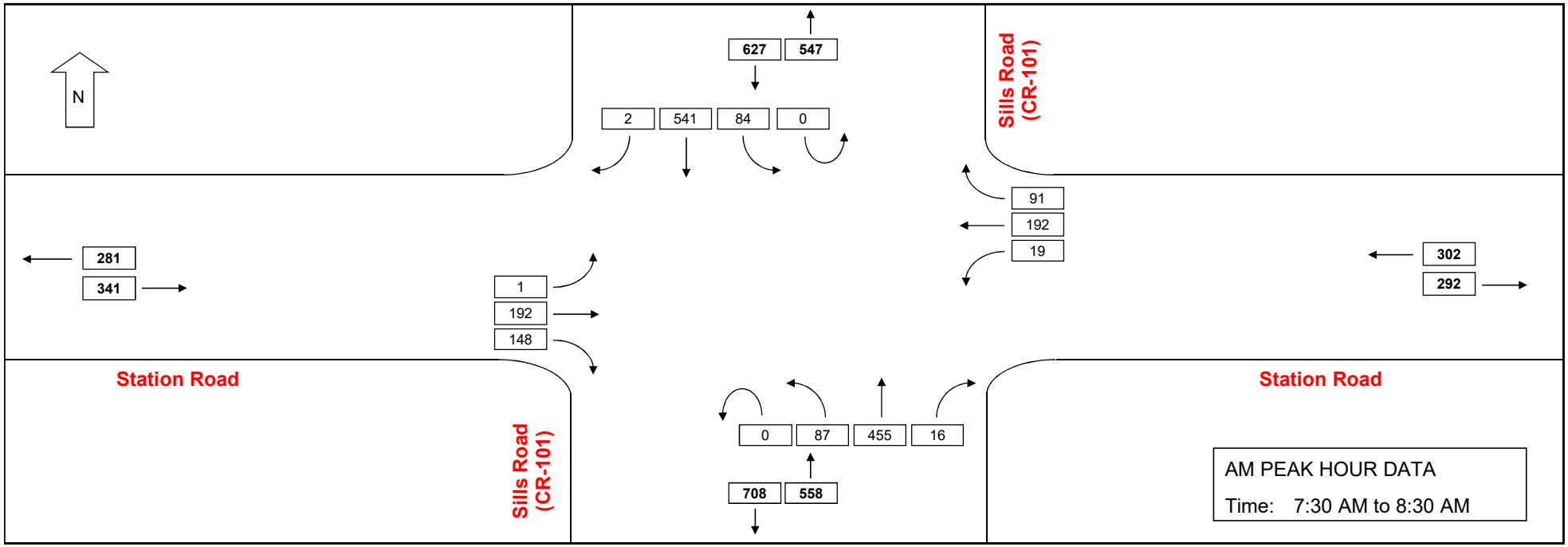
5/9/2019

TRAFFIC VOLUME DATA

Sills Road (CR-101) at Station Road
Medford, NY

Date Collected: 4/30/19 (Tuesday)

Start Time	Eastbound				Westbound				Northbound					Southbound					TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
7:00 AM	2	36	26	64	1	36	8	45	0	27	75	3	105	0	13	88	1	102	316	
7:15 AM	0	44	27	71	1	27	16	44	0	18	90	1	109	0	11	123	1	135	359	
7:30 AM	0	48	33	81	1	41	18	60	0	16	136	3	155	0	28	125	0	153	449	
7:45 AM	0	55	47	102	4	42	27	73	0	25	125	1	151	0	25	156	1	182	508	1,632
8:00 AM	1	39	30	70	9	47	25	81	0	21	107	7	135	0	13	141	1	155	441	1,757
8:15 AM	0	50	38	88	5	62	21	88	0	25	87	5	117	0	18	119	0	137	430	1,828
8:30 AM	1	35	42	78	3	50	21	74	0	17	132	4	153	0	10	101	2	113	418	1,797
8:45 AM	0	50	24	74	5	47	17	69	0	23	119	2	144	0	14	120	0	134	421	1,710
Peak Hour																				
7:30 AM to 8:30 AM	**1**	**192**	**148**	**341**	**19**	**192**	**91**	**302**	**0**	**87**	**455**	**16**	**558**	**0**	**84**	**541**	**2**	**627**	**1,828**	
PHF																			0.90	
% HV				14%				12%					7%					7%		

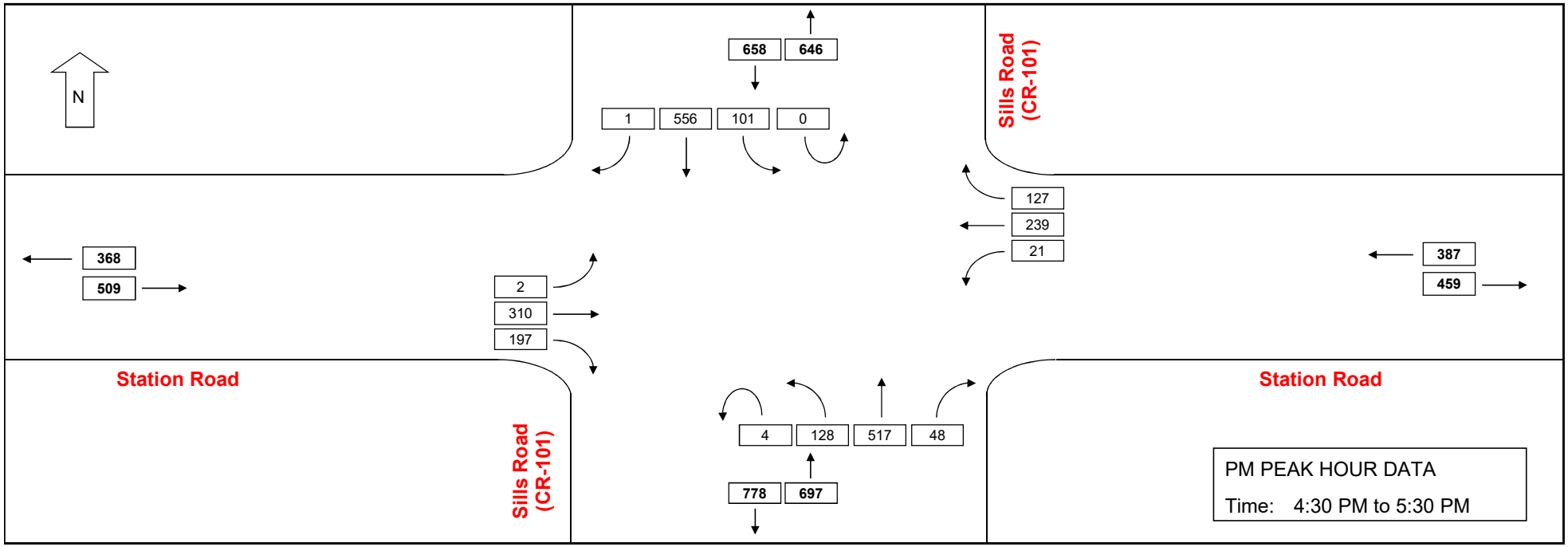


TRAFFIC VOLUME DATA

Sills Road (CR-101) at Station Road
Medford, NY

Date Collected: 4/30/19 (Tuesday)

Start Time	Eastbound				Westbound				Northbound					Southbound					TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
4:00 PM	2	68	41	111	2	70	27	99	0	38	134	7	179	0	26	113	0	139	528	
4:15 PM	0	81	41	122	4	60	35	99	0	29	157	4	190	0	25	121	1	147	558	
4:30 PM	1	71	49	121	4	57	21	82	0	33	116	8	157	0	26	175	0	201	561	
4:45 PM	1	66	42	109	3	50	34	87	2	32	120	18	172	0	29	101	1	131	499	2,146
5:00 PM	0	78	52	130	3	60	35	98	2	30	129	14	175	0	29	135	0	164	567	2,185
5:15 PM	0	95	54	149	11	72	37	120	0	33	152	8	193	0	17	145	0	162	624	2,251
5:30 PM	2	67	52	121	1	61	24	86	0	39	130	5	174	0	23	111	0	134	515	2,205
5:45 PM	1	77	46	124	4	49	21	74	0	38	114	3	155	0	29	103	0	132	485	2,191
Peak Hour																				
4:30 PM to 5:30 PM	**2**	**310**	**197**	**509**	**21**	**239**	**127**	**387**	**4**	**128**	**517**	**48**	**697**	**0**	**101**	**556**	**1**	**658**	**2,251**	
PHF																			0.90	
% HV				4%				5%					4%					3%		

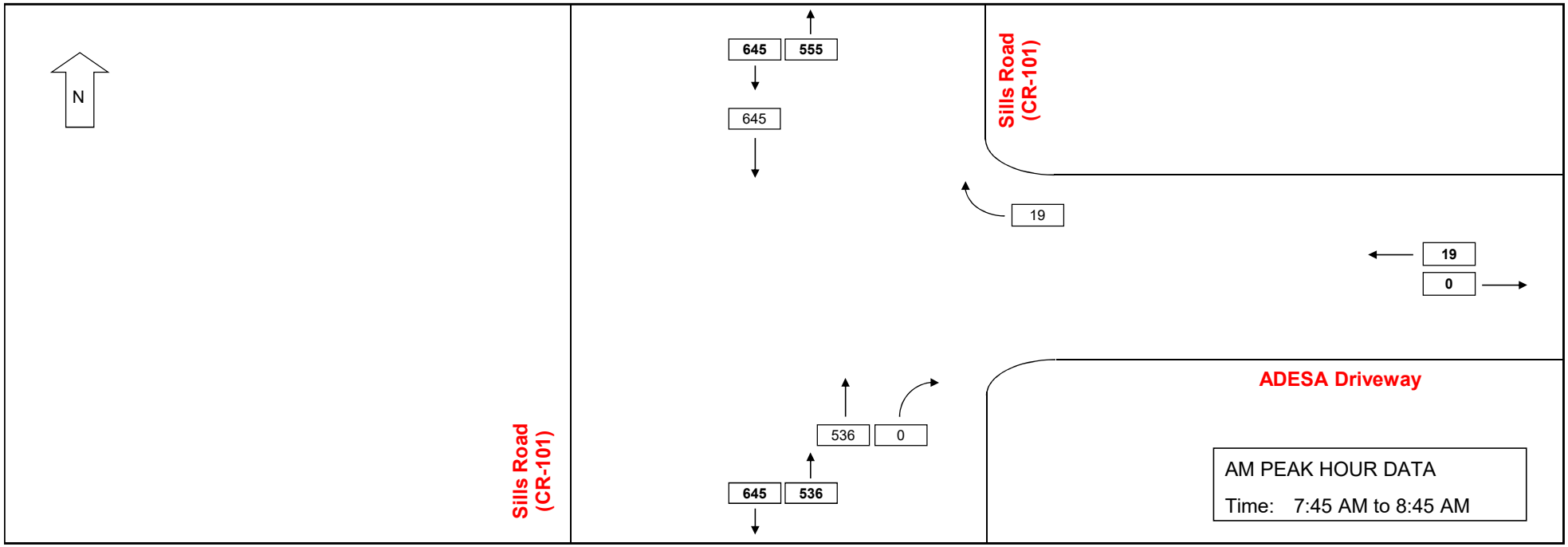


TRAFFIC VOLUME DATA

Sills Road (CR-101) at ADESA Driveway
Yaphank, NY

Date Collected: 4/30/19 (Tuesday)

Start Time	Eastbound				Westbound				Northbound					Southbound					TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
7:00 AM							0	0			80	0	80			117		117	197	
7:15 AM							2	2			96	0	96			128		128	226	
7:30 AM							4	4			120	0	120			159		159	283	
7:45 AM							5	5			124	0	124			181		181	310	1,016
8:00 AM							6	6			146	0	146			161		161	313	1,132
8:15 AM							1	1			124	0	124			160		160	285	1,191
8:30 AM							7	7			142	0	142			143		143	292	1,200
8:45 AM							3	3			132	0	132			152		152	287	1,177
Peak Hour																				
7:45 AM to 8:45 AM							**19**	**19**			**536**	**0**	**536**			**645**		**645**	**1,200**	
PHF																			0.96	
% HV								0%					10%					7%		

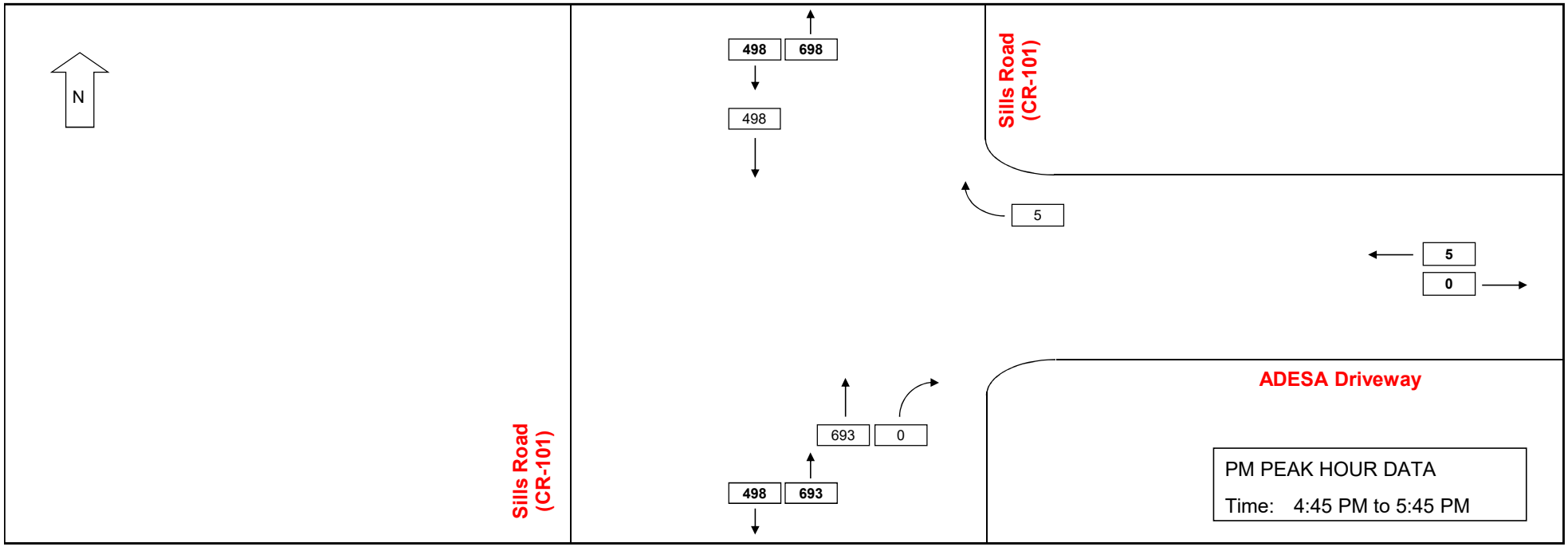


TRAFFIC VOLUME DATA

Sills Road (CR-101) at ADESA Driveway
Yaphank, NY

Date Collected: 4/30/19 (Tuesday)

Start Time	Eastbound				Westbound				Northbound					Southbound					TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
4:00 PM							3	3			163	0	163			146		146	312	
4:15 PM							0	0			162	0	162			117		117	279	
4:30 PM							1	1			134	0	134			128		128	263	
4:45 PM							2	2			154	0	154			114		114	270	1,124
5:00 PM							1	1			194	0	194			144		144	339	1,151
5:15 PM							2	2			169	0	169			133		133	304	1,176
5:30 PM							0	0			176	0	176			107		107	283	1,196
5:45 PM							0	0			136	0	136			133		133	269	1,195
Peak Hour																				
4:45 PM to 5:45 PM							**5**	**5**			**693**	**0**	**693**			**498**		**498**	**1,196**	
PHF																			0.88	
% HV								11%					3%					4%		

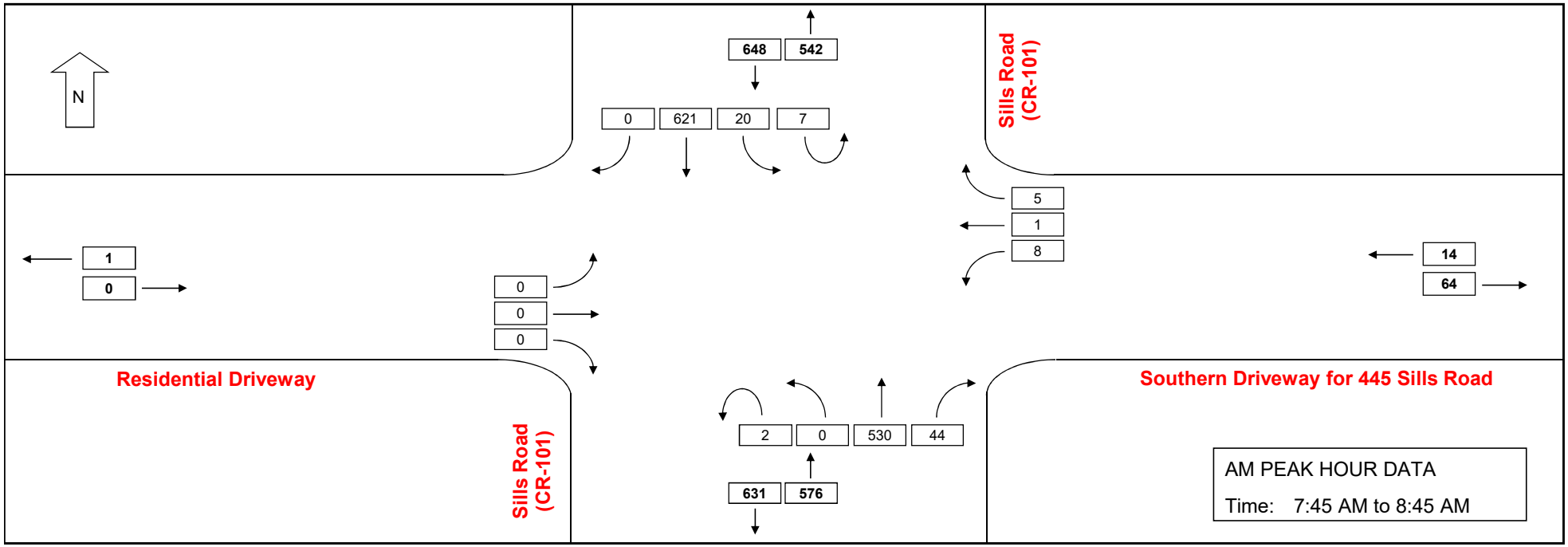


TRAFFIC VOLUME DATA

Sills Road (CR-101) at Southern Driveway for 445 Sills Road
Yaphank, NY

Date Collected: 4/30/19 (Tuesday)

Start Time	Eastbound				Westbound				Northbound					Southbound					TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
7:00 AM	0	0	1	1	0	0	0	0	0	0	82	3	85	0	2	113	0	115	201	
7:15 AM	0	0	0	0	0	0	0	0	2	0	93	6	101	1	2	128	0	131	232	
7:30 AM	0	0	0	0	0	0	0	0	2	0	116	5	123	1	4	156	0	161	284	
7:45 AM	0	0	0	0	2	0	0	2	2	0	127	14	143	0	5	172	0	177	322	1,039
8:00 AM	0	0	0	0	1	1	1	3	0	0	144	12	156	0	7	161	0	168	327	1,165
8:15 AM	0	0	0	0	3	0	1	4	0	0	116	9	125	4	6	153	0	163	292	1,225
8:30 AM	0	0	0	0	2	0	3	5	0	0	143	9	152	3	2	135	0	140	297	1,238
8:45 AM	0	0	0	0	3	0	4	7	0	0	117	7	124	0	2	156	0	158	289	1,205
Peak Hour																				
7:45 AM to 8:45 AM	**0**	**0**	**0**	**0**	**8**	**1**	**5**	**14**	**2**	**0**	**530**	**44**	**576**	**7**	**20**	**621**	**0**	**648**	**1,238**	
PHF																			0.95	
% HV				0%				52%					11%					6%		

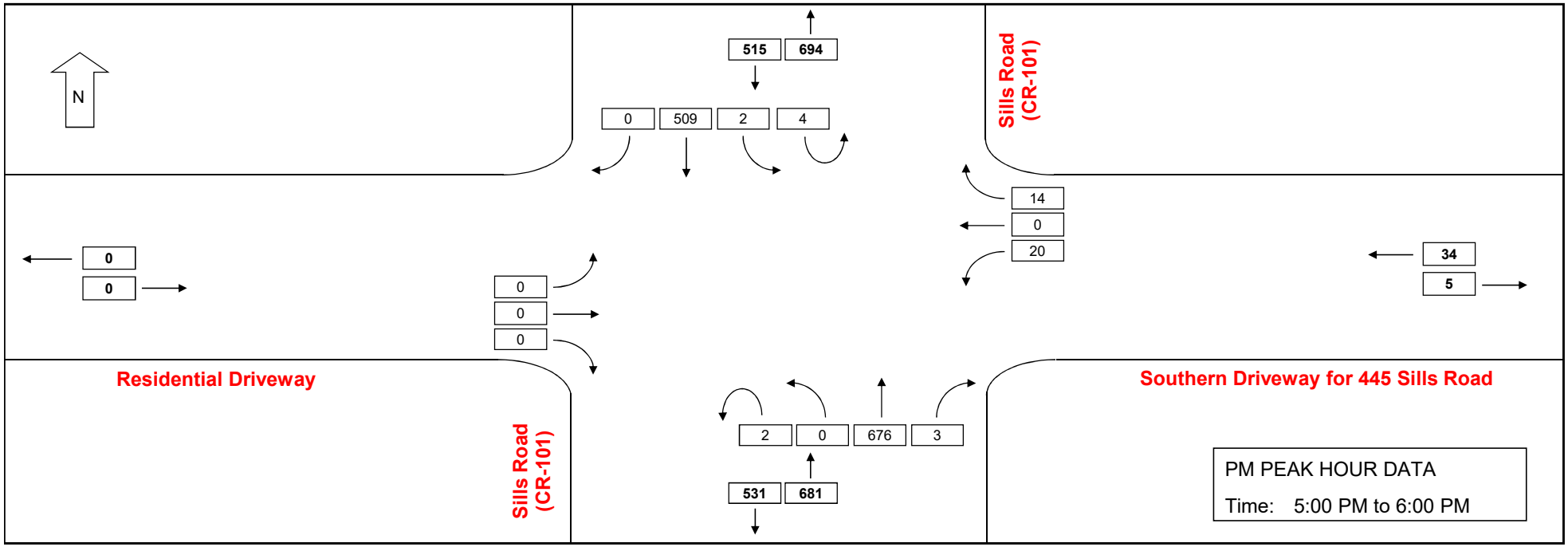


TRAFFIC VOLUME DATA

Sills Road (CR-101) at Southern Driveway for 445 Sills Road
Yaphank, NY

Date Collected: 4/30/19 (Tuesday)

Start Time	Eastbound				Westbound				Northbound					Southbound					TOTAL	Cum. Hourly
	Left	Thru	Right	Total	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
4:00 PM	1	0	0	1	4	0	1	5	0	0	168	3	171	5	1	144	0	150	327	
4:15 PM	0	0	0	0	2	0	4	6	1	0	152	1	154	1	0	115	0	116	276	
4:30 PM	0	0	0	0	1	0	2	3	0	0	145	0	145	0	3	127	0	130	278	
4:45 PM	0	0	0	0	2	0	6	8	0	0	151	6	157	1	1	111	0	113	278	1,159
5:00 PM	0	0	0	0	12	0	8	20	0	0	200	2	202	1	1	133	0	135	357	1,189
5:15 PM	0	0	0	0	5	0	4	9	1	0	168	0	169	0	0	130	0	130	308	1,221
5:30 PM	0	0	0	0	2	0	1	3	0	0	173	0	173	0	1	109	0	110	286	1,229
5:45 PM	0	0	0	0	1	0	1	2	1	0	135	1	137	3	0	137	0	140	279	1,230
Peak Hour																				
5:00 PM to 6:00 PM	**0**	**0**	**0**	**0**	**20**	**0**	**14**	**34**	**2**	**0**	**676**	**3**	**681**	**4**	**2**	**509**	**0**	**515**	**1,230**	
PHF																			0.86	
% HV				0%				7%					4%					4%		

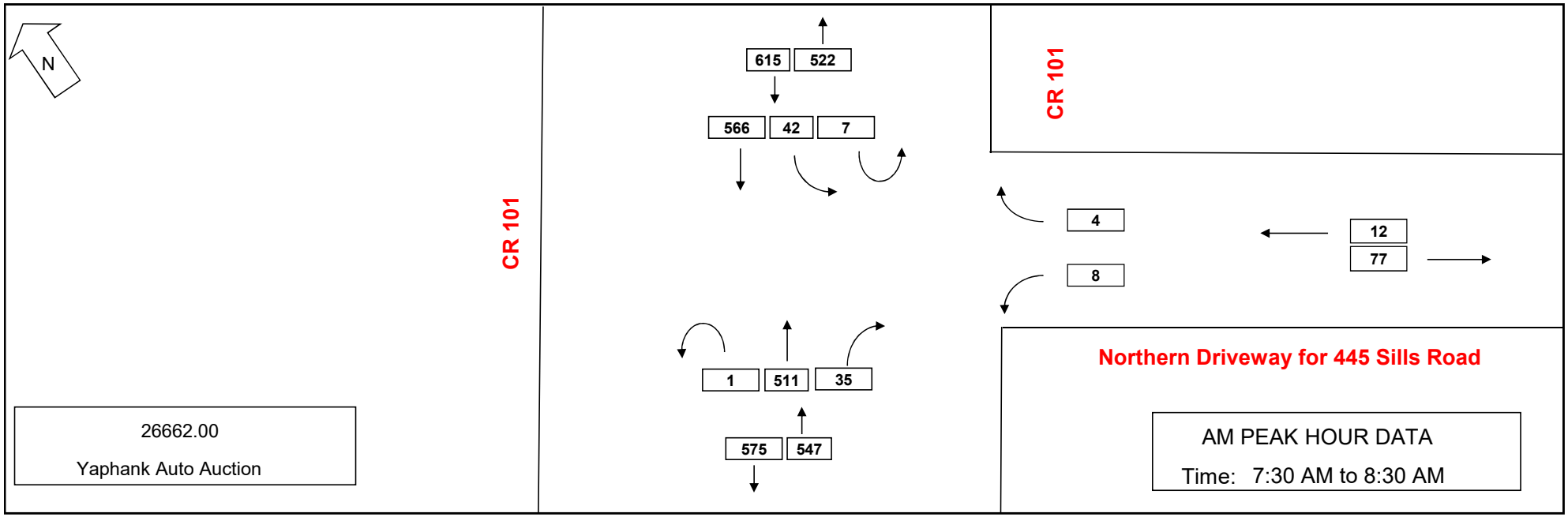


TRAFFIC VOLUME DATA

Sills Road (CR 101) & Median Turnaround / Northern Driveway for 445 Sills Road
Yaphank, NY

Date/Day Collected: 9/20/2018 Thursday

Start Time					Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
					Left		Right	Total	U-Turn	Thru	Right	Total	U-Turn	Left	Thru	Total		
7:00 AM					2		1	3	0	78	5	83	0	3	121	124	210	
7:15 AM					1		1	2	0	110	7	117	1	4	137	142	261	
7:30 AM					0		2	2	0	104	12	116	0	17	156	173	291	
7:45 AM					2		0	2	0	112	12	124	0	11	137	148	274	1,036
8:00 AM					3		1	4	1	144	6	151	0	9	142	151	306	1,132
8:15 AM					3		1	4	0	151	5	156	7	5	131	143	303	1,174
8:30 AM					1		3	4	1	107	5	113	1	5	135	141	258	1,141
8:45 AM					3		0	3	1	116	5	122	1	5	130	136	261	1,128
Peak Hour																		
7:30 AM to 8:30 AM					**8**		**4**	**12**	**1**	**511**	**35**	**547**	**7**	**42**	**566**	**615**	**1,174**	
PHF								0.75				0.88				0.89	0.96	
HV%								54%				12%				7%		

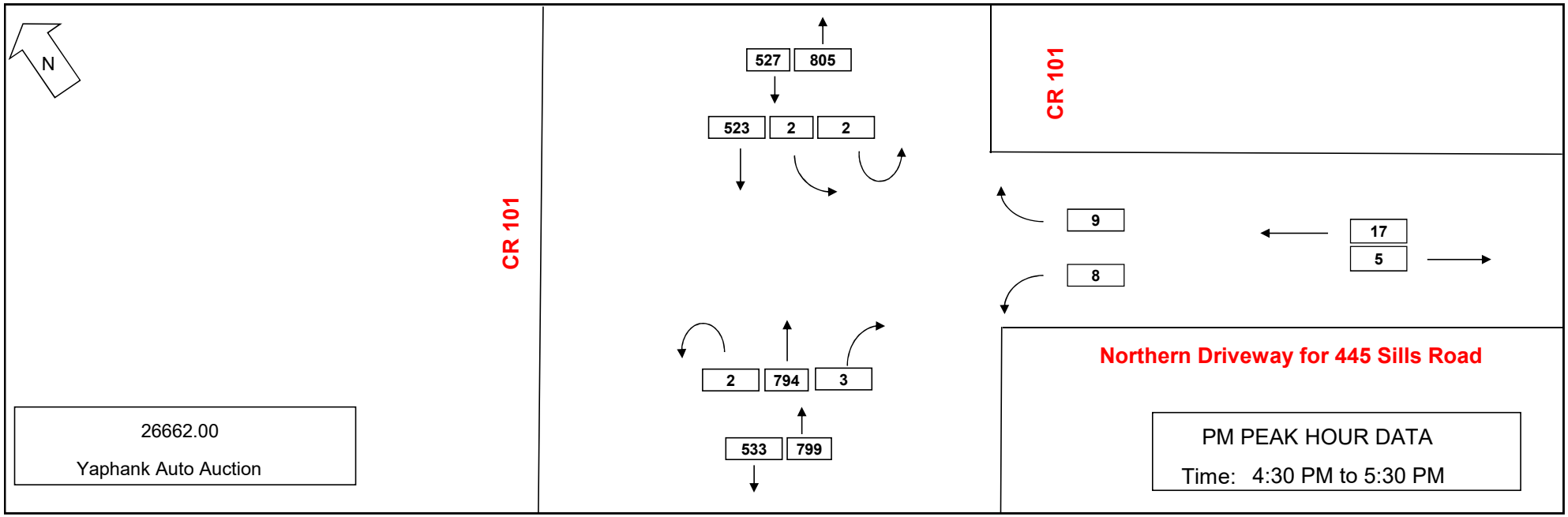


TRAFFIC VOLUME DATA

Sills Road (CR 101) & Median Turnaround / Northern Driveway for 445 Sills Road
Yaphank, NY

Date/Day Collected: 9/20/2018 Thursday

Start Time					Westbound				Northbound				Southbound				TOTAL	Cum. Hourly
					Left		Right	Total	U-Turn	Thru	Right	Total	U-Turn	Left	Thru	Total		
4:00 PM					3		5	8	1	193	0	194	0	0	117	117	319	
4:15 PM					0		4	4	0	174	1	175	1	1	117	119	298	
4:30 PM					5		7	12	0	189	0	189	1	0	119	120	321	
4:45 PM					2		2	4	0	193	0	193	0	0	119	119	316	1,254
5:00 PM					0		0	0	2	210	0	212	0	2	147	149	361	1,296
5:15 PM					1		0	1	0	202	3	205	1	0	138	139	345	1,343
5:30 PM					4		1	5	0	168	1	169	0	0	123	123	297	1,319
5:45 PM					0		0	0	0	147	0	147	0	1	123	124	271	1,274
Peak Hour																		
4:30 PM to 5:30 PM					**8**		**9**	**17**	**2**	**794**	**3**	**799**	**2**	**2**	**523**	**527**	**1,343**	
PHF								0.35				0.94				0.88	0.93	
HV%								0%				4%				5%		



Appendix B

Description

Accident Data

Accident Location Information System(ALIS)

Date: 4/24/2019
2:13:56 PM

Accident Verbal Description

16002_VDR

Date in this report covers the period - M1/1/2016-12/31/2018

Complete Accident data from NYSDMV is only available thru 12/31/2018 12:00:00 AM

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
116 Meters South of Connecting Road

2/1/2016 Mon 16:04 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36078978**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 1
Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4262 State of Registration: NY
Num of Occupants: 2 Driver's Age: 42 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: BELLPORT RD
AT INTERSECTION WITH Station Rd

2/24/2016 Wed 08:14 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36109920**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 11400 State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3213 State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH Station Rd

2/12/2016 Fri 15:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36112838**

Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 59 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH Station Rd
2/12/2016 Fri 13:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36112839**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 66 Sex: F Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 40 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE-YAPHANK RD
15 Meters North of STATION RD
3/9/2016 Wed 21:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36130733**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: SIDESWIPE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 32 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH Station Rd
2/29/2016 Mon 15:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36145311**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 27 Sex: M Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 17 Sex: M Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
59 Meters North of Station Rd
3/9/2016 Wed 12:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36145313**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: N

Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: VA
Num of Occupants: 3 Driver's Age: 50 Sex: F Citation Issued: Y
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
AT INTERSECTION WITH Patchogue Yaphank Rd
4/13/2016 Wed 09:09 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36178352**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: DRIVER INEXPERIENCE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 33 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH Ramp
3/19/2016 Sat 07:50 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36193145**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
24 Meters North of Ramp
3/1/2016 Tue 14:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36203919**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT TURN (WITH OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: FL
Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 39 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, TURNING IMPROPER

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH Ramp
4/4/2016 Mon 13:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36203937**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 1
Type Of Accident: COLL. W/LIGHT SUPPORT/UTILITY POLE Traffic Control: YIELD SIGN
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 TRUCK Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: OVERSIZED VEHICLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: LONG ISLAND AVE
AT INTERSECTION WITH Bellport Ave
5/20/2016 Fri 16:29 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36214947**

Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3639 State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3723 State of Registration: NY
Num of Occupants: 1 Driver's Age: 60 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: TURNING IMPROPER, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH STATION RD
4/23/2016 Sat 12:33 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2016-36239219**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: HEAD ON Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3395 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3312 State of Registration: NY
Num of Occupants: 2 Driver's Age: 26 Sex: M Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH STATION RD
6/3/2016 Fri 13:59 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2016-36248222**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4279 State of Registration: NY
Num of Occupants: 3 Driver's Age: 55 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 3917 State of Registration: NY
Num of Occupants: 1 Driver's Age: 38 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street:
6/10/2016 Fri 12:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36257497**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 36 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street:
6/15/2016 Wed 13:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36258814**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5844 State of Registration: NY
Num of Occupants: 2 Driver's Age: 44 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5486 State of Registration: NY

Num of Occupants: 2 Driver's Age: 27 Sex: F Citation Issued: N

Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH Horseblock Rd

6/26/2016 Sun 12:53 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2016-36273479**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: RIGHT ANGLE Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3032 State of Registration: NY

Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 9000 State of Registration: NY

Num of Occupants: 2 Driver's Age: 50 Sex: M Citation Issued: Y

Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
76 Meters West of Ramp

6/6/2016 Mon 07:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36280385**

Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 BUS Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 51 Sex: F Citation Issued: N

Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH Station Rd
6/7/2016 Tue 08:55 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36280390**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 TRUCK Registered Weight: 79000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 3255 State of Registration: NY
Num of Occupants: 1 Driver's Age: 63 Sex: F Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3325 State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: F Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
52 Meters South of Horseblock Rd
7/1/2016 Fri 19:42 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36287961**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: Sex: Citation Issued:
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: PARKED

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: UNKNOWN
Apparent Factors: BACKING UNSAFELY, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: [Route] 101
AT INTERSECTION WITH STATION RD
7/7/2016 Thu 00:25 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: BC **Case: 2016-36292814**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2769 State of Registration: NY
Num of Occupants: 4 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 3075 State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH Station Rd
7/11/2016 Mon 11:33 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36292817**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3349 State of Registration: NY
Num of Occupants: 1 Driver's Age: 69 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3120 State of Registration: NY
Num of Occupants: 1 Driver's Age: 27 Sex: F Citation Issued: N

Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH Station Rd

7/20/2016 Wed 17:07 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36306203**

Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3137 State of Registration: NY

Num of Occupants: 2 Driver's Age: 64 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3805 State of Registration: NY

Num of Occupants: 1 Driver's Age: 28 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: BELLPORT AVE
AT INTERSECTION WITH Long Island Ave

7/21/2016 Thu 20:42 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B **Case: 2016-36308400**

Accident Class: INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN

Manner of Collision: RIGHT ANGLE Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: FL

Num of Occupants: 1 Driver's Age: Sex: Citation Issued:

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: AGGRESSIVE DRIVING/ROAD RAGE, FAILURE TO YIELD RIGHT OF WAY

Veh :1 MOTORCYCLE Registered Weight: 695 State of Registration: NY

Num of Occupants: 1 Driver's Age: 62 Sex: M Citation Issued: N

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STARTING IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
61 Meters South of Connecting Road
5/26/2016 Thu 18:58 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36315433**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4322 State of Registration: NY
Num of Occupants: 1 Driver's Age: 69 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3888 State of Registration: NY
Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, UNSAFE SPEED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: [Route] 101
AT INTERSECTION WITH STATION RD
7/27/2016 Wed 23:25 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2016-36317366**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2499 State of Registration: NY
Num of Occupants: 3 Driver's Age: 26 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 3037 State of Registration: NY
Num of Occupants: 3 Driver's Age: 26 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street:
7/28/2016 Thu 07:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36320242**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH Patchogue Yaphank Rd
8/22/2016 Mon 13:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36357311**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
58 Meters South of Ramp
8/22/2016 Mon 19:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36357958**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3270 State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 Sex: M Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 2698 State of Registration: NY
Num of Occupants: 1 Driver's Age: 62 Sex: M Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
91 Meters West of OLD DOCK RD
8/25/2016 Thu 12:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36359392**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: DRIVER INEXPERIENCE, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: BELLPORT RD
AT INTERSECTION WITH Station Rd
8/31/2016 Wed 19:09 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36367184**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: 29 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH Horseblock Rd

8/24/2016 Wed 17:39 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2016-36368346**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 3

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2449 State of Registration: NY

Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: Y

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, GLARE

Veh :3 CAR/VAN/PICKUP Registered Weight: 4127 State of Registration: NY

Num of Occupants: 1 Driver's Age: 30 Sex: F Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3466 State of Registration: NY

Num of Occupants: 1 Driver's Age: 46 Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH STATION RD

8/31/2016 Wed 14:40 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2016-36368349**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2850 State of Registration: NY

Num of Occupants: 2 Driver's Age: 51 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 3250 State of Registration: NY
Num of Occupants: 2 Driver's Age: 70 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: [Route] 101
AT INTERSECTION WITH HORSEBLOCK RD
9/6/2016 Tue 17:17 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36372860**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: 27 Sex: F Citation Issued: Y
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
71 Meters North of Station Rd
9/8/2016 Thu 07:02 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2016-36382285**
Accident Class: INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 4
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3345 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :4 CAR/VAN/PICKUP Registered Weight: 3881 State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :3 CAR/VAN/PICKUP Registered Weight: 3616 State of Registration: NY
Num of Occupants: 2 Driver's Age: 33 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2516 State of Registration: NY
Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH Station Rd
9/17/2016 Sat 14:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36390126**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3228 State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 39 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
82 Meters South of Connecting Road
9/16/2016 Fri 14:37 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2016-36392745**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2822 State of Registration: NY
Num of Occupants: 1 Driver's Age: 30 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: FL
Num of Occupants: 1 Driver's Age: 67 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT ENTERED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3349 State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: PARKED
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH BELLPORT RD
9/17/2016 Sat 16:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36403746**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: UNKNOWN, UNKNOWN

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH Horseblock Rd

10/10/2016 Mon 14:12 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2016-36424647**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2855 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, ALCOHOL INVOLVEMENT

Veh :2 CAR/VAN/PICKUP Registered Weight: 2976 State of Registration: NY
Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH Horseblock Rd

10/11/2016 Tue 15:40 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2016-36425433**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 TRUCK Registered Weight: 80000 State of Registration: NY
Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3376 State of Registration: NY
Num of Occupants: 1 Driver's Age: 77 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 4336 State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH STATION RD

10/22/2016 Sat 11:10 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36436080**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 46 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: 46 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH Connecting Road

10/13/2016 Thu 19:37 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36456704**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
15 Meters West of STATION RD

10/6/2016 Thu 06:35 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36458521**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2793 State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: F Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 4704 State of Registration: NY
Num of Occupants: 1 Driver's Age: 60 Sex: M Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: Y
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: RAMP
42 Meters South of Patchogue Yaphank Rd

11/6/2016 Sun 17:16 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36466045**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 4 Driver's Age: 59 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: MA
Num of Occupants: 4 Driver's Age: 18 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH HORSEBLOCK RD

11/29/2016 Tue 12:21 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36501005**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2700 State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3489 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: LONG ISLAND AVE
AT INTERSECTION WITH Bellport Ave

12/4/2016 Sun 11:55 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36507916**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3589 State of Registration: NY
Num of Occupants: 1 Driver's Age: 66 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2432 State of Registration: NY
Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TRAFFIC CONTROL DEVICES DISREGARDED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
52 Meters North of Connecting Road
12/9/2016 Fri 09:30 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36512761**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4696 State of Registration: NY
Num of Occupants: 1 Driver's Age: 27 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2855 State of Registration: NY
Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INEXPERIENCE, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: [Route] 101
117 Meters North of Ramp
12/19/2016 Mon 17:34 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36530793**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3868 State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: AVOIDING OBJECT IN ROADWAY
Apparent Factors: NOT APPLICABLE, OBSTRUCTION/DEBRIS

Veh :1 CAR/VAN/PICKUP Registered Weight: 3138 State of Registration: NY
Num of Occupants: 1 Driver's Age: 62 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: SILLS RD
AT INTERSECTION WITH STATION RD
1/11/2017 Wed 15:55 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36563502**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 65 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 3977 State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH Station Rd
1/13/2017 Fri 18:24 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36564187**
Accident Class: INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: CO
Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3254 State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSE BLOCK RD
10/25/2016 Tue 22:16 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36569219**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: UNKNOWN Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration: -3
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: UNKNOWN
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: 3361 State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH HORSEBLOCK RD
1/24/2017 Tue 08:40 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36577731**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2742 State of Registration: NY
Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 TRUCK Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 38 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: DRIVER INATTENTION, OTHER (VEHICLE)

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: [Route] 101
AT INTERSECTION WITH STATION RD
1/24/2017 Tue 13:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36579494**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: PA
Num of Occupants: 1 Driver's Age: 20 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSE BLOCK RD

1/11/2017 Wed 06:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36581293**

Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: SIDESWIPE Weather: CLEAR

Road Surface Condition: WET Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 2 Driver's Age: Sex: Citation Issued:

Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: PARKED

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 TRUCK Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 28 Sex: M Citation Issued: N

Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: BACKING

Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSE BLOCK RD

1/30/2017 Mon 20:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36589968**

Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: OTHER Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 2 Driver's Age: Sex: Citation Issued:

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: PARKED

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: TURNING IMPROPER, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH Station Rd

1/30/2017 Mon 20:43 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2017-36601992**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: RIGHT ANGLE Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3360 State of Registration: NY

Num of Occupants: 3 Driver's Age: 20 Sex: F Citation Issued: Y

Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: DRIVER INEXPERIENCE, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3704 State of Registration: NY

Num of Occupants: 3 Driver's Age: 48 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, TRAFFIC CONTROL DEVICES DISREGARDED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
1 Meters North of Connecting Road

2/15/2017 Wed 12:33 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36623706**

Accident Class: INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: RIGHT TURN (WITH OTHER CAR) Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3254 State of Registration: NY

Num of Occupants: 1 Driver's Age: 76 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 3579 State of Registration: NY

Num of Occupants: 1 Driver's Age: 47 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: BELLPORT RD
AT INTERSECTION WITH Station Rd
3/11/2017 Sat 11:11 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2017-36639275**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3299 State of Registration: NY
Num of Occupants: 1 Driver's Age: 60 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3096 State of Registration: NY
Num of Occupants: 1 Driver's Age: 42 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :2 CAR/VAN/PICKUP Registered Weight: 2930 State of Registration: NY
Num of Occupants: 2 Driver's Age: 26 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH Patchogue Yaphank Rd
2/13/2017 Mon 16:19 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36642893**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH BELLPORT RD

2/3/2017 Fri 19:39 PM Persons Killed: 0 Persons Injured: 6 Extent of Injuries: CCCCC **Case: 2017-36644009**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration: -3
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 4420 State of Registration: NY
Num of Occupants: 7 Driver's Age: 31 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH BELLPORT RD

4/16/2017 Sun 19:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36698072**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5649 State of Registration: NY
Num of Occupants: 1 Driver's Age: 65 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: BACKING
Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3076 State of Registration: NY
Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
AT INTERSECTION WITH Horseblock Rd
4/13/2017 Thu 14:22 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2017-36712164**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4152 State of Registration: NY
Num of Occupants: 1 Driver's Age: 32 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2961 State of Registration: NY
Num of Occupants: 2 Driver's Age: 49 Sex: F Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH Station Rd
5/5/2017 Fri 08:28 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36715357**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 62 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 TRUCK Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH Connecting Road
5/10/2017 Wed 15:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36722046**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 1

Type Of Accident: COLLISION WITH SIGN POST Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4439 State of Registration: NY
Num of Occupants: 1 Driver's Age: 35 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: OTHER
Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: BELLPORT RD
AT INTERSECTION WITH Station Rd
1/3/2016 Sun 22:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2016-36731898**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: IL
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: UNKNOWN, NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
30 Meters West of BELLPORT RD
5/31/2017 Wed 23:21 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36748067**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: CT
Num of Occupants: 1 Driver's Age: 29 Sex: F Citation Issued: Y
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING U TURN
Apparent Factors: TURNING IMPROPER, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 4450 State of Registration: NY
Num of Occupants: 2 Driver's Age: 48 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH Station Rd
6/12/2017 Mon 16:38 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36764645**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 1
Type Of Accident: COLLISION WITH SIGN POST Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3025 State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: FELL ASLEEP, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH Station Rd
6/27/2017 Tue 16:17 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36786921**
Accident Class: INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2317 State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: F Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 TRUCK Registered Weight: State of Registration: VA
Num of Occupants: 1 Driver's Age: 46 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH Station Rd
6/27/2017 Tue 16:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36790902**

Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: 20 Sex: F Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH STATION RD
7/10/2017 Mon 14:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36812478**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 76 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ
Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE-YAPHANK RD
AT INTERSECTION WITH STATION RD
7/30/2017 Sun 20:43 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36831213**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2578 State of Registration: NY
Num of Occupants: 1 Driver's Age: 65 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 3166 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH BELLPORT RD
8/1/2017 Tue 14:53 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36831222**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 65 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street:
8/5/2017 Sat 07:22 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36836373**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2523 State of Registration: NY
Num of Occupants: 4 Driver's Age: 25 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: MD

Num of Occupants: 2 Driver's Age: 47 Sex: M Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
AT INTERSECTION WITH Unnamed Street

8/4/2017 Fri 16:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36852045**

Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3466 State of Registration: NY

Num of Occupants: 1 Driver's Age: 56 Sex: F Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3886 State of Registration: NY

Num of Occupants: 2 Driver's Age: 46 Sex: F Citation Issued: Y

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
AT INTERSECTION WITH Horseblock Rd

7/29/2017 Sat 13:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36852884**

Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OVERTAKING Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: -3

Num of Occupants: 0 Driver's Age: Sex: Citation Issued:

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: OVERTAKING

Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, AGGRESSIVE DRIVING/ROAD RAGE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2800 State of Registration: NY

Num of Occupants: 1 Driver's Age: 32 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: [Route] 101
AT INTERSECTION WITH STATION RD

8/18/2017 Fri 06:20 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36861473**

Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: RIGHT ANGLE Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 34 Sex: M Citation Issued: N

Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: OK

Num of Occupants: 4 Driver's Age: 19 Sex: M Citation Issued: Y

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, TRAFFIC CONTROL DEVICES DISREGARDED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
AT INTERSECTION WITH Horseblock Rd

8/18/2017 Fri 07:35 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36862911**

Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OVERTAKING Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 28 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: OVERTAKING

Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH Station Rd
8/19/2017 Sat 11:08 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36862915**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: F Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
AT INTERSECTION WITH HORSEBLOCK RD
8/26/2017 Sat 06:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36865150**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4088 State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FELL ASLEEP, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH Station Rd

8/27/2017 Sun 06:10 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36872340**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3049 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street:
8/26/2017 Sat 22:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36872341**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3725 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3168 State of Registration: NY
Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
30 Meters West of STATION RD
9/2/2017 Sat 17:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36882097**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INEXPERIENCE, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSE BLOCK RD
9/19/2017 Tue 18:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36896742**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 61 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: BACKING
Apparent Factors: NOT APPLICABLE, BACKING UNSAFELY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: ENTERING PARKED POSITION
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
AT INTERSECTION WITH HORSEBLOCK RD
9/22/2017 Fri 12:48 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36900420**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3200 State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3163 State of Registration: NY
Num of Occupants: 2 Driver's Age: 30 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH HORSEBLOCK RD
10/7/2017 Sat 13:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36920747**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 42 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
AT INTERSECTION WITH Patchogue Yaphank Rd
10/11/2017 Wed 16:42 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36928206**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 58 Sex: M Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 34 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH PATCHOGUE YAPHANK RD
10/16/2017 Mon 16:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36941085**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 36 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
AT INTERSECTION WITH [Route] 101
10/14/2017 Sat 23:32 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36941775**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 46 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 3 Driver's Age: 35 Sex: M Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
59 Meters West of Ramp

10/5/2017 Thu 16:00 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2017-36942586**

Accident Class: INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4652 State of Registration: NY

Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N

Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 3816 State of Registration: NY

Num of Occupants: 2 Driver's Age: 37 Sex: F Citation Issued: N

Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
80 Meters North of Station Rd

11/2/2017 Thu 09:55 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36961466**

Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: OVERTAKING Weather: CLOUDY

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: CHANGING LANES

Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, UNSAFE LANE CHANGE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH Connecting Road

10/28/2017 Sat 12:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36966750**

Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE

Manner of Collision: OVERTAKING Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 3 Driver's Age: 51 Sex: F Citation Issued: N

Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 2 Driver's Age: 51 Sex: M Citation Issued: N

Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: CHANGING LANES

Apparent Factors: UNSAFE LANE CHANGE, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH BELLPORT RD

11/6/2017 Mon 13:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36970852**

Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLOUDY

Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 31 Sex: F Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
AT INTERSECTION WITH [Route] 101
11/7/2017 Tue 10:37 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36970856**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 TRUCK Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH STATION RD
11/17/2017 Fri 08:00 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36990187**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2544 State of Registration: NY
Num of Occupants: 1 Driver's Age: 72 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3727 State of Registration: NY
Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 TRUCK Registered Weight: 17500 State of Registration: NY
Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: Y

Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, GLARE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
AT INTERSECTION WITH HORSEBLOCK RD

9/3/2017 Sun 17:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36995354**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: Y

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 6027 State of Registration: NY
Num of Occupants: 4 Driver's Age: 43 Sex: M Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH Ramp

11/22/2017 Wed 15:28 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36997857**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT TURN (WITH OTHER CAR) Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: FAILURE TO KEEP RIGHT, TURNING IMPROPER

Veh :2 OTHER Registered Weight: State of Registration: NY
Num of Occupants: 5 Driver's Age: 50 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH Horseblock Rd
11/13/2017 Mon 11:20 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37001032**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3532 State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 6300 State of Registration: NY
Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: DRIVER INATTENTION, PHYSICAL DISABILITY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH STATION RD
11/21/2017 Tue 16:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37003208**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 61 Sex: F Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH Patchogue Yaphank Rd
11/26/2017 Sun 21:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37009515**

Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 1
Type Of Accident: COLLISION WITH DEER Traffic Control: NONE
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NT
Num of Occupants: 1 Driver's Age: 55 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH STATION RD
11/29/2017 Wed 16:52 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37009602**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 56 Sex: F Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 43 Sex: F Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
AT INTERSECTION WITH PATCHOGUE YAPHANK RD
12/6/2017 Wed 11:00 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37019578**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: TN
Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 36 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street:
12/26/2017 Tue 15:46 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37061088**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 16 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: BACKING
Apparent Factors: DRIVER INEXPERIENCE, BACKING UNSAFELY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: BACKING
Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
38 Meters West of Station Rd
1/1/2018 Mon 07:02 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37062214**
Accident Class: INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 55 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration: -3
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: BELLPORT AVE
AT INTERSECTION WITH LONG ISLAND AVE

1/8/2018 Mon 18:27 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37076798**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: SLEET/HAIL/FREEZING RAIN
Road Surface Condition: SNOW/ICE Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: [Route] 101
AT INTERSECTION WITH STATION RD

1/13/2018 Sat 18:16 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37097169**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 BUS Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 67 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4699 State of Registration: NY
Num of Occupants: 1 Driver's Age: 37 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
30 Meters South of STATION RD
1/24/2018 Wed 22:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37110912**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:
Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N
Direction of Travel: UNKNOWN Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: UNKNOWN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: PARKED
Apparent Factors: VIEW OBSTRUCTED/LIMITED, VIEW OBSTRUCTED/LIMITED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
AT INTERSECTION WITH HORSEBLOCK RD
2/5/2018 Mon 06:55 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37138115**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 36 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: OVERTAKING
Apparent Factors: DRIVER INATTENTION, PASSING OR LANE USAGE IMPROPERLY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
118 Meters South of Connecting Road
2/1/2018 Thu 16:50 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37148567**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 1

Type Of Accident: COLLISION WITH TREE Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3182 State of Registration: NY
Num of Occupants: 1 Driver's Age: 33 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PAVEMENT SLIPPERY, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
AT INTERSECTION WITH PATCHOGUE YAPHANK RD
2/16/2018 Fri 19:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37149103**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 54 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
15 Meters East of BELLPORT RD
2/26/2018 Mon 04:23 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37160856**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 1
Type Of Accident: COLLISION WITH ANIMAL Traffic Control: NONE
Manner of Collision: OTHER Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 48 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, ANIMAL'S ACTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH PATCHOGUE YAPHANK RD
3/3/2018 Sat 16:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37177849**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: POLICE/FIRE EMERGENCY
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 19 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH Connecting Road
3/15/2018 Thu 06:50 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37191075**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAWN
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 36 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 17 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: CHANGING LANES
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
AT INTERSECTION WITH Horseblock Rd
4/7/2018 Sat 10:20 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37226884**

Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: OVERTAKING
Apparent Factors: UNSAFE LANE CHANGE, PASSING OR LANE USAGE IMPROPERLY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE-YAPHANK RD
AT INTERSECTION WITH STATION RD
4/10/2018 Tue 22:55 PM Persons Killed: 0 Persons Injured: 3 Extent of Injuries: CCC **Case: 2018-37236120**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3222 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3166 State of Registration: NY
Num of Occupants: 2 Driver's Age: 28 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
41 Meters North of Ramp
4/14/2018 Sat 16:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37236125**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: Sex: Citation Issued:
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH Station Rd
4/10/2018 Tue 15:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37236144**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3083 State of Registration: NY
Num of Occupants: 1 Driver's Age: 25 Sex: M Citation Issued: Y
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: UNKNOWN
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3225 State of Registration: NY
Num of Occupants: 1 Driver's Age: 51 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH Station Rd
4/16/2018 Mon 19:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37242992**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DUSK
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 41 Sex: F Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 35 Sex: M Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH Patchogue Yaphank Rd

4/22/2018 Sun 18:12 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37245504**

Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: N

Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N

Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, ALCOHOL INVOLVEMENT

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH Ramp

4/19/2018 Thu 18:05 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37245505**

Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLOUDY

Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 75 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: BELLPORT RD
AT INTERSECTION WITH Station Rd
4/27/2018 Fri 14:10 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2018-37255809**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: IL
Num of Occupants: 2 Driver's Age: 24 Sex: M Citation Issued: Y
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3996 State of Registration: NY
Num of Occupants: 2 Driver's Age: 63 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH [Route] 101
5/4/2018 Fri 15:29 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37269354**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2623 State of Registration: NY
Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: N
Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2769 State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, REACTION TO OTHER UNINVOLVED VEHICL

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: [Route] 101
AT INTERSECTION WITH [Route] 16

5/13/2018 Sun 20:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37280612**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: 44 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 44 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH Patchogue Yaphank Rd

5/25/2018 Fri 15:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37303576**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: 53 Sex: F Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: Y
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: SILLS RD
AT INTERSECTION WITH Ramp
5/23/2018 Wed 14:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37305675**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2634 State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: Citation Issued:
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: PARKED
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration: -3
Num of Occupants: 0 Driver's Age: Sex: Citation Issued:
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
AT INTERSECTION WITH HORSEBLOCK RD
6/1/2018 Fri 21:26 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37311799**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: FOG/SMOG/SMOKE
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: OVERTAKING
Apparent Factors: NOT APPLICABLE, PASSING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 46 Sex: F Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: BELLPORT AVE
AT INTERSECTION WITH LONG ISLAND AVE
5/31/2018 Thu 15:21 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37315240**
Accident Class: INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 3

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2805 State of Registration: NY
Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3091 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: 7370 State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
AT INTERSECTION WITH Horseblock Rd
6/2/2018 Sat 15:59 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37318950**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 3
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OTHER Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5524 State of Registration: NY
Num of Occupants: 1 Driver's Age: 49 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 3076 State of Registration: NY
Num of Occupants: 2 Driver's Age: 23 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4480 State of Registration: NY

Num of Occupants: 2 Driver's Age: 46 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH Horseblock Rd

6/6/2018 Wed 16:48 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37323416**

Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:

Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 2 Driver's Age: 27 Sex: F Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH Station Rd

7/1/2018 Sun 16:16 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37360203**

Accident Class: INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: LEFT TURN (WITH OTHER CAR) Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4431 State of Registration: NY

Num of Occupants: 2 Driver's Age: 47 Sex: M Citation Issued: N

Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3506 State of Registration: NY

Num of Occupants: 1 Driver's Age: 54 Sex: M Citation Issued: N

Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH STATION RD
6/16/2018 Sat 15:59 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37377293**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 86 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: BACKING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 39 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: BACKING
Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
21 Meters West of Station Rd
7/18/2018 Wed 06:55 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37387155**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2683 State of Registration: NY
Num of Occupants: 1 Driver's Age: 63 Sex: F Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4168 State of Registration: NY
Num of Occupants: 2 Driver's Age: 44 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, EATING OR DRINKING

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
AT INTERSECTION WITH Horseblock Rd

7/13/2018 Fri 17:51 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37394798**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 46 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNSAFE SPEED, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH Connecting Road

7/16/2018 Mon 09:50 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2018-37394948**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT TURN (WITH OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: TN
Num of Occupants: 1 Driver's Age: 36 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3547 State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, PASSING OR LANE USAGE IMPROPERLY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: COUNTY ROAD 101
AT INTERSECTION WITH Ramp

7/21/2018 Sat 16:20 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37394952**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 3 Driver's Age: 30 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 31 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH Patchogue Yaphank Rd
7/14/2018 Sat 00:33 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37395191**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4211 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: UNKNOWN, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4257 State of Registration: NY
Num of Occupants: 1 Driver's Age: 40 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: UNKNOWN, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
AT INTERSECTION WITH PATCHOGUE YAPHANK RD
7/20/2018 Fri 13:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37395194**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 BUS Registered Weight: State of Registration: NY

Num of Occupants: 2 Driver's Age: 54 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 20 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH STATION RD
8/10/2018 Fri 15:40 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37425949**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 TRUCK Registered Weight: 17500 State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2859 State of Registration: NY
Num of Occupants: 1 Driver's Age: 68 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
128 Meters North of Ramp
7/18/2018 Wed 18:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37435653**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT ANGLE Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, DRIVER INEXPERIENCE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, DRIVER INEXPERIENCE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
AT INTERSECTION WITH Patchogue Yaphank Rd
8/3/2018 Fri 18:15 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37436512**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4743 State of Registration: NY
Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 2687 State of Registration: NY
Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH Horseblock Rd
8/28/2018 Tue 15:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37457431**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2800 State of Registration: NY
Num of Occupants: 1 Driver's Age: 60 Sex: M Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 3553 State of Registration: NY
Num of Occupants: 1 Driver's Age: 68 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: LONG ISLAND AVE
AT INTERSECTION WITH BELLPORT AVE

7/12/2018 Thu 10:21 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37458808**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN
Manner of Collision: RIGHT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 58 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 63 Sex: M Citation Issued: Y
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING RIGHT TURN
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TURNING IMPROPER

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH PATCHOGUE YAPHANK RD

9/2/2018 Sun 00:25 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37468670**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2864 State of Registration: NY
Num of Occupants: 2 Driver's Age: 57 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4593 State of Registration: NY
Num of Occupants: 1 Driver's Age: 37 Sex: M Citation Issued: N
Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH BELLPORT RD
9/7/2018 Fri 13:16 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37471270**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3002 State of Registration: NY
Num of Occupants: 1 Driver's Age: 26 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4389 State of Registration: NY
Num of Occupants: 1 Driver's Age: 55 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
32 Meters South of Horseblock Rd
8/31/2018 Fri 06:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37473527**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 59 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: OVERTAKING
Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, FAILURE TO YIELD RIGHT OF WAY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 52 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, PASSING OR LANE USAGE IMPROPERLY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: SILLS RD
AT INTERSECTION WITH STATION RD
9/14/2018 Fri 19:40 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37484361**

Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4136 State of Registration: NY
Num of Occupants: 1 Driver's Age: 53 Sex: F Citation Issued: N
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :2 CAR/VAN/PICKUP Registered Weight: 2911 State of Registration: NY
Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, TRAFFIC CONTROL DEVICES DISREGARDED

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
23 Meters West of BELLPORT RD
9/10/2018 Mon 11:55 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37487395**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: RAIN
Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3205 State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 Sex: F Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: MAKING LEFT TURN
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3011 State of Registration: NY
Num of Occupants: 1 Driver's Age: 73 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
AT INTERSECTION WITH STATION RD
9/22/2018 Sat 14:25 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37502218**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 72 Sex: M Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 35 Sex: M Citation Issued: N
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
30 Meters South of HORSEBLOCK RD
9/27/2018 Thu 20:51 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37502626**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: RIGHT ANGLE Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5121 State of Registration: NY
Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, DRIVER INEXPERIENCE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4494 State of Registration: NY
Num of Occupants: 1 Driver's Age: 45 Sex: M Citation Issued: N
Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH Station Rd
7/2/2018 Mon 09:50 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37531032**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 1 Driver's Age: 50 Sex: F Citation Issued: N

Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY

Num of Occupants: 1 Driver's Age: 45 Sex: F Citation Issued: N

Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: HORSEBLOCK RD
AT INTERSECTION WITH STATION RD

10/23/2018 Tue 10:45 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37571879**

Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 TRUCK Registered Weight: 80000 State of Registration: NY

Num of Occupants: 1 Driver's Age: 36 Sex: M Citation Issued: N

Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 2641 State of Registration: NY

Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N

Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: LANE MARKING IMPROPER/INADEQUATE, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: LONG ISLAND AVE
AT INTERSECTION WITH BELLPORT AVE

11/13/2018 Tue 14:53 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37587376**

Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: STOP SIGN

Manner of Collision: RIGHT ANGLE Weather: CLEAR

Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 TRUCK Registered Weight: 25950 State of Registration: NY

Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: N

Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3513 State of Registration: NY
Num of Occupants: 1 Driver's Age: 79 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
AT INTERSECTION WITH HORSEBLOCK RD
11/12/2018 Mon 15:23 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37603074**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: OVERTAKING Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: AR
Num of Occupants: 1 Driver's Age: 39 Sex: M Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STARTING IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3000 State of Registration: NY
Num of Occupants: 2 Driver's Age: 44 Sex: F Citation Issued: N
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: OVERTAKING
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
AT INTERSECTION WITH Unnamed Street
11/8/2018 Thu 14:00 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37610298**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2895 State of Registration: NY
Num of Occupants: 1 Driver's Age: 32 Sex: F Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 7200 State of Registration: NY
Num of Occupants: 2 Driver's Age: 66 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE YAPHANK RD
15 Meters South of Connecting Road
12/13/2018 Thu 09:05 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37638828**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4272 State of Registration: NY
Num of Occupants: 3 Driver's Age: 42 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3268 State of Registration: NY
Num of Occupants: 1 Driver's Age: 32 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
AT INTERSECTION WITH [Route] 101
12/7/2018 Fri 19:15 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2018-37642107**
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLEAR
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4045 State of Registration: NY
Num of Occupants: 1 Driver's Age: 29 Sex: F Citation Issued: Y
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3250 State of Registration: NY
Num of Occupants: 1 Driver's Age: 30 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: PATCHOGUE-YAPHANK RD
AT INTERSECTION WITH STATION RD

11/30/2018 Fri 12:44 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37642141**
Accident Class: PROPERTY DAMAGE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 6800 State of Registration: NY
Num of Occupants: 1 Driver's Age: 28 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4438 State of Registration: NY
Num of Occupants: 1 Driver's Age: 41 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: SLOWED OR STOPPING
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Suffolk Muni: Brookhaven(T) Ref. Marker: Street: STATION RD
AT INTERSECTION WITH PATCHOGUE YAPHANK RD

12/24/2018 Mon 13:01 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37661274**
Accident Class: NON-REPORTABLE Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL
Manner of Collision: REAR END Weather: CLOUDY
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 BUS Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 39 Sex: M Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: STOPPED IN TRAFFIC
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY
Num of Occupants: 2 Driver's Age: 50 Sex: F Citation Issued: N
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER
Pre-Accd Action: GOING STRAIGHT AHEAD
Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Appendix C

Description

Level of Service - Definitions

Level of Service Definitions

Signal Controlled Intersections

The level of service and capacity of a signalized intersection are the criteria by which the quality of traffic service is measured. The levels of service range between level of service A (relatively congestion-free) and level of service F (congested).

The capacity of a signalized intersection is based upon the concepts of saturation flow and saturation flow rate. This is the maximum rate of flow that can pass through a given lane group under prevailing traffic and roadway conditions. The volume-to-capacity ratio is the ratio of the traffic flow for a given lane group or approach to the capacity. A V/C ratio of 1.0 indicates that the flow rate equals the capacity. Values over 1.0 indicate a temporary excess of demand. This does not necessarily indicate an intersection failure.

The level of service of a signalized intersection is evaluated on the basis of average control delay per vehicle for various movements within the intersection. The control delay is a function of the arrivals, delay from queuing and over saturation.
The following general statements may be made regarding the level of service of a signalized intersection.

- ***Level of service A*** describes operations with a very low delay. This occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short traffic signal cycles may contribute to low delay.
- ***Level of service B*** generally occurs with good progression and/or short traffic signal cycle lengths. More vehicles stop than for level of service A, causing higher average delays.
- ***Level of service C*** has higher delays than level of service B. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures, where motorists are required to wait through an entire signal cycle, may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
- ***Level of service D*** means the influence of congestion has become more noticeable. Longer delays may result from some combination of unfavorable progression, long

cycle lengths or high volume to capacity ratios. Many vehicles stop and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

- ***Level of service E*** is considered the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and high volume to capacity ratios. Individual cycle failures are frequent occurrences.
- ***Level of Service F*** has delays that are considered unacceptable to most drivers. This condition often occurs with over saturations, i.e., when arrival flow rates exceed the capacity of the intersection. It may occur at volume to capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

The following average stopped delays are utilized to determine intersection and approach roadway levels of service for signalized intersections:

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)
A	≤ 10.0
B	> 10.0 and ≤ 20.0
C	> 20.0 and ≤ 35.0
D	> 35.0 and ≤ 55.0
E	> 55.0 and ≤ 80.0
F	> 80.0

Two Way Stop Controlled Intersections

The level of service and capacity of a two-way stop controlled (TWSC) intersection are the criteria that are used to measure the quality of the traffic operations. The levels of service range between level of service A (relatively congestion-free) and level of service F (very congested).

The right of way at the TWSC intersection is controlled by stop signs on two opposing minor-street approaches (or on one leg of a “T”-type intersection). The capacity of a controlled approach is based on the distribution of gaps in the

major street traffic flow, driver judgment in selecting a gap through which to execute the desired maneuver and the follow up time required by each driver in a queue.

The level of service for the subject lane group movement of an approach of a TWSC intersection is evaluated based on the average total delay per vehicle. Control delay is a function of the capacity of the approach and the degree of saturation. It is defined as the total elapsed time from the time a vehicle stops at the end of the queue to the time the

vehicle departs from the stop line. This includes the time required for the vehicle to travel from the end of the queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in the queue. The average approach delay for all vehicles on a particular approach is computed as the weighted average of the control delay estimates for each individual movement on the approach.

The following levels of average control delay are used to determine approach levels of service:

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

While the level of service criteria are applied to each approach of a TWSC intersection, the average delay for an entire intersection can be calculated by taking a weighted average of the vehicles stopped on the minor approaches and the vehicles in the major street traffic flow, which suffer no delays. This total average control delay provides a means of comparison for two intersections.

All Way Stop Controlled Intersections

The level of service and capacity of an all way stop controlled (AWSC) intersection are the criteria by which the quality of traffic service is measured. The levels of service range between level of service A (relatively congestion-free) and level of service F (very congested).

The key variable in determining the capacity of an AWSC intersection is the distribution of traffic volumes among the approaches. Under ideal conditions traffic would be evenly distributed among the approaches. The flow rate for any given approach increases as the traffic decreases on the other approaches, allowing a smaller headway between vehicles departing from the stop line.

The capacity of each approach is computed under the assumption that the flows on the opposing and conflicting approaches are constant. The level of service of an AWSC intersection is evaluated based on the average total delay per vehicle. Total delay is defined as the total elapsed time from when a vehicle stops at the end of a queue until the vehicle departs from the stop line. This includes the time required for the vehicle to

travel from the end of the queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in the queue. This delay is based on the flow rate for each approach. As indicated above, the flow rate and therefore the delay, is directly proportional to the distribution of vehicles among the approaches.

The following levels of average control delay are used to determine approach levels of service:

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

The average control delay is the most effective measure for indicating the performance of an AWSC intersection because it can readily be measured by a transportation analyst and can be clearly communicated to a lay person. In addition, the use of delay will result in a consistent measure for both signalized and unsignalized intersections. While both types of intersections are evaluated in terms of average delay, the level of service criteria are different. This is due to drivers who expect different levels of performance from different types of intersection controls. Since signalized intersections are designed to carry higher traffic volumes compared with AWSC intersections, higher levels of control delay are more acceptable at signalized intersections for the same level of service.

Appendix D

Description
Synchro – Capacity Analysis Worksheets

1: CR 101 Sills Road & CR 16 Horseblock Road

Existing 2019
AM Peak Hour

Lanes, Volumes, Timings

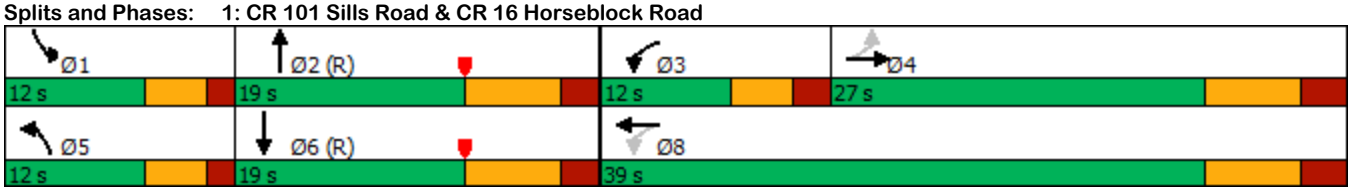
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	440	16	69	395	113	55	392	131	103	412	51
Future Volume (vph)	56	440	16	69	395	113	55	392	131	103	412	51
Satd. Flow (prot)	1543	1624	1380	1583	1667	1464	1626	3252	1503	1671	3343	1595
Flt Permitted	0.521			0.245			0.950			0.950		
Satd. Flow (perm)	846	1624	1380	408	1667	1464	1626	3252	1503	1671	3343	1595
Satd. Flow (RTOR)			334			334			334			334
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	17%	17%	17%	14%	14%	14%	11%	11%	11%	8%	8%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	458	17	72	411	118	57	408	136	107	429	53
Turn Type	Perm	NA	Free	pm+pt	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		Free	8		Free			Free			Free
Detector Phase	4	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	16.0	16.0		3.0	16.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	43.5	43.5		10.0	43.5		10.0	26.0		10.0	17.0	
Total Split (s)	27.0	27.0		12.0	39.0		12.0	19.0		12.0	19.0	
Total Split (%)	38.6%	38.6%		17.1%	55.7%		17.1%	27.1%		17.1%	27.1%	
Yellow Time (s)	5.0	5.0		3.2	5.0		3.2	5.0		3.2	5.0	
All-Red Time (s)	2.5	2.5		2.0	2.5		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.5	7.5		5.2	7.5		4.7	7.0		4.7	7.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Recall Mode	Max	Max		None	Max		None	C-Max		None	C-Max	
Act Effct Green (s)	22.3	22.3	70.0	33.8	31.5	70.0	6.3	14.4	70.0	6.9	16.9	70.0
Actuated g/C Ratio	0.32	0.32	1.00	0.48	0.45	1.00	0.09	0.21	1.00	0.10	0.24	1.00
v/c Ratio	0.22	0.89	0.01	0.24	0.55	0.08	0.39	0.61	0.09	0.65	0.53	0.03
Control Delay	13.5	37.9	0.0	12.0	17.5	0.1	55.1	22.6	0.1	50.5	28.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.5	37.9	0.0	12.0	17.5	0.1	55.1	22.6	0.1	50.5	28.2	0.0
LOS	B	D	A	B	B	A	E	C	A	D	C	A
Approach Delay		34.1			13.4			20.6			29.7	
Approach LOS		C			B			C			C	
Queue Length 50th (ft)	10	200	0	16	123	0	27	28	0	45	92	0
Queue Length 95th (ft)	m24	#365	m0	36	204	0	63	#85	0	#109	#154	0
Internal Link Dist (ft)		784			546			780			280	
Turn Bay Length (ft)	225		150	115		230	225		225	250		250
Base Capacity (vph)	269	517	1380	311	750	1464	169	668	1503	174	807	1595
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.89	0.01	0.23	0.55	0.08	0.34	0.61	0.09	0.61	0.53	0.03

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 24.1 — Intersection LOS: C
Intersection Capacity Utilization 72.9% — ICU Level of Service C
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: CR 101 Sills Road & CR 16 Horseblock Road



5: CR 64 Station Road/CR 64 Bellport Avenue & CR 16 Horseblock Road — Existing 2019

Lanes, Volumes, Timings

AM Peak Hour

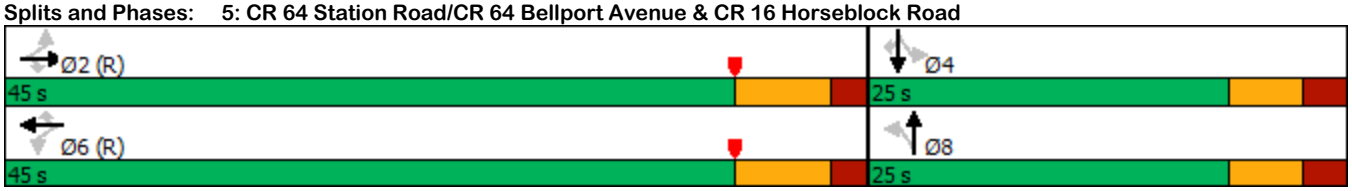
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	385	180	1	410	98	197	95	0	77	141	20
Future Volume (vph)	5	385	180	1	410	98	197	95	0	77	141	20
Satd. Flow (prot)	0	1582	1346	0	1696	1442	0	1655	0	0	1713	1482
Flt Permitted		0.994			0.999			0.664			0.800	
Satd. Flow (perm)	0	1574	1346	0	1695	1442	0	1137	0	0	1394	1482
Satd. Flow (RTOR)			189			103						62
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	20%	20%	20%	12%	12%	12%	11%	11%	11%	9%	9%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	410	189	0	433	103	0	307	0	0	229	21
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		4
Detector Phase	2	2	2	6	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0	20.0	20.0	20.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	32.3	32.3		32.3	32.3	32.3
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0	25.0	25.0		25.0	25.0	25.0
Total Split (%)	64.3%	64.3%	64.3%	64.3%	64.3%	64.3%	35.7%	35.7%		35.7%	35.7%	35.7%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.9	3.9		3.9	3.9	3.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.4	2.4		2.4	2.4	2.4
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)		7.0	7.0		7.0	7.0		6.3			6.3	6.3
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)		28.8	28.8		28.8	28.8		27.9			27.9	27.9
Actuated g/C Ratio		0.41	0.41		0.41	0.41		0.40			0.40	0.40
v/c Ratio		0.63	0.28		0.62	0.16		0.68			0.41	0.03
Control Delay		21.3	3.3		28.4	9.2		20.5			18.7	0.2
Queue Delay		0.0	0.0		0.0	0.0		0.0			0.0	0.0
Total Delay		21.3	3.3		28.4	9.2		20.5			18.7	0.2
LOS		C	A		C	A		C			B	A
Approach Delay		15.6			24.7			20.5			17.1	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)		137	0		187	9		114			68	0
Queue Length 95th (ft)		204	31		158	m20		#240			138	2
Internal Link Dist (ft)		299			784			1208			2717	
Turn Bay Length (ft)			100			75						75
Base Capacity (vph)		854	817		920	829		453			555	628
Starvation Cap Reductn		0	0		0	0		0			0	0
Spillback Cap Reductn		0	0		0	0		0			0	0
Storage Cap Reductn		0	0		0	0		0			0	0
Reduced v/c Ratio		0.48	0.23		0.47	0.12		0.68			0.41	0.03

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 46 (66%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 19.6 — Intersection LOS: B
Intersection Capacity Utilization 70.0% — ICU Level of Service C
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: CR 64 Station Road/CR 64 Bellport Avenue & CR 16 Horseblock Road



6: CR 101 Sills Road & CR 64 Station Road

Lanes, Volumes, Timings

Existing 2019
AM Peak Hour

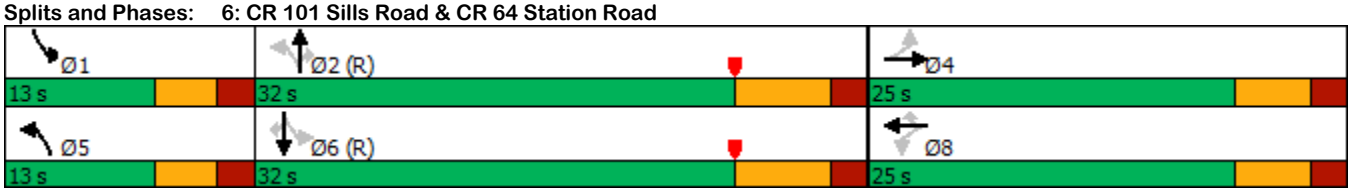
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	192	148	19	192	91	87	455	16	84	541	2
Future Volume (vph)	1	192	148	19	192	91	87	455	16	84	541	2
Satd. Flow (prot)	0	1568	0	1612	1696	1442	1687	3374	1509	1687	3374	1509
Flt Permitted		0.999		0.359			0.392			0.459		
Satd. Flow (perm)	0	1567	0	609	1696	1442	696	3374	1509	815	3374	1509
Satd. Flow (RTOR)		54				143			126			126
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	14%	14%	12%	12%	12%	7%	7%	7%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	378	0	21	213	101	97	506	18	93	601	2
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	4	4		8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	54.9	54.9		12.0	12.0	12.0	9.0	44.0	44.0	8.2	27.0	27.0
Total Split (s)	25.0	25.0		25.0	25.0	25.0	13.0	32.0	32.0	13.0	32.0	32.0
Total Split (%)	35.7%	35.7%		35.7%	35.7%	35.7%	18.6%	45.7%	45.7%	18.6%	45.7%	45.7%
Yellow Time (s)	3.9	3.9		3.9	3.9	3.9	3.2	5.0	5.0	3.2	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.9		5.9	5.9	5.9	5.2	7.0	7.0	5.2	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)		19.3		19.3	19.3	19.3	35.5	28.3	28.3	35.4	28.2	28.2
Actuated g/C Ratio		0.28		0.28	0.28	0.28	0.51	0.40	0.40	0.51	0.40	0.40
v/c Ratio		0.80		0.13	0.46	0.20	0.22	0.37	0.03	0.19	0.44	0.00
Control Delay		28.4		18.7	23.3	2.5	10.0	18.0	0.1	21.2	30.1	0.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		28.4		18.7	23.3	2.5	10.0	18.0	0.1	21.2	30.1	0.0
LOS		C		B	C	A	A	B	A	C	C	A
Approach Delay		28.4			16.7			16.3			28.8	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)		132		7	74	0	18	83	0	35	141	0
Queue Length 95th (ft)		182		21	121	16	44	140	0	m73	197	m0
Internal Link Dist (ft)		1208			612			473			780	
Turn Bay Length (ft)				125		150	195		225	250		200
Base Capacity (vph)		509		183	510	534	471	1445	718	519	1443	717
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.74		0.11	0.42	0.19	0.21	0.35	0.03	0.18	0.42	0.00

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 4 (6%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 22.9 — Intersection LOS: C
Intersection Capacity Utilization 57.2% — ICU Level of Service B
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: CR 101 Sills Road & CR 64 Station Road



Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	16	13	9	22	7	22	124	7	2	206	19
Future Vol, veh/h	8	16	13	9	22	7	22	124	7	2	206	19
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	16	16	16	5	5	5	10	10	10	8	8	8
Mvmt Flow	9	18	14	10	24	8	24	138	8	2	229	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8.3	8.8	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	22%	24%	1%
Vol Thru, %	81%	43%	58%	91%
Vol Right, %	5%	35%	18%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	153	37	38	227
LT Vol	22	8	9	2
Through Vol	124	16	22	206
RT Vol	7	13	7	19
Lane Flow Rate	170	41	42	252
Geometry Grp	1	1	1	1
Degree of Util (X)	0.215	0.057	0.058	0.307
Departure Headway (Hd)	4.548	5.017	4.933	4.383
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	791	714	726	822
Service Time	2.567	3.048	2.964	2.401
HCM Lane V/C Ratio	0.215	0.057	0.058	0.307
HCM Control Delay	8.8	8.4	8.3	9.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.2	0.2	1.3

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	0	0	65	1	545	788	0
Future Vol, veh/h	0	0	65	1	545	788	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	Free
Storage Length	-	0	-	200	-	-	0
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	11	11	11	6	6
Mvmt Flow	0	0	69	1	580	838	0

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	-	419	838	838	0	-	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	6.9	6.62	4.32	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.61	2.31	-	-	-
Pot Cap-1 Maneuver	0	589	394	737	-	-	0
Stage 1	0	-	-	-	-	-	0
Stage 2	0	-	-	-	-	-	0
Platoon blocked, %					-	-	
Mov Cap-1 Maneuver	-	589	397	397	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	1.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	397	-	-	-
HCM Lane V/C Ratio	0.177	-	-	-
HCM Control Delay (s)	16	-	0	-
HCM Lane LOS	C	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	58	390	145	0	871
Future Vol, veh/h	0	58	390	145	0	871
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	32	32	10	10	6	6
Mvmt Flow	0	62	415	154	0	927

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	285	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.54	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.62	-	-	-	-
Pot Cap-1 Maneuver	0	630	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	630	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	630	-
HCM Lane V/C Ratio	-	-	0.098	-
HCM Control Delay (s)	-	-	11.3	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	8	5	2	530	44	7	20	621
Future Vol, veh/h	8	5	2	530	44	7	20	621
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	100	-	-	-	200	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95	95
Heavy Vehicles, %	52	52	11	11	11	6	6	6
Mvmt Flow	8	5	2	558	46	7	21	654

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	968	302	654	0	0	604	604	0
Stage 1	585	-	-	-	-	-	-	-
Stage 2	383	-	-	-	-	-	-	-
Critical Hdwy	7.84	7.94	6.62	-	-	6.52	4.22	-
Critical Hdwy Stg 1	6.84	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.84	-	-	-	-	-	-	-
Follow-up Hdwy	4.02	3.82	2.61	-	-	2.56	2.26	-
Pot Cap-1 Maneuver	178	566	520	-	-	579	943	-
Stage 1	401	-	-	-	-	-	-	-
Stage 2	532	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	171	566	520	-	-	808	808	-
Mov Cap-2 Maneuver	171	-	-	-	-	-	-	-
Stage 1	385	-	-	-	-	-	-	-
Stage 2	532	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.3	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	520	-	-	234	808	-
HCM Lane V/C Ratio	0.004	-	-	0.058	0.035	-
HCM Control Delay (s)	12	-	-	21.3	9.6	-
HCM Lane LOS	B	-	-	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	8	4	1	511	35	7	42	566
Future Vol, veh/h	8	4	1	511	35	7	42	566
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	100	-	-	-	270	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	96	96	96	96	96	96	96	96
Heavy Vehicles, %	54	54	12	12	12	7	7	7
Mvmt Flow	8	4	1	532	36	7	44	590

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	949	284	590	0	0	569	568	0
Stage 1	552	-	-	-	-	-	-	-
Stage 2	397	-	-	-	-	-	-	-
Critical Hdwy	7.88	7.98	6.64	-	-	6.54	4.24	-
Critical Hdwy Stg 1	6.88	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.88	-	-	-	-	-	-	-
Follow-up Hdwy	4.04	3.84	2.62	-	-	2.57	2.27	-
Pot Cap-1 Maneuver	181	579	569	-	-	606	966	-
Stage 1	416	-	-	-	-	-	-	-
Stage 2	517	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	170	579	569	-	-	889	889	-
Mov Cap-2 Maneuver	170	-	-	-	-	-	-	-
Stage 1	391	-	-	-	-	-	-	-
Stage 2	517	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.2	0	0.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	569	-	-	222	889	-
HCM Lane V/C Ratio	0.002	-	-	0.056	0.057	-
HCM Control Delay (s)	11.3	-	-	22.2	9.3	-
HCM Lane LOS	B	-	-	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	-

1: CR 101 Sills Road & CR 16 Horseblock Road

Existing 2019
PM Peak Hour

Lanes, Volumes, Timings

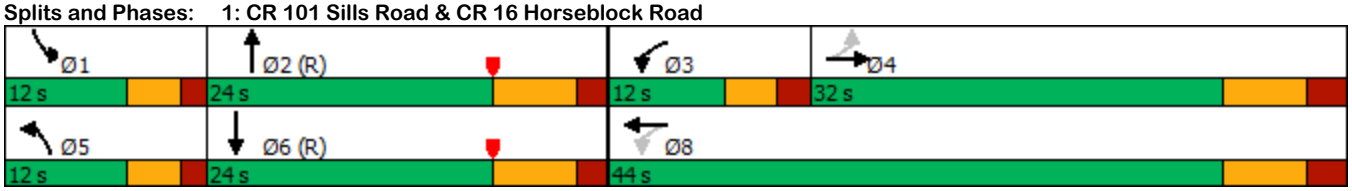
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	439	21	229	514	123	53	615	87	48	479	56
Future Volume (vph)	55	439	21	229	514	123	53	615	87	48	479	56
Satd. Flow (prot)	1656	1743	1482	1703	1792	1574	1719	3438	1589	1719	3438	1641
Flt Permitted	0.410			0.167			0.950			0.950		
Satd. Flow (perm)	715	1743	1482	299	1792	1574	1719	3438	1589	1719	3438	1641
Satd. Flow (RTOR)			292			292			292			292
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	9%	9%	6%	6%	6%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	505	24	263	591	141	61	707	100	55	551	64
Turn Type	Perm	NA	Free	pm+pt	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		Free	8		Free			Free			Free
Detector Phase	4	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	16.0	16.0		3.0	16.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	43.5	43.5		10.0	43.5		10.0	26.0		10.0	17.0	
Total Split (s)	32.0	32.0		12.0	44.0		12.0	24.0		12.0	24.0	
Total Split (%)	40.0%	40.0%		15.0%	55.0%		15.0%	30.0%		15.0%	30.0%	
Yellow Time (s)	5.0	5.0		3.2	5.0		3.2	5.0		3.2	5.0	
All-Red Time (s)	2.5	2.5		2.0	2.5		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.5	7.5		5.2	7.5		4.7	7.0		4.7	7.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Recall Mode	Max	Max		None	Max		None	C-Max		None	C-Max	
Act Effct Green (s)	24.5	24.5	80.0	38.8	36.5	80.0	6.4	21.9	80.0	6.4	21.8	80.0
Actuated g/C Ratio	0.31	0.31	1.00	0.48	0.46	1.00	0.08	0.27	1.00	0.08	0.27	1.00
v/c Ratio	0.29	0.95	0.02	1.00	0.72	0.09	0.44	0.75	0.06	0.40	0.59	0.04
Control Delay	15.4	44.2	0.0	74.3	23.9	0.1	57.1	31.4	0.1	43.7	29.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.4	44.2	0.0	74.3	23.9	0.1	57.1	31.4	0.1	43.7	29.9	0.0
LOS	B	D	A	E	C	A	E	C	A	D	C	A
Approach Delay		39.3			33.9			29.6			28.2	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	7	180	0	76	230	0	33	77	0	27	136	0
Queue Length 95th (ft)	m23	m#392	m0	#196	334	0	70	#254	0	59	184	0
Internal Link Dist (ft)		784			546			780			280	
Turn Bay Length (ft)	225		150	115		230	225		225	250		250
Base Capacity (vph)	218	533	1482	264	817	1574	156	940	1589	156	937	1641
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.95	0.02	1.00	0.72	0.09	0.39	0.75	0.06	0.35	0.59	0.04

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 32.5 — Intersection LOS: C
Intersection Capacity Utilization 83.0% — ICU Level of Service E
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: CR 101 Sills Road & CR 16 Horseblock Road



5: CR 64 Station Road/CR 64 Bellport Avenue & CR 16 Horseblock Road — Existing 2019

Lanes, Volumes, Timings

PM Peak Hour

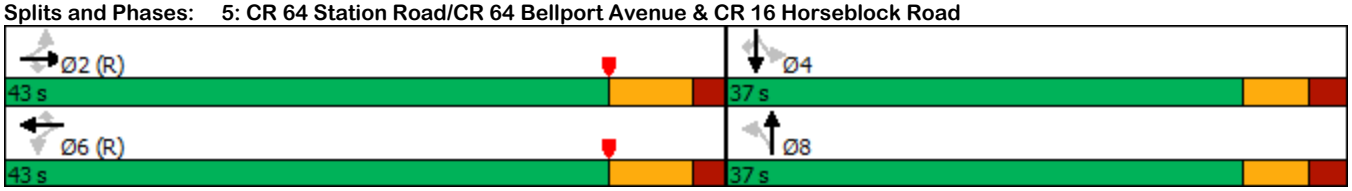
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	429	330	6	435	158	193	197	6	61	183	12
Future Volume (vph)	19	429	330	6	435	158	193	197	6	61	183	12
Satd. Flow (prot)	0	1823	1553	0	1726	1468	0	1763	0	0	1823	1568
Flt Permitted		0.968			0.992			0.672			0.818	
Satd. Flow (perm)	0	1768	1553	0	1713	1468	0	1214	0	0	1509	1568
Satd. Flow (RTOR)			301			118		1				55
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	10%	10%	10%	5%	5%	5%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	498	367	0	490	176	0	440	0	0	271	13
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		4
Detector Phase	2	2	2	6	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0	20.0	20.0	20.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	32.3	32.3		32.3	32.3	32.3
Total Split (s)	43.0	43.0	43.0	43.0	43.0	43.0	37.0	37.0		37.0	37.0	37.0
Total Split (%)	53.8%	53.8%	53.8%	53.8%	53.8%	53.8%	46.3%	46.3%		46.3%	46.3%	46.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.9	3.9		3.9	3.9	3.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.4	2.4		2.4	2.4	2.4
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)		7.0	7.0		7.0	7.0		6.3			6.3	6.3
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)		33.2	33.2		33.2	33.2		33.5			33.5	33.5
Actuated g/C Ratio		0.42	0.42		0.42	0.42		0.42			0.42	0.42
v/c Ratio		0.68	0.45		0.69	0.26		0.86			0.43	0.02
Control Delay		25.1	5.5		30.9	13.2		33.8			19.0	0.1
Queue Delay		0.0	0.0		0.0	0.0		0.0			0.0	0.0
Total Delay		25.1	5.5		30.9	13.2		33.8			19.0	0.1
LOS		C	A		C	B		C			B	A
Approach Delay		16.8			26.2			33.8			18.1	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)		208	21		184	32		178			88	0
Queue Length 95th (ft)		292	70		201	m42		#365			164	0
Internal Link Dist (ft)		299			784			1208			2717	
Turn Bay Length (ft)			100			75						75
Base Capacity (vph)		799	867		774	728		512			636	693
Starvation Cap Reductn		0	0		0	0		0			0	0
Spillback Cap Reductn		0	0		0	0		0			0	0
Storage Cap Reductn		0	0		0	0		0			0	0
Reduced v/c Ratio		0.62	0.42		0.63	0.24		0.86			0.43	0.02

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 46 (58%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 23.1 — Intersection LOS: C
Intersection Capacity Utilization 88.8% — ICU Level of Service E
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: CR 64 Station Road/CR 64 Bellport Avenue & CR 16 Horseblock Road



6: CR 101 Sills Road & CR 64 Station Road

Lanes, Volumes, Timings

Existing 2019
PM Peak Hour

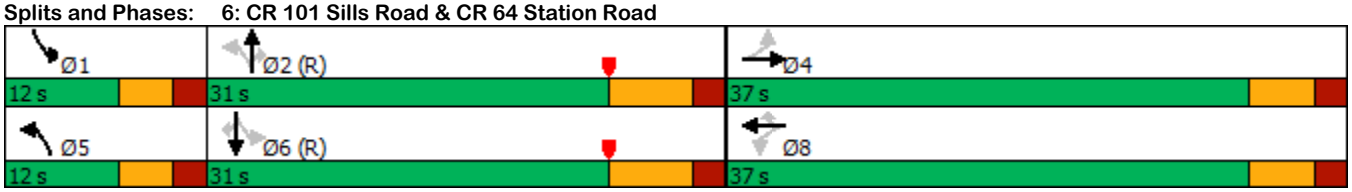
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	310	197	21	239	127	132	517	48	101	556	1
Future Volume (vph)	2	310	197	21	239	127	132	517	48	101	556	1
Satd. Flow (prot)	0	1732	0	1719	1810	1538	1736	3471	1553	1752	3505	1568
Flt Permitted		0.999		0.279			0.322			0.402		
Satd. Flow (perm)	0	1730	0	505	1810	1538	588	3471	1553	742	3505	1568
Satd. Flow (RTOR)		47				141			110			110
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	4%	4%	4%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	565	0	23	266	141	147	574	53	112	618	1
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	4	4		8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	54.9	54.9		12.0	12.0	12.0	9.0	44.0	44.0	8.2	27.0	27.0
Total Split (s)	37.0	37.0		37.0	37.0	37.0	12.0	31.0	31.0	12.0	31.0	31.0
Total Split (%)	46.3%	46.3%		46.3%	46.3%	46.3%	15.0%	38.8%	38.8%	15.0%	38.8%	38.8%
Yellow Time (s)	3.9	3.9		3.9	3.9	3.9	3.2	5.0	5.0	3.2	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.9		5.9	5.9	5.9	5.2	7.0	7.0	5.2	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)		28.5		28.5	28.5	28.5	36.6	28.7	28.7	34.7	26.2	26.2
Actuated g/C Ratio		0.36		0.36	0.36	0.36	0.46	0.36	0.36	0.43	0.33	0.33
v/c Ratio		0.87		0.13	0.41	0.22	0.40	0.46	0.08	0.28	0.54	0.00
Control Delay		36.0		17.2	20.6	3.8	15.9	23.6	0.7	19.8	31.2	0.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		36.0		17.2	20.6	3.8	15.9	23.6	0.7	19.8	31.2	0.0
LOS		D		B	C	A	B	C	A	B	C	A
Approach Delay		36.0			14.9			20.6			29.4	
Approach LOS		D			B			C			C	
Queue Length 50th (ft)		238		7	96	0	39	122	0	37	142	0
Queue Length 95th (ft)		359		22	146	32	79	184	4	m59	m168	m0
Internal Link Dist (ft)		1208			612			473			780	
Turn Bay Length (ft)				125		150	195		225	250		200
Base Capacity (vph)		719		201	722	699	376	1297	649	418	1203	610
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.79		0.11	0.37	0.20	0.39	0.44	0.08	0.27	0.51	0.00

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 4 (5%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 25.7 — Intersection LOS: C
Intersection Capacity Utilization 69.1% — ICU Level of Service C
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: CR 101 Sills Road & CR 64 Station Road



Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	36	24	8	17	5	32	321	12	6	186	22
Future Vol, veh/h	40	36	24	8	17	5	32	321	12	6	186	22
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	3	3	3	12	12	12	3	3	3	5	5	5
Mvmt Flow	45	40	27	9	19	6	36	361	13	7	209	25
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.6	9.2	12.8	10.1
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	40%	27%	3%
Vol Thru, %	88%	36%	57%	87%
Vol Right, %	3%	24%	17%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	365	100	30	214
LT Vol	32	40	8	6
Through Vol	321	36	17	186
RT Vol	12	24	5	22
Lane Flow Rate	410	112	34	240
Geometry Grp	1	1	1	1
Degree of Util (X)	0.527	0.169	0.055	0.32
Departure Headway (Hd)	4.625	5.418	5.834	4.79
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	775	655	618	745
Service Time	2.682	3.506	3.834	2.857
HCM Lane V/C Ratio	0.529	0.171	0.055	0.322
HCM Control Delay	12.8	9.6	9.2	10.1
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	3.1	0.6	0.2	1.4

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	0	15	42	36	834	526	69
Future Vol, veh/h	0	15	42	36	834	526	69
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	Free
Storage Length	-	0	-	200	-	-	0
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	4	4	4	5	5
Mvmt Flow	0	17	47	40	937	591	78

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	-	296	591	591	0	-	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	6.94	6.48	4.18	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.54	2.24	-	-	-
Pot Cap-1 Maneuver	0	700	598	967	-	-	0
Stage 1	0	-	-	-	-	-	0
Stage 2	0	-	-	-	-	-	0
Platoon blocked, %					-	-	
Mov Cap-1 Maneuver	-	700	715	715	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	715	-	700	-
HCM Lane V/C Ratio	0.123	-	0.024	-
HCM Control Delay (s)	10.7	-	10.3	-
HCM Lane LOS	B	-	B	-
HCM 95th %tile Q(veh)	0.4	-	0.1	-

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	227	687	63	0	551
Future Vol, veh/h	0	227	687	63	0	551
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	80	80	80	80	80	80
Heavy Vehicles, %	2	2	4	4	5	5
Mvmt Flow	0	284	859	79	0	689

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	469	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	541	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	541	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	541	-
HCM Lane V/C Ratio	-	-	0.524	-
HCM Control Delay (s)	-	-	18.8	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	3	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	20	14	2	676	3	4	2	509
Future Vol, veh/h	20	14	2	676	3	4	2	509
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	100	-	-	-	200	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	86	86	86	86	86	86	86	86
Heavy Vehicles, %	7	7	4	4	4	4	4	4
Mvmt Flow	23	16	2	786	3	5	2	592

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	1102	395	592	0	0	790	789	0
Stage 1	792	-	-	-	-	-	-	-
Stage 2	310	-	-	-	-	-	-	-
Critical Hdwy	6.94	7.04	6.48	-	-	6.48	4.18	-
Critical Hdwy Stg 1	5.94	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.94	-	-	-	-	-	-	-
Follow-up Hdwy	3.57	3.37	2.54	-	-	2.54	2.24	-
Pot Cap-1 Maneuver	198	590	597	-	-	446	814	-
Stage 1	394	-	-	-	-	-	-	-
Stage 2	702	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	195	590	597	-	-	515	515	-
Mov Cap-2 Maneuver	195	-	-	-	-	-	-	-
Stage 1	387	-	-	-	-	-	-	-
Stage 2	702	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.7	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	597	-	-	269	515	-
HCM Lane V/C Ratio	0.004	-	-	0.147	0.014	-
HCM Control Delay (s)	11.1	-	-	20.7	12.1	-
HCM Lane LOS	B	-	-	C	B	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	8	9	2	794	3	2	2	523
Future Vol, veh/h	8	9	2	794	3	2	2	523
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	100	-	-	-	270	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	4	4	5	5	5
Mvmt Flow	9	10	2	854	3	2	2	562

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	1149	429	562	0	0	857	857	0
Stage 1	860	-	-	-	-	-	-	-
Stage 2	289	-	-	-	-	-	-	-
Critical Hdwy	6.8	6.9	6.48	-	-	6.5	4.2	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.54	-	-	2.55	2.25	-
Pot Cap-1 Maneuver	195	580	624	-	-	401	760	-
Stage 1	380	-	-	-	-	-	-	-
Stage 2	741	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	193	580	624	-	-	520	520	-
Mov Cap-2 Maneuver	193	-	-	-	-	-	-	-
Stage 1	376	-	-	-	-	-	-	-
Stage 2	741	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.9	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	624	-	-	298	520	-
HCM Lane V/C Ratio	0.003	-	-	0.061	0.008	-
HCM Control Delay (s)	10.8	-	-	17.9	12	-
HCM Lane LOS	B	-	-	C	B	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	-

1: CR 101 Sills Road & CR 16 Horseblock Road

No Build 2020
AM Peak Hour

Lanes, Volumes, Timings

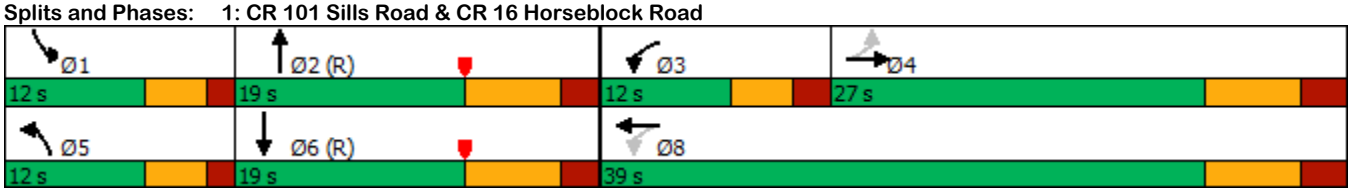
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	451	16	71	405	116	56	402	134	106	422	52
Future Volume (vph)	57	451	16	71	405	116	56	402	134	106	422	52
Satd. Flow (prot)	1543	1624	1380	1583	1667	1464	1626	3252	1503	1671	3343	1595
Flt Permitted	0.516			0.232			0.950			0.950		
Satd. Flow (perm)	838	1624	1380	387	1667	1464	1626	3252	1503	1671	3343	1595
Satd. Flow (RTOR)			334			334			334			334
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	17%	17%	17%	14%	14%	14%	11%	11%	11%	8%	8%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	470	17	74	422	121	58	419	140	110	440	54
Turn Type	Perm	NA	Free	pm+pt	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		Free	8		Free			Free			Free
Detector Phase	4	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	16.0	16.0		3.0	16.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	43.5	43.5		10.0	43.5		10.0	26.0		10.0	17.0	
Total Split (s)	27.0	27.0		12.0	39.0		12.0	19.0		12.0	19.0	
Total Split (%)	38.6%	38.6%		17.1%	55.7%		17.1%	27.1%		17.1%	27.1%	
Yellow Time (s)	5.0	5.0		3.2	5.0		3.2	5.0		3.2	5.0	
All-Red Time (s)	2.5	2.5		2.0	2.5		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.5	7.5		5.2	7.5		4.7	7.0		4.7	7.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Recall Mode	Max	Max		None	Max		None	C-Max		None	C-Max	
Act Effct Green (s)	22.3	22.3	70.0	33.8	31.5	70.0	6.3	14.4	70.0	6.9	16.9	70.0
Actuated g/C Ratio	0.32	0.32	1.00	0.48	0.45	1.00	0.09	0.21	1.00	0.10	0.24	1.00
v/c Ratio	0.22	0.91	0.01	0.26	0.56	0.08	0.39	0.63	0.09	0.67	0.55	0.03
Control Delay	13.6	40.5	0.0	12.2	17.8	0.1	54.6	24.2	0.1	51.7	28.6	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.6	40.5	0.0	12.2	17.8	0.1	54.6	24.2	0.1	51.7	28.6	0.0
LOS	B	D	A	B	B	A	D	C	A	D	C	A
Approach Delay		36.3			13.7			21.6			30.3	
Approach LOS		D			B			C			C	
Queue Length 50th (ft)	7	~210	0	16	128	0	28	29	0	46	95	0
Queue Length 95th (ft)	m25	#379	m0	37	211	0	64	#91	0	#114	#160	0
Internal Link Dist (ft)		784			546			780			280	
Turn Bay Length (ft)	225		150	115		230	225		225	250		250
Base Capacity (vph)	267	517	1380	303	750	1464	169	668	1503	174	806	1595
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.91	0.01	0.24	0.56	0.08	0.34	0.63	0.09	0.63	0.55	0.03

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 25.1 — Intersection LOS: C
Intersection Capacity Utilization 73.9% — ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: CR 101 Sills Road & CR 16 Horseblock Road



5: CR 64 Station Road/CR 64 Bellport Avenue & CR 16 Horseblock Road No Build 2020

Lanes, Volumes, Timings

AM Peak Hour

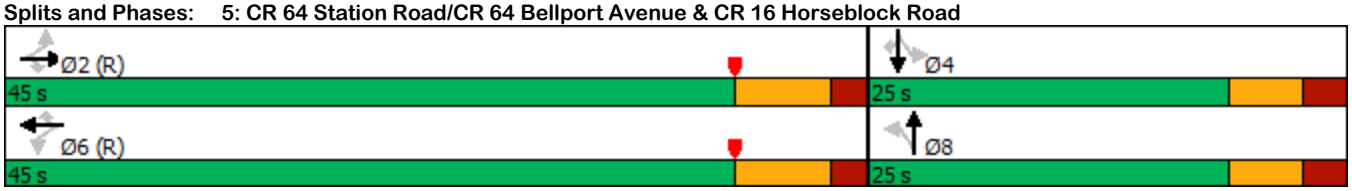
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	395	185	1	420	100	202	97	0	79	145	21
Future Volume (vph)	5	395	185	1	420	100	202	97	0	79	145	21
Satd. Flow (prot)	0	1582	1346	0	1696	1442	0	1655	0	0	1713	1482
Flt Permitted		0.994			0.999			0.660			0.797	
Satd. Flow (perm)	0	1574	1346	0	1695	1442	0	1130	0	0	1389	1482
Satd. Flow (RTOR)			195			105						62
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	20%	20%	20%	12%	12%	12%	11%	11%	11%	9%	9%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	421	195	0	443	105	0	315	0	0	236	22
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		4
Detector Phase	2	2	2	6	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0	20.0	20.0	20.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	32.3	32.3		32.3	32.3	32.3
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0	25.0	25.0		25.0	25.0	25.0
Total Split (%)	64.3%	64.3%	64.3%	64.3%	64.3%	64.3%	35.7%	35.7%		35.7%	35.7%	35.7%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.9	3.9		3.9	3.9	3.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.4	2.4		2.4	2.4	2.4
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)		7.0	7.0		7.0	7.0		6.3			6.3	6.3
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)		26.9	26.9		26.9	26.9		29.8			29.8	29.8
Actuated g/C Ratio		0.38	0.38		0.38	0.38		0.43			0.43	0.43
v/c Ratio		0.70	0.31		0.68	0.17		0.65			0.40	0.03
Control Delay		24.4	3.4		30.3	8.8		19.5			17.8	0.4
Queue Delay		0.0	0.0		0.0	0.0		0.0			0.0	0.0
Total Delay		24.4	3.4		30.3	8.8		19.5			17.8	0.4
LOS		C	A		C	A		B			B	A
Approach Delay		17.8			26.2			19.5			16.3	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)		148	0		179	7		112			68	0
Queue Length 95th (ft)		207	31		158	m20		#255			144	2
Internal Link Dist (ft)		299			784			1208			2717	
Turn Bay Length (ft)			100			75						75
Base Capacity (vph)		854	819		920	830		481			591	666
Starvation Cap Reductn		0	0		0	0		0			0	0
Spillback Cap Reductn		0	0		0	0		0			0	0
Storage Cap Reductn		0	0		0	0		0			0	0
Reduced v/c Ratio		0.49	0.24		0.48	0.13		0.65			0.40	0.03

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 46 (66%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 20.5 Intersection LOS: C
Intersection Capacity Utilization 70.9% ICU Level of Service C
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: CR 64 Station Road/CR 64 Bellport Avenue & CR 16 Horseblock Road



6: CR 101 Sills Road & CR 64 Station Road

Lanes, Volumes, Timings

No Build 2020
AM Peak Hour

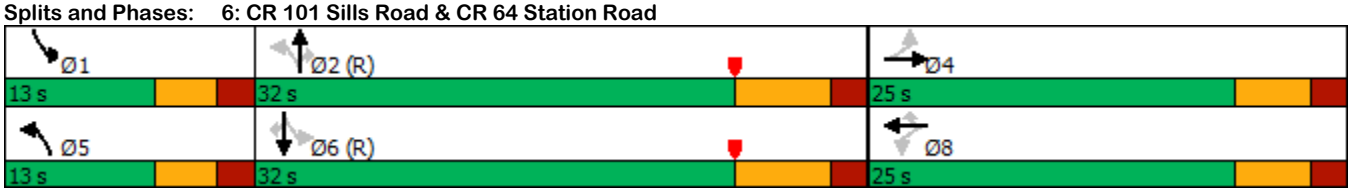
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	197	152	19	197	93	89	466	16	86	555	2
Future Volume (vph)	1	197	152	19	197	93	89	466	16	86	555	2
Satd. Flow (prot)	0	1568	0	1612	1696	1442	1687	3374	1509	1687	3374	1509
Flt Permitted		0.999		0.358			0.376			0.449		
Satd. Flow (perm)	0	1567	0	607	1696	1442	668	3374	1509	797	3374	1509
Satd. Flow (RTOR)		54				143			126			126
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	14%	14%	12%	12%	12%	7%	7%	7%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	389	0	21	219	103	99	518	18	96	617	2
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	4	4		8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	54.9	54.9		12.0	12.0	12.0	9.0	44.0	44.0	8.2	27.0	27.0
Total Split (s)	25.0	25.0		25.0	25.0	25.0	13.0	32.0	32.0	13.0	32.0	32.0
Total Split (%)	35.7%	35.7%		35.7%	35.7%	35.7%	18.6%	45.7%	45.7%	18.6%	45.7%	45.7%
Yellow Time (s)	3.9	3.9		3.9	3.9	3.9	3.2	5.0	5.0	3.2	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.9		5.9	5.9	5.9	5.2	7.0	7.0	5.2	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)		19.9		19.9	19.9	19.9	34.8	27.6	27.6	34.8	27.6	27.6
Actuated g/C Ratio		0.28		0.28	0.28	0.28	0.50	0.39	0.39	0.50	0.39	0.39
v/c Ratio		0.80		0.12	0.45	0.20	0.23	0.39	0.03	0.20	0.46	0.00
Control Delay		28.1		18.4	22.8	2.5	10.3	18.6	0.1	21.6	30.7	0.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		28.1		18.4	22.8	2.5	10.3	18.6	0.1	21.6	30.7	0.0
LOS		C		B	C	A	B	B	A	C	C	A
Approach Delay		28.1			16.4			16.8			29.4	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)		132		7	75	0	19	87	0	37	146	0
Queue Length 95th (ft)		185		21	125	17	44	143	0	m74	201	m0
Internal Link Dist (ft)		1208			612			473			780	
Turn Bay Length (ft)				125		150	195		225	250		200
Base Capacity (vph)		516		185	518	540	453	1424	709	504	1423	709
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.75		0.11	0.42	0.19	0.22	0.36	0.03	0.19	0.43	0.00

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 4 (6%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 23.2 — Intersection LOS: C
Intersection Capacity Utilization 57.8% — ICU Level of Service B
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: CR 101 Sills Road & CR 64 Station Road



Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	16	13	9	23	7	23	127	7	2	211	19
Future Vol, veh/h	8	16	13	9	23	7	23	127	7	2	211	19
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	16	16	16	5	5	5	10	10	10	8	8	8
Mvmt Flow	9	18	14	10	26	8	26	141	8	2	234	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8.3	8.9	9.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	22%	23%	1%
Vol Thru, %	81%	43%	59%	91%
Vol Right, %	4%	35%	18%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	157	37	39	232
LT Vol	23	8	9	2
Through Vol	127	16	23	211
RT Vol	7	13	7	19
Lane Flow Rate	174	41	43	258
Geometry Grp	1	1	1	1
Degree of Util (X)	0.221	0.058	0.06	0.315
Departure Headway (Hd)	4.559	5.042	4.959	4.393
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	788	710	722	820
Service Time	2.582	3.076	2.992	2.414
HCM Lane V/C Ratio	0.221	0.058	0.06	0.315
HCM Control Delay	8.9	8.4	8.3	9.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.2	0.2	1.4

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	0	0	67	1	559	808	0
Future Vol, veh/h	0	0	67	1	559	808	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	Free
Storage Length	-	0	-	200	-	-	0
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	11	11	11	6	6
Mvmt Flow	0	0	71	1	595	860	0

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	-	430	860	860	0	-	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	6.9	6.62	4.32	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.61	2.31	-	-	-
Pot Cap-1 Maneuver	0	579	381	722	-	-	0
Stage 1	0	-	-	-	-	-	0
Stage 2	0	-	-	-	-	-	0
Platoon blocked, %					-	-	
Mov Cap-1 Maneuver	-	579	384	384	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	1.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	384	-	-	-
HCM Lane V/C Ratio	0.188	-	-	-
HCM Control Delay (s)	16.6	-	0	-
HCM Lane LOS	C	-	A	-
HCM 95th %tile Q(veh)	0.7	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	59	400	149	0	893
Future Vol, veh/h	0	59	400	149	0	893
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	32	32	10	10	6	6
Mvmt Flow	0	63	426	159	0	950

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	293	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.54	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.62	-	-	-	-
Pot Cap-1 Maneuver	0	622	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	622	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	622	-
HCM Lane V/C Ratio	-	-	0.101	-
HCM Control Delay (s)	-	-	11.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	8	5	2	543	45	7	21	637
Future Vol, veh/h	8	5	2	543	45	7	21	637
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	100	-	-	-	200	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95	95
Heavy Vehicles, %	52	52	11	11	11	6	6	6
Mvmt Flow	8	5	2	572	47	7	22	671

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	994	310	671	0	0	619	619	0
Stage 1	600	-	-	-	-	-	-	-
Stage 2	394	-	-	-	-	-	-	-
Critical Hdwy	7.84	7.94	6.62	-	-	6.52	4.22	-
Critical Hdwy Stg 1	6.84	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.84	-	-	-	-	-	-	-
Follow-up Hdwy	4.02	3.82	2.61	-	-	2.56	2.26	-
Pot Cap-1 Maneuver	170	558	507	-	-	567	931	-
Stage 1	393	-	-	-	-	-	-	-
Stage 2	524	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	163	558	507	-	-	800	800	-
Mov Cap-2 Maneuver	163	-	-	-	-	-	-	-
Stage 1	377	-	-	-	-	-	-	-
Stage 2	524	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.1	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	507	-	-	224	800	-
HCM Lane V/C Ratio	0.004	-	-	0.061	0.037	-
HCM Control Delay (s)	12.1	-	-	22.1	9.7	-
HCM Lane LOS	B	-	-	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	8	4	1	537	37	7	44	595
Future Vol, veh/h	8	4	1	537	37	7	44	595
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	100	-	-	-	270	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	96	96	96	96	96	96	96	96
Heavy Vehicles, %	54	54	12	12	12	7	7	7
Mvmt Flow	8	4	1	559	39	7	46	620

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	997	299	620	0	0	598	598	0
Stage 1	581	-	-	-	-	-	-	-
Stage 2	416	-	-	-	-	-	-	-
Critical Hdwy	7.88	7.98	6.64	-	-	6.54	4.24	-
Critical Hdwy Stg 1	6.88	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.88	-	-	-	-	-	-	-
Follow-up Hdwy	4.04	3.84	2.62	-	-	2.57	2.27	-
Pot Cap-1 Maneuver	167	564	544	-	-	581	941	-
Stage 1	400	-	-	-	-	-	-	-
Stage 2	504	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	156	564	544	-	-	866	866	-
Mov Cap-2 Maneuver	156	-	-	-	-	-	-	-
Stage 1	375	-	-	-	-	-	-	-
Stage 2	504	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.6	0	0.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	544	-	-	206	866	-
HCM Lane V/C Ratio	0.002	-	-	0.061	0.061	-
HCM Control Delay (s)	11.6	-	-	23.6	9.4	-
HCM Lane LOS	B	-	-	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	-

1: CR 101 Sills Road & CR 16 Horseblock Road

No Build 2020
PM Peak Hour

Lanes, Volumes, Timings

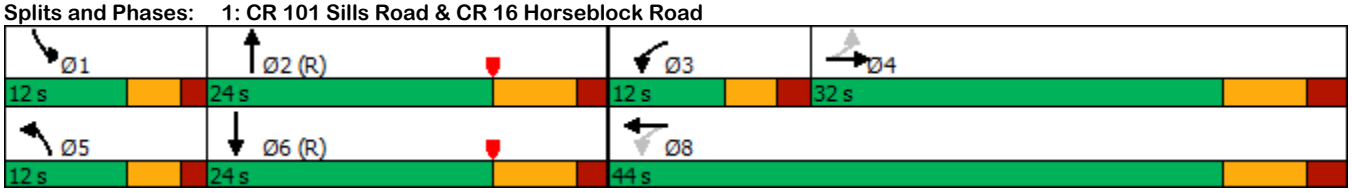
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	450	22	235	527	126	54	630	89	49	491	57
Future Volume (vph)	56	450	22	235	527	126	54	630	89	49	491	57
Satd. Flow (prot)	1656	1743	1482	1703	1792	1574	1719	3438	1589	1719	3438	1641
Flt Permitted	0.390			0.153			0.950			0.950		
Satd. Flow (perm)	680	1743	1482	274	1792	1574	1719	3438	1589	1719	3438	1641
Satd. Flow (RTOR)			292			292			292			292
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	9%	9%	6%	6%	6%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	517	25	270	606	145	62	724	102	56	564	66
Turn Type	Perm	NA	Free	pm+pt	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		Free	8		Free			Free			Free
Detector Phase	4	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	16.0	16.0		3.0	16.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	43.5	43.5		10.0	43.5		10.0	26.0		10.0	17.0	
Total Split (s)	32.0	32.0		12.0	44.0		12.0	24.0		12.0	24.0	
Total Split (%)	40.0%	40.0%		15.0%	55.0%		15.0%	30.0%		15.0%	30.0%	
Yellow Time (s)	5.0	5.0		3.2	5.0		3.2	5.0		3.2	5.0	
All-Red Time (s)	2.5	2.5		2.0	2.5		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.5	7.5		5.2	7.5		4.7	7.0		4.7	7.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Recall Mode	Max	Max		None	Max		None	C-Max		None	C-Max	
Act Effct Green (s)	24.5	24.5	80.0	38.8	36.5	80.0	6.5	21.9	80.0	6.4	19.7	80.0
Actuated g/C Ratio	0.31	0.31	1.00	0.48	0.46	1.00	0.08	0.27	1.00	0.08	0.25	1.00
v/c Ratio	0.31	0.97	0.02	1.06	0.74	0.09	0.45	0.77	0.06	0.41	0.67	0.04
Control Delay	16.3	47.6	0.0	94.1	24.7	0.1	56.7	32.8	0.1	43.9	33.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.3	47.6	0.0	94.1	24.7	0.1	56.7	32.8	0.1	43.9	33.1	0.1
LOS	B	D	A	F	C	A	E	C	A	D	C	A
Approach Delay		42.3			39.6			30.7			30.8	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	8	64	0	~90	239	0	33	87	0	27	140	0
Queue Length 95th (ft)	m24	m#408	m0	#223	347	0	70	#265	0	60	189	0
Internal Link Dist (ft)		784			546			780			280	
Turn Bay Length (ft)	225		150	115		230	225		225	250		250
Base Capacity (vph)	208	533	1482	254	817	1574	156	939	1589	156	844	1641
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.97	0.02	1.06	0.74	0.09	0.40	0.77	0.06	0.36	0.67	0.04

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 35.7 — Intersection LOS: D
Intersection Capacity Utilization 84.1% — ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: CR 101 Sills Road & CR 16 Horseblock Road



5: CR 64 Station Road/CR 64 Bellport Avenue & CR 16 Horseblock Road No Build 2020

Lanes, Volumes, Timings

PM Peak Hour

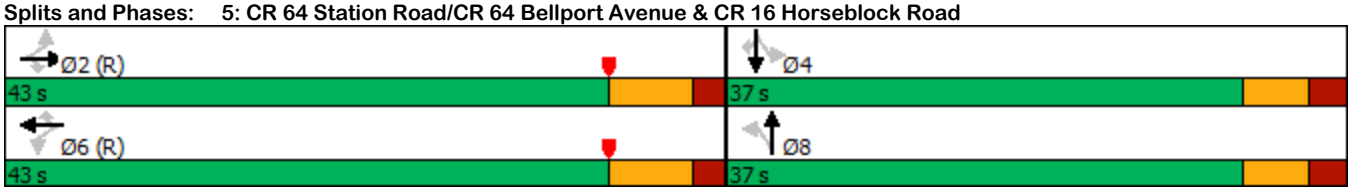
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	440	338	6	446	162	198	202	6	63	188	12
Future Volume (vph)	19	440	338	6	446	162	198	202	6	63	188	12
Satd. Flow (prot)	0	1823	1553	0	1726	1468	0	1763	0	0	1823	1568
Flt Permitted		0.955			0.992			0.671			0.816	
Satd. Flow (perm)	0	1745	1553	0	1713	1468	0	1212	0	0	1505	1568
Satd. Flow (RTOR)			302			117		1				55
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	10%	10%	10%	5%	5%	5%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	510	376	0	503	180	0	451	0	0	279	13
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		4
Detector Phase	2	2	2	6	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0	20.0	20.0	20.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	32.3	32.3		32.3	32.3	32.3
Total Split (s)	43.0	43.0	43.0	43.0	43.0	43.0	37.0	37.0		37.0	37.0	37.0
Total Split (%)	53.8%	53.8%	53.8%	53.8%	53.8%	53.8%	46.3%	46.3%		46.3%	46.3%	46.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.9	3.9		3.9	3.9	3.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.4	2.4		2.4	2.4	2.4
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)		7.0	7.0		7.0	7.0		6.3			6.3	6.3
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)		31.4	31.4		31.4	31.4		35.3			35.3	35.3
Actuated g/C Ratio		0.39	0.39		0.39	0.39		0.44			0.44	0.44
v/c Ratio		0.75	0.47		0.75	0.28		0.84			0.42	0.02
Control Delay		28.5	6.0		32.7	13.1		31.6			18.3	0.1
Queue Delay		0.0	0.0		0.0	0.0		0.0			0.0	0.0
Total Delay		28.5	6.0		32.7	13.1		31.6			18.3	0.1
LOS		C	A		C	B		C			B	A
Approach Delay		19.0			27.5			31.6			17.5	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)		227	25		178	30		181			86	0
Queue Length 95th (ft)		301	74		205	m39		#385			172	0
Internal Link Dist (ft)		299			784			1208			2717	
Turn Bay Length (ft)			100			75						75
Base Capacity (vph)		785	864		770	724		536			664	723
Starvation Cap Reductn		0	0		0	0		0			0	0
Spillback Cap Reductn		0	0		0	0		0			0	0
Storage Cap Reductn		0	0		0	0		0			0	0
Reduced v/c Ratio		0.65	0.44		0.65	0.25		0.84			0.42	0.02

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 46 (58%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 23.8 Intersection LOS: C
Intersection Capacity Utilization 90.2% ICU Level of Service E
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: CR 64 Station Road/CR 64 Bellport Avenue & CR 16 Horseblock Road



6: CR 101 Sills Road & CR 64 Station Road

Lanes, Volumes, Timings

No Build 2020
PM Peak Hour

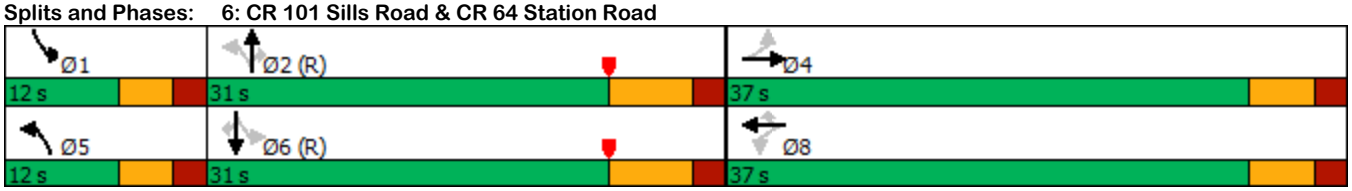
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	318	202	22	245	130	135	530	49	104	570	1
Future Volume (vph)	2	318	202	22	245	130	135	530	49	104	570	1
Satd. Flow (prot)	0	1732	0	1719	1810	1538	1736	3471	1553	1752	3505	1568
Flt Permitted		0.999		0.280			0.309			0.386		
Satd. Flow (perm)	0	1730	0	507	1810	1538	565	3471	1553	712	3505	1568
Satd. Flow (RTOR)		46				144			110			110
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	4%	4%	4%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	579	0	24	272	144	150	589	54	116	633	1
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	4	4		8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	54.9	54.9		12.0	12.0	12.0	9.0	44.0	44.0	8.2	27.0	27.0
Total Split (s)	37.0	37.0		37.0	37.0	37.0	12.0	31.0	31.0	12.0	31.0	31.0
Total Split (%)	46.3%	46.3%		46.3%	46.3%	46.3%	15.0%	38.8%	38.8%	15.0%	38.8%	38.8%
Yellow Time (s)	3.9	3.9		3.9	3.9	3.9	3.2	5.0	5.0	3.2	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.9		5.9	5.9	5.9	5.2	7.0	7.0	5.2	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)		29.3		29.3	29.3	29.3	35.8	28.1	28.1	34.0	25.7	25.7
Actuated g/C Ratio		0.37		0.37	0.37	0.37	0.45	0.35	0.35	0.42	0.32	0.32
v/c Ratio		0.87		0.13	0.41	0.22	0.42	0.48	0.09	0.30	0.56	0.00
Control Delay		35.9		16.9	20.1	3.7	16.9	24.2	0.8	21.0	33.8	0.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		35.9		16.9	20.1	3.7	16.9	24.2	0.8	21.0	33.8	0.0
LOS		D		B	C	A	B	C	A	C	C	A
Approach Delay		35.9			14.6			21.2			31.8	
Approach LOS		D			B			C			C	
Queue Length 50th (ft)		262		8	96	0	41	130	0	40	147	0
Queue Length 95th (ft)		#387		23	151	32	80	187	4	m53	m166	m0
Internal Link Dist (ft)		1208			612			473			780	
Turn Bay Length (ft)				125		150	195		225	250		200
Base Capacity (vph)		722		203	727	703	359	1273	638	398	1187	604
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.80		0.12	0.37	0.20	0.42	0.46	0.08	0.29	0.53	0.00

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 4 (5%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 26.5 — Intersection LOS: C
Intersection Capacity Utilization 70.0% — ICU Level of Service C
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: CR 101 Sills Road & CR 64 Station Road



Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	37	25	8	17	5	33	329	12	6	191	23
Future Vol, veh/h	41	37	25	8	17	5	33	329	12	6	191	23
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	3	3	3	12	12	12	3	3	3	5	5	5
Mvmt Flow	46	42	28	9	19	6	37	370	13	7	215	26
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.7	9.2	13.2	10.3
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	40%	27%	3%
Vol Thru, %	88%	36%	57%	87%
Vol Right, %	3%	24%	17%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	374	103	30	220
LT Vol	33	41	8	6
Through Vol	329	37	17	191
RT Vol	12	25	5	23
Lane Flow Rate	420	116	34	247
Geometry Grp	1	1	1	1
Degree of Util (X)	0.543	0.175	0.055	0.331
Departure Headway (Hd)	4.649	5.457	5.892	4.817
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	773	650	611	742
Service Time	2.706	3.55	3.892	2.884
HCM Lane V/C Ratio	0.543	0.178	0.056	0.333
HCM Control Delay	13.2	9.7	9.2	10.3
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	3.3	0.6	0.2	1.5

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	0	15	43	37	855	539	71
Future Vol, veh/h	0	15	43	37	855	539	71
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	Free
Storage Length	-	0	-	200	-	-	0
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	4	4	4	5	5
Mvmt Flow	0	17	48	42	961	606	80

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	-	303	606	606	0	-	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	6.94	6.48	4.18	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.54	2.24	-	-	-
Pot Cap-1 Maneuver	0	693	585	955	-	-	0
Stage 1	0	-	-	-	-	-	0
Stage 2	0	-	-	-	-	-	0
Platoon blocked, %					-	-	
Mov Cap-1 Maneuver	-	693	702	702	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	702	-	693	-
HCM Lane V/C Ratio	0.128	-	0.024	-
HCM Control Delay (s)	10.9	-	10.3	-
HCM Lane LOS	B	-	B	-
HCM 95th %tile Q(veh)	0.4	-	0.1	-

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	233	704	65	0	565
Future Vol, veh/h	0	233	704	65	0	565
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	80	80	80	80	80	80
Heavy Vehicles, %	2	2	4	4	5	5
Mvmt Flow	0	291	880	81	0	706

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	481	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	531	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	531	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	531	-
HCM Lane V/C Ratio	-	-	0.548	-
HCM Control Delay (s)	-	-	19.7	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	3.3	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	21	14	2	693	3	4	2	522
Future Vol, veh/h	21	14	2	693	3	4	2	522
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	100	-	-	-	200	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	86	86	86	86	86	86	86	86
Heavy Vehicles, %	7	7	4	4	4	4	4	4
Mvmt Flow	24	16	2	806	3	5	2	607

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	1130	405	607	0	0	809	809	0
Stage 1	812	-	-	-	-	-	-	-
Stage 2	318	-	-	-	-	-	-	-
Critical Hdwy	6.94	7.04	6.48	-	-	6.48	4.18	-
Critical Hdwy Stg 1	5.94	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.94	-	-	-	-	-	-	-
Follow-up Hdwy	3.57	3.37	2.54	-	-	2.54	2.24	-
Pot Cap-1 Maneuver	190	581	584	-	-	434	800	-
Stage 1	385	-	-	-	-	-	-	-
Stage 2	696	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	187	581	584	-	-	503	503	-
Mov Cap-2 Maneuver	187	-	-	-	-	-	-	-
Stage 1	378	-	-	-	-	-	-	-
Stage 2	696	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.6	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	584	-	-	257	503	-
HCM Lane V/C Ratio	0.004	-	-	0.158	0.014	-
HCM Control Delay (s)	11.2	-	-	21.6	12.3	-
HCM Lane LOS	B	-	-	C	B	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	8	9	2	834	3	2	2	549
Future Vol, veh/h	8	9	2	834	3	2	2	549
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	100	-	-	-	270	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	4	4	5	5	5
Mvmt Flow	9	10	2	897	3	2	2	590

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	1206	450	590	0	0	900	900	0
Stage 1	903	-	-	-	-	-	-	-
Stage 2	303	-	-	-	-	-	-	-
Critical Hdwy	6.8	6.9	6.48	-	-	6.5	4.2	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.54	-	-	2.55	2.25	-
Pot Cap-1 Maneuver	179	562	599	-	-	376	732	-
Stage 1	361	-	-	-	-	-	-	-
Stage 2	729	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	177	562	599	-	-	492	492	-
Mov Cap-2 Maneuver	177	-	-	-	-	-	-	-
Stage 1	357	-	-	-	-	-	-	-
Stage 2	729	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.9	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	599	-	-	278	492	-
HCM Lane V/C Ratio	0.004	-	-	0.066	0.009	-
HCM Control Delay (s)	11	-	-	18.9	12.4	-
HCM Lane LOS	B	-	-	C	B	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	-

1: CR 101 Sills Road & CR 16 Horseblock Road

Build 2020
AM Peak Hour

Lanes, Volumes, Timings

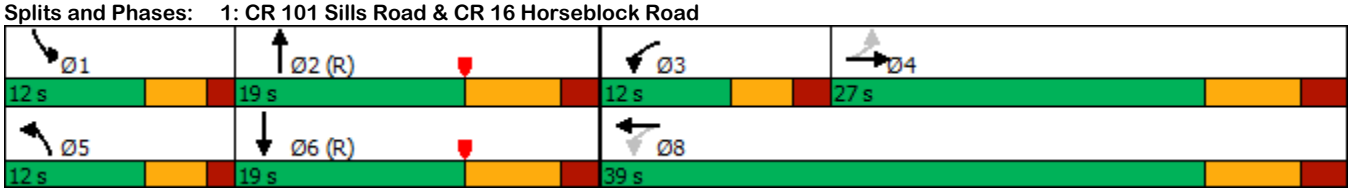
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	451	16	71	405	118	56	405	134	108	425	66
Future Volume (vph)	59	451	16	71	405	118	56	405	134	108	425	66
Satd. Flow (prot)	1543	1624	1380	1583	1667	1464	1626	3252	1503	1671	3343	1595
Flt Permitted	0.516			0.232			0.950			0.950		
Satd. Flow (perm)	838	1624	1380	387	1667	1464	1626	3252	1503	1671	3343	1595
Satd. Flow (RTOR)			334			334			334			334
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	17%	17%	17%	14%	14%	14%	11%	11%	11%	8%	8%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	470	17	74	422	123	58	422	140	113	443	69
Turn Type	Perm	NA	Free	pm+pt	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		Free	8		Free			Free			Free
Detector Phase	4	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	16.0	16.0		3.0	16.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	43.5	43.5		10.0	43.5		10.0	26.0		10.0	17.0	
Total Split (s)	27.0	27.0		12.0	39.0		12.0	19.0		12.0	19.0	
Total Split (%)	38.6%	38.6%		17.1%	55.7%		17.1%	27.1%		17.1%	27.1%	
Yellow Time (s)	5.0	5.0		3.2	5.0		3.2	5.0		3.2	5.0	
All-Red Time (s)	2.5	2.5		2.0	2.5		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.5	7.5		5.2	7.5		4.7	7.0		4.7	7.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Recall Mode	Max	Max		None	Max		None	C-Max		None	C-Max	
Act Effct Green (s)	22.3	22.3	70.0	33.8	31.5	70.0	6.3	14.4	70.0	6.9	16.9	70.0
Actuated g/C Ratio	0.32	0.32	1.00	0.48	0.45	1.00	0.09	0.21	1.00	0.10	0.24	1.00
v/c Ratio	0.23	0.91	0.01	0.26	0.56	0.08	0.39	0.63	0.09	0.68	0.55	0.04
Control Delay	13.7	40.4	0.0	12.2	17.8	0.1	54.6	24.4	0.1	53.3	28.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.7	40.4	0.0	12.2	17.8	0.1	54.6	24.4	0.1	53.3	28.7	0.0
LOS	B	D	A	B	B	A	D	C	A	D	C	A
Approach Delay		36.2			13.6			21.7			30.0	
Approach LOS		D			B			C			C	
Queue Length 50th (ft)	7	~211	0	16	128	0	28	30	0	48	96	0
Queue Length 95th (ft)	m26	#379	m0	37	211	0	64	#93	0	#116	#162	0
Internal Link Dist (ft)		784			546			780			280	
Turn Bay Length (ft)	225		150	115		230	225		225	250		250
Base Capacity (vph)	267	517	1380	303	750	1464	169	668	1503	174	806	1595
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.91	0.01	0.24	0.56	0.08	0.34	0.63	0.09	0.65	0.55	0.04

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 25.1 — Intersection LOS: C
Intersection Capacity Utilization 74.1% — ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: CR 101 Sills Road & CR 16 Horseblock Road



5: CR 64 Station Road/CR 64 Bellport Avenue & CR 16 Horseblock Road — Build 2020

Lanes, Volumes, Timings

AM Peak Hour

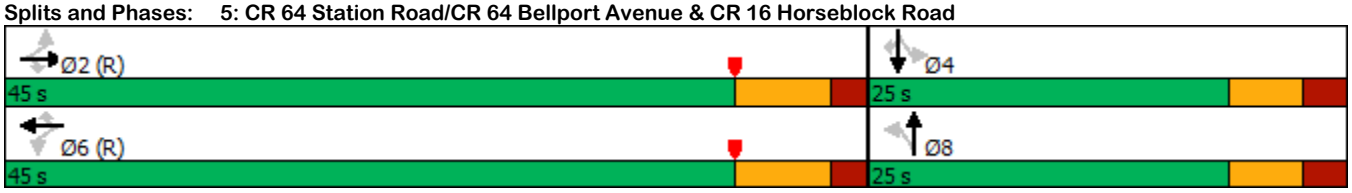
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	397	185	1	434	100	202	97	0	79	145	21
Future Volume (vph)	5	397	185	1	434	100	202	97	0	79	145	21
Satd. Flow (prot)	0	1582	1346	0	1696	1442	0	1655	0	0	1713	1482
Flt Permitted		0.994			0.999			0.660			0.797	
Satd. Flow (perm)	0	1574	1346	0	1695	1442	0	1130	0	0	1389	1482
Satd. Flow (RTOR)			195			103						62
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	20%	20%	20%	12%	12%	12%	11%	11%	11%	9%	9%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	423	195	0	458	105	0	315	0	0	236	22
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		4
Detector Phase	2	2	2	6	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0	20.0	20.0	20.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	32.3	32.3		32.3	32.3	32.3
Total Split (s)	45.0	45.0	45.0	45.0	45.0	45.0	25.0	25.0		25.0	25.0	25.0
Total Split (%)	64.3%	64.3%	64.3%	64.3%	64.3%	64.3%	35.7%	35.7%		35.7%	35.7%	35.7%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.9	3.9		3.9	3.9	3.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.4	2.4		2.4	2.4	2.4
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)		7.0	7.0		7.0	7.0		6.3			6.3	6.3
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)		27.0	27.0		27.0	27.0		29.7			29.7	29.7
Actuated g/C Ratio		0.39	0.39		0.39	0.39		0.42			0.42	0.42
v/c Ratio		0.70	0.31		0.70	0.17		0.66			0.40	0.03
Control Delay		24.4	3.4		30.6	8.6		19.7			17.9	0.4
Queue Delay		0.0	0.0		0.0	0.0		0.0			0.0	0.0
Total Delay		24.4	3.4		30.6	8.6		19.7			17.9	0.4
LOS		C	A		C	A		B			B	A
Approach Delay		17.8			26.5			19.7			16.4	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)		149	0		181	7		113			68	0
Queue Length 95th (ft)		208	31		163	m20		#255			144	2
Internal Link Dist (ft)		299			784			1208			2717	
Turn Bay Length (ft)			100			75						75
Base Capacity (vph)		854	819		920	829		480			590	665
Starvation Cap Reductn		0	0		0	0		0			0	0
Spillback Cap Reductn		0	0		0	0		0			0	0
Storage Cap Reductn		0	0		0	0		0			0	0
Reduced v/c Ratio		0.50	0.24		0.50	0.13		0.66			0.40	0.03

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 46 (66%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 20.7 — Intersection LOS: C
Intersection Capacity Utilization 71.0% — ICU Level of Service C
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: CR 64 Station Road/CR 64 Bellport Avenue & CR 16 Horseblock Road



6: CR 101 Sills Road & CR 64 Station Road

Lanes, Volumes, Timings

Build 2020
AM Peak Hour

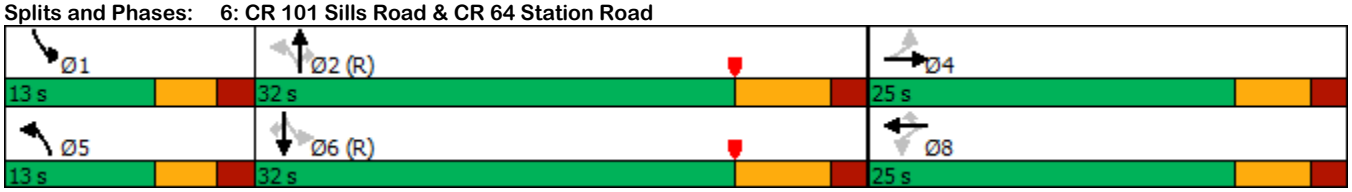
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	197	152	19	197	93	89	469	16	86	558	2
Future Volume (vph)	1	197	152	19	197	93	89	469	16	86	558	2
Satd. Flow (prot)	0	1568	0	1612	1696	1442	1687	3374	1509	1687	3374	1509
Flt Permitted		0.999		0.358			0.374			0.447		
Satd. Flow (perm)	0	1567	0	607	1696	1442	664	3374	1509	794	3374	1509
Satd. Flow (RTOR)		54				143			126			126
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	14%	14%	12%	12%	12%	7%	7%	7%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	389	0	21	219	103	99	521	18	96	620	2
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	4	4		8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	54.9	54.9		12.0	12.0	12.0	9.0	44.0	44.0	8.2	27.0	27.0
Total Split (s)	25.0	25.0		25.0	25.0	25.0	13.0	32.0	32.0	13.0	32.0	32.0
Total Split (%)	35.7%	35.7%		35.7%	35.7%	35.7%	18.6%	45.7%	45.7%	18.6%	45.7%	45.7%
Yellow Time (s)	3.9	3.9		3.9	3.9	3.9	3.2	5.0	5.0	3.2	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.9		5.9	5.9	5.9	5.2	7.0	7.0	5.2	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)		19.9		19.9	19.9	19.9	34.9	27.6	27.6	34.8	27.6	27.6
Actuated g/C Ratio		0.28		0.28	0.28	0.28	0.50	0.39	0.39	0.50	0.39	0.39
v/c Ratio		0.81		0.12	0.45	0.20	0.23	0.39	0.03	0.20	0.47	0.00
Control Delay		28.2		18.4	22.9	2.5	10.3	18.6	0.1	21.5	30.7	0.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		28.2		18.4	22.9	2.5	10.3	18.6	0.1	21.5	30.7	0.0
LOS		C		B	C	A	B	B	A	C	C	A
Approach Delay		28.2			16.5			16.8			29.4	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)		131		7	75	0	19	88	0	37	146	0
Queue Length 95th (ft)		187		21	125	17	44	143	0	m73	203	m0
Internal Link Dist (ft)		1208			612			473			780	
Turn Bay Length (ft)				125		150	195		225	250		200
Base Capacity (vph)		515		185	517	539	452	1424	709	503	1423	709
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.76		0.11	0.42	0.19	0.22	0.37	0.03	0.19	0.44	0.00

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 70
Offset: 4 (6%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 23.2 — Intersection LOS: C
Intersection Capacity Utilization 57.8% — ICU Level of Service B
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: CR 101 Sills Road & CR 64 Station Road



Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	16	13	9	23	7	23	127	7	2	211	19
Future Vol, veh/h	8	16	13	9	23	7	23	127	7	2	211	19
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	16	16	16	5	5	5	10	10	10	8	8	8
Mvmt Flow	9	18	14	10	26	8	26	141	8	2	234	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8.3	8.9	9.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	22%	23%	1%
Vol Thru, %	81%	43%	59%	91%
Vol Right, %	4%	35%	18%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	157	37	39	232
LT Vol	23	8	9	2
Through Vol	127	16	23	211
RT Vol	7	13	7	19
Lane Flow Rate	174	41	43	258
Geometry Grp	1	1	1	1
Degree of Util (X)	0.221	0.058	0.06	0.315
Departure Headway (Hd)	4.559	5.042	4.959	4.393
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	788	710	722	820
Service Time	2.582	3.076	2.992	2.414
HCM Lane V/C Ratio	0.221	0.058	0.06	0.315
HCM Control Delay	8.9	8.4	8.3	9.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.2	0.2	1.4

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	0	1	74	1	559	820	0
Future Vol, veh/h	0	1	74	1	559	820	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	Free
Storage Length	-	0	-	200	-	-	0
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	11	11	11	6	6
Mvmt Flow	0	1	79	1	595	872	0

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	-	436	872	872	0	-	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	6.9	6.62	4.32	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.61	2.31	-	-	-
Pot Cap-1 Maneuver	0	574	374	715	-	-	0
Stage 1	0	-	-	-	-	-	0
Stage 2	0	-	-	-	-	-	0
Platoon blocked, %					-	-	
Mov Cap-1 Maneuver	-	574	375	375	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	375	-	574	-
HCM Lane V/C Ratio	0.213	-	0.002	-
HCM Control Delay (s)	17.2	-	11.3	-
HCM Lane LOS	C	-	B	-
HCM 95th %tile Q(veh)	0.8	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	59	400	149	0	905
Future Vol, veh/h	0	59	400	149	0	905
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	32	32	10	10	6	6
Mvmt Flow	0	63	426	159	0	963

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	293	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.54	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.62	-	-	-	-
Pot Cap-1 Maneuver	0	622	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	622	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	622	-
HCM Lane V/C Ratio	-	-	0.101	-
HCM Control Delay (s)	-	-	11.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	8	5	2	550	45	7	21	656
Future Vol, veh/h	8	5	2	550	45	7	21	656
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	100	-	-	-	200	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95	95
Heavy Vehicles, %	52	52	11	11	11	6	6	6
Mvmt Flow	8	5	2	579	47	7	22	691

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	1011	313	691	0	0	626	626	0
Stage 1	607	-	-	-	-	-	-	-
Stage 2	404	-	-	-	-	-	-	-
Critical Hdwy	7.84	7.94	6.62	-	-	6.52	4.22	-
Critical Hdwy Stg 1	6.84	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.84	-	-	-	-	-	-	-
Follow-up Hdwy	4.02	3.82	2.61	-	-	2.56	2.26	-
Pot Cap-1 Maneuver	165	555	492	-	-	561	925	-
Stage 1	389	-	-	-	-	-	-	-
Stage 2	516	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	158	555	492	-	-	793	793	-
Mov Cap-2 Maneuver	158	-	-	-	-	-	-	-
Stage 1	387	-	-	-	-	-	-	-
Stage 2	497	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.6	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	492	-	-	218	793	-
HCM Lane V/C Ratio	0.004	-	-	0.063	0.037	-
HCM Control Delay (s)	12.3	-	-	22.6	9.7	-
HCM Lane LOS	B	-	-	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	8	4	1	544	37	7	44	614
Future Vol, veh/h	8	4	1	544	37	7	44	614
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	100	-	-	-	270	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	96	96	96	96	96	96	96	96
Heavy Vehicles, %	54	54	12	12	12	7	7	7
Mvmt Flow	8	4	1	567	39	7	46	640

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	1015	303	640	0	0	605	606	0
Stage 1	589	-	-	-	-	-	-	-
Stage 2	426	-	-	-	-	-	-	-
Critical Hdwy	7.88	7.98	6.64	-	-	6.54	4.24	-
Critical Hdwy Stg 1	6.88	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.88	-	-	-	-	-	-	-
Follow-up Hdwy	4.04	3.84	2.62	-	-	2.57	2.27	-
Pot Cap-1 Maneuver	162	560	528	-	-	575	935	-
Stage 1	395	-	-	-	-	-	-	-
Stage 2	497	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	152	560	528	-	-	860	860	-
Mov Cap-2 Maneuver	152	-	-	-	-	-	-	-
Stage 1	394	-	-	-	-	-	-	-
Stage 2	466	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.1	0	0.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	528	-	-	201	860	-
HCM Lane V/C Ratio	0.002	-	-	0.062	0.062	-
HCM Control Delay (s)	11.8	-	-	24.1	9.5	-
HCM Lane LOS	B	-	-	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	19	0	555	810	19
Future Vol, veh/h	0	19	0	555	810	19
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	0	603	880	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	451	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	556	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	556	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	556	-	-
HCM Lane V/C Ratio	-	0.037	-	-
HCM Control Delay (s)	-	11.7	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

1: CR 101 Sills Road & CR 16 Horseblock Road

Build 2020
PM Peak Hour

Lanes, Volumes, Timings

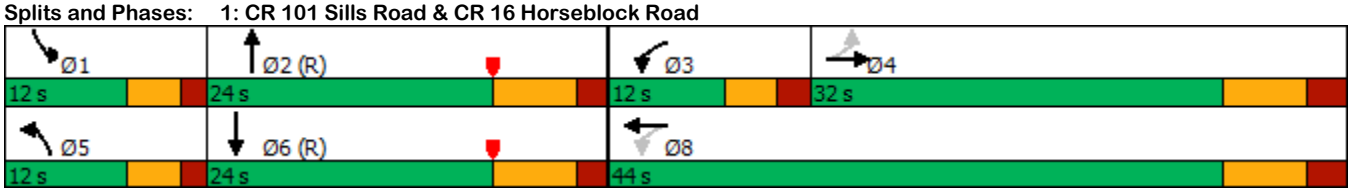
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	450	22	235	527	128	54	633	89	51	494	71
Future Volume (vph)	58	450	22	235	527	128	54	633	89	51	494	71
Satd. Flow (prot)	1656	1743	1482	1703	1792	1574	1719	3438	1589	1719	3438	1641
Flt Permitted	0.390			0.153			0.950			0.950		
Satd. Flow (perm)	680	1743	1482	274	1792	1574	1719	3438	1589	1719	3438	1641
Satd. Flow (RTOR)			292			292			292			292
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	9%	9%	6%	6%	6%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	517	25	270	606	147	62	728	102	59	568	82
Turn Type	Perm	NA	Free	pm+pt	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		Free	8		Free			Free			Free
Detector Phase	4	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	16.0	16.0		3.0	16.0		3.0	10.0		3.0	10.0	
Minimum Split (s)	43.5	43.5		10.0	43.5		10.0	26.0		10.0	17.0	
Total Split (s)	32.0	32.0		12.0	44.0		12.0	24.0		12.0	24.0	
Total Split (%)	40.0%	40.0%		15.0%	55.0%		15.0%	30.0%		15.0%	30.0%	
Yellow Time (s)	5.0	5.0		3.2	5.0		3.2	5.0		3.2	5.0	
All-Red Time (s)	2.5	2.5		2.0	2.5		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.5	7.5		5.2	7.5		4.7	7.0		4.7	7.0	
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	
Recall Mode	Max	Max		None	Max		None	C-Max		None	C-Max	
Act Effct Green (s)	24.5	24.5	80.0	38.8	36.5	80.0	6.5	21.8	80.0	6.4	19.7	80.0
Actuated g/C Ratio	0.31	0.31	1.00	0.48	0.46	1.00	0.08	0.27	1.00	0.08	0.25	1.00
v/c Ratio	0.32	0.97	0.02	1.06	0.74	0.09	0.45	0.78	0.06	0.43	0.67	0.05
Control Delay	17.1	47.4	0.0	94.1	24.7	0.1	56.7	33.0	0.1	44.6	33.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.1	47.4	0.0	94.1	24.7	0.1	56.7	33.0	0.1	44.6	33.3	0.1
LOS	B	D	A	F	C	A	E	C	A	D	C	A
Approach Delay		42.1			39.5			30.9			30.4	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	9	66	0	~90	239	0	33	87	0	28	141	0
Queue Length 95th (ft)	m25	m#409	m0	#223	347	0	70	#268	0	62	190	0
Internal Link Dist (ft)		784			546			780			280	
Turn Bay Length (ft)	225		150	115		230	225		225	250		250
Base Capacity (vph)	208	533	1482	254	817	1574	156	938	1589	156	844	1641
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.97	0.02	1.06	0.74	0.09	0.40	0.78	0.06	0.38	0.67	0.05

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 35.6 — Intersection LOS: D
Intersection Capacity Utilization 84.2% — ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: CR 101 Sills Road & CR 16 Horseblock Road



5: CR 64 Station Road/CR 64 Bellport Avenue & CR 16 Horseblock Road — Build 2020

Lanes, Volumes, Timings

PM Peak Hour

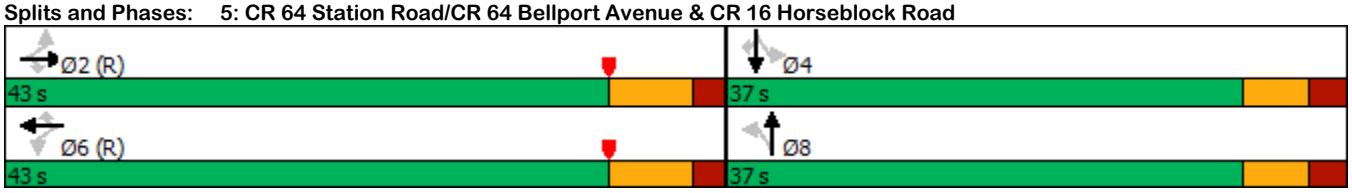
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	442	338	6	460	162	198	202	6	63	188	12
Future Volume (vph)	19	442	338	6	460	162	198	202	6	63	188	12
Satd. Flow (prot)	0	1823	1553	0	1726	1468	0	1763	0	0	1823	1568
Flt Permitted		0.937			0.992			0.670			0.816	
Satd. Flow (perm)	0	1712	1553	0	1713	1468	0	1210	0	0	1505	1568
Satd. Flow (RTOR)			300			114		1				55
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	10%	10%	10%	5%	5%	5%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	512	376	0	518	180	0	451	0	0	279	13
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		4
Detector Phase	2	2	2	6	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0	20.0	20.0	20.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	32.3	32.3		32.3	32.3	32.3
Total Split (s)	43.0	43.0	43.0	43.0	43.0	43.0	37.0	37.0		37.0	37.0	37.0
Total Split (%)	53.8%	53.8%	53.8%	53.8%	53.8%	53.8%	46.3%	46.3%		46.3%	46.3%	46.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.9	3.9		3.9	3.9	3.9
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.4	2.4		2.4	2.4	2.4
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)		7.0	7.0		7.0	7.0		6.3			6.3	6.3
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	None		None	None	None
Act Effct Green (s)		31.6	31.6		31.6	31.6		35.1			35.1	35.1
Actuated g/C Ratio		0.40	0.40		0.40	0.40		0.44			0.44	0.44
v/c Ratio		0.76	0.47		0.77	0.28		0.85			0.42	0.02
Control Delay		29.1	6.0		32.4	12.6		32.8			18.5	0.1
Queue Delay		0.0	0.0		0.0	0.0		0.0			0.0	0.0
Total Delay		29.1	6.0		32.4	12.6		32.8			18.5	0.1
LOS		C	A		C	B		C			B	A
Approach Delay		19.3			27.3			32.8			17.7	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)		231	25		178	28		182			85	0
Queue Length 95th (ft)		302	74		207	m37		#389			173	0
Internal Link Dist (ft)		299			784			1208			2717	
Turn Bay Length (ft)			100			75						75
Base Capacity (vph)		770	863		770	723		531			661	719
Starvation Cap Reductn		0	0		0	0		0			0	0
Spillback Cap Reductn		0	0		0	0		0			0	0
Storage Cap Reductn		0	0		0	0		0			0	0
Reduced v/c Ratio		0.66	0.44		0.67	0.25		0.85			0.42	0.02

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 46 (58%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 24.1 — Intersection LOS: C
Intersection Capacity Utilization 90.3% — ICU Level of Service E
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: CR 64 Station Road/CR 64 Bellport Avenue & CR 16 Horseblock Road



6: CR 101 Sills Road & CR 64 Station Road

Lanes, Volumes, Timings

Build 2020
PM Peak Hour

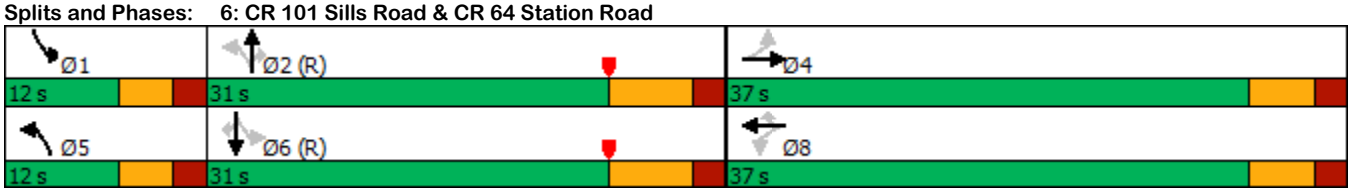
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	318	202	22	245	130	135	533	49	104	573	1
Future Volume (vph)	2	318	202	22	245	130	135	533	49	104	573	1
Satd. Flow (prot)	0	1732	0	1719	1810	1538	1736	3471	1553	1752	3505	1568
Flt Permitted		0.999		0.280			0.306			0.383		
Satd. Flow (perm)	0	1730	0	507	1810	1538	559	3471	1553	707	3505	1568
Satd. Flow (RTOR)		46				144			110			110
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	4%	4%	4%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	579	0	24	272	144	150	592	54	116	637	1
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Detector Phase	4	4		8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	6.0	3.0	20.0	20.0	3.0	20.0	20.0
Minimum Split (s)	54.9	54.9		12.0	12.0	12.0	9.0	44.0	44.0	8.2	27.0	27.0
Total Split (s)	37.0	37.0		37.0	37.0	37.0	12.0	31.0	31.0	12.0	31.0	31.0
Total Split (%)	46.3%	46.3%		46.3%	46.3%	46.3%	15.0%	38.8%	38.8%	15.0%	38.8%	38.8%
Yellow Time (s)	3.9	3.9		3.9	3.9	3.9	3.2	5.0	5.0	3.2	5.0	5.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.9		5.9	5.9	5.9	5.2	7.0	7.0	5.2	7.0	7.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)		29.3		29.3	29.3	29.3	35.8	28.1	28.1	34.0	25.7	25.7
Actuated g/C Ratio		0.37		0.37	0.37	0.37	0.45	0.35	0.35	0.42	0.32	0.32
v/c Ratio		0.87		0.13	0.41	0.22	0.43	0.49	0.09	0.30	0.57	0.00
Control Delay		35.8		16.9	20.1	3.7	16.9	24.2	0.8	21.0	33.8	0.0
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		35.8		16.9	20.1	3.7	16.9	24.2	0.8	21.0	33.8	0.0
LOS		D		B	C	A	B	C	A	C	C	A
Approach Delay		35.8			14.6			21.3			31.8	
Approach LOS		D			B			C			C	
Queue Length 50th (ft)		261		8	96	0	41	131	0	40	148	0
Queue Length 95th (ft)		#388		23	151	32	80	188	4	m53	m166	m0
Internal Link Dist (ft)		1208			612			473			780	
Turn Bay Length (ft)				125		150	195		225	250		200
Base Capacity (vph)		722		203	726	703	356	1273	638	396	1187	604
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.80		0.12	0.37	0.20	0.42	0.47	0.08	0.29	0.54	0.00

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 4 (5%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 26.5 — Intersection LOS: C
Intersection Capacity Utilization 70.0% — ICU Level of Service C
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: CR 101 Sills Road & CR 64 Station Road



Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	37	25	8	17	5	33	329	12	6	191	23
Future Vol, veh/h	41	37	25	8	17	5	33	329	12	6	191	23
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	3	3	3	12	12	12	3	3	3	5	5	5
Mvmt Flow	46	42	28	9	19	6	37	370	13	7	215	26
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.7	9.2	13.2	10.3
HCM LOS	A	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	40%	27%	3%
Vol Thru, %	88%	36%	57%	87%
Vol Right, %	3%	24%	17%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	374	103	30	220
LT Vol	33	41	8	6
Through Vol	329	37	17	191
RT Vol	12	25	5	23
Lane Flow Rate	420	116	34	247
Geometry Grp	1	1	1	1
Degree of Util (X)	0.543	0.175	0.055	0.331
Departure Headway (Hd)	4.649	5.457	5.892	4.817
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	773	650	611	742
Service Time	2.706	3.55	3.892	2.884
HCM Lane V/C Ratio	0.543	0.178	0.056	0.333
HCM Control Delay	13.2	9.7	9.2	10.3
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	3.3	0.6	0.2	1.5

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	0	15	50	37	855	551	71
Future Vol, veh/h	0	15	50	37	855	551	71
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	Free
Storage Length	-	0	-	200	-	-	0
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	4	4	4	5	5
Mvmt Flow	0	17	56	42	961	619	80

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	-	310	619	619	0	-	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	6.94	6.48	4.18	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.54	2.24	-	-	-
Pot Cap-1 Maneuver	0	686	574	944	-	-	0
Stage 1	0	-	-	-	-	-	0
Stage 2	0	-	-	-	-	-	0
Platoon blocked, %					-	-	
Mov Cap-1 Maneuver	-	686	678	678	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	678	-	686	-
HCM Lane V/C Ratio	0.144	-	0.025	-
HCM Control Delay (s)	11.2	-	10.4	-
HCM Lane LOS	B	-	B	-
HCM 95th %tile Q(veh)	0.5	-	0.1	-

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	233	704	65	0	577
Future Vol, veh/h	0	233	704	65	0	577
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	80	80	80	80	80	80
Heavy Vehicles, %	2	2	4	4	5	5
Mvmt Flow	0	291	880	81	0	721

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	481	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	531	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	531	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	531	-
HCM Lane V/C Ratio	-	-	0.548	-
HCM Control Delay (s)	-	-	19.7	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	3.3	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	21	14	2	700	3	4	2	541
Future Vol, veh/h	21	14	2	700	3	4	2	541
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	100	-	-	-	200	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	86	86	86	86	86	86	86	86
Heavy Vehicles, %	7	7	4	4	4	4	4	4
Mvmt Flow	24	16	2	814	3	5	2	629

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	1149	409	629	0	0	817	817	0
Stage 1	820	-	-	-	-	-	-	-
Stage 2	329	-	-	-	-	-	-	-
Critical Hdwy	6.94	7.04	6.48	-	-	6.48	4.18	-
Critical Hdwy Stg 1	5.94	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.94	-	-	-	-	-	-	-
Follow-up Hdwy	3.57	3.37	2.54	-	-	2.54	2.24	-
Pot Cap-1 Maneuver	184	578	566	-	-	429	794	-
Stage 1	381	-	-	-	-	-	-	-
Stage 2	687	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	181	578	566	-	-	497	497	-
Mov Cap-2 Maneuver	181	-	-	-	-	-	-	-
Stage 1	379	-	-	-	-	-	-	-
Stage 2	677	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.2	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	566	-	-	250	497	-
HCM Lane V/C Ratio	0.004	-	-	0.163	0.014	-
HCM Control Delay (s)	11.4	-	-	22.2	12.3	-
HCM Lane LOS	B	-	-	C	B	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Vol, veh/h	8	9	2	841	3	2	2	568
Future Vol, veh/h	8	9	2	841	3	2	2	568
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	100	-	-	-	270	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	4	4	4	5	5	5
Mvmt Flow	9	10	2	904	3	2	2	611

Major/Minor	Minor1		Major1			Major2		
Conflicting Flow All	1224	454	611	0	0	908	907	0
Stage 1	910	-	-	-	-	-	-	-
Stage 2	314	-	-	-	-	-	-	-
Critical Hdwy	6.8	6.9	6.48	-	-	6.5	4.2	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.54	-	-	2.55	2.25	-
Pot Cap-1 Maneuver	174	559	581	-	-	372	728	-
Stage 1	358	-	-	-	-	-	-	-
Stage 2	720	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	172	559	581	-	-	487	487	-
Mov Cap-2 Maneuver	172	-	-	-	-	-	-	-
Stage 1	357	-	-	-	-	-	-	-
Stage 2	714	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.2	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	581	-	-	272	487	-
HCM Lane V/C Ratio	0.004	-	-	0.067	0.009	-
HCM Control Delay (s)	11.2	-	-	19.2	12.5	-
HCM Lane LOS	B	-	-	C	B	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	19	0	852	556	19
Future Vol, veh/h	0	19	0	852	556	19
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	0	926	604	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	313	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	683	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	683	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	683	-	-
HCM Lane V/C Ratio	-	0.03	-	-
HCM Control Delay (s)	-	10.4	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Appendix N

Description

Photographs of Site and Surrounding area

Photograph No. 1: View towards subject property from Sills Road with former church building and parking lot and proposed vegetated buffer to remain intact, facing northeast.

Photograph No. 2: View of subject property from Sills Road with former church building and parking lot and SCWA water tower in the foreground, facing northwest.

Photograph No. 3: Representative view of the subject property frontage along Bellport Avenue, facing east.

Photograph No. 4: View along the Long Island Rail Road tracks and the northern boundary of the subject property, facing east from the intersection of the tracks with Bellport Avenue.

Photograph No. 5: Representative view of subject property and vegetated buffer to remain under proposed conditions from Baseball Heaven parking lot, facing south facing south.

Photograph No. 6: Representative view of subject property and vegetated buffer to remain under proposed conditions from Baseball Heaven parking lot, facing south facing west.

Photograph No. 7: View of the Sills Road corridor and vegetated buffers from the existing driveway of the former church building and parking lot), facing south. The existing ADESA Auto Auction is visible on the northbound side of Sills Road.

Photograph No. 8: View of ADESA Auto Action and vegetated buffer of property usage, located on the east side of Sills Road across from the proposed entrance to the subject property, facing southeast.

Photograph No. 9: View from main entrance of ADESA Auto Action and parking on property, located on the east side of Sills Road across from the proposed entrance to the subject property, facing southeast.

Photograph No. 10: View towards subject property from Maryhaven Adult Services Center Complex parking lot, located on the south side of Sills Road west of the subject property, facing east towards the subject property.

Photograph No. 11: View of light industrial use (Asplundh Construction) along the east side of Sills Road, north of the subject property.

Photograph No. 12: View of the Sills Road corridor to the north of the subject property, facing north from the Baseball Heaven driveway.

Photograph No.13: View of Bellport Avenue corridor to the south of the subject property, facing south towards intersection of Bellport Avenue and Horseblock Road.

Photograph No. 14: Representative view of the Bellport Avenue corridor and vegetation along western side of roadway, facing northeast toward the subject property.

Photograph No. 15: View of light industrial use with single-family residence (Suffolk Liner Corporation) along the east side of Bellport Avenue, west of the subject property.

Photograph No. 16: View of light industrial use (Northeast Quartz wholesaler) along the west side of Bellport Avenue, south of the subject property.

Photograph No. 17: Representative photo of residential neighborhood located north of subject property along Long Island Avenue, facing east.

Photograph No. 18: Representative photo of residential homes and vegetated screening of properties located north of the subject property along Long Island Avenue, facing northeast.

Photograph No. 19: View of construction equipment stored on Long Island Avenue north of the subject property, facing east.

Photograph No. 20: View of existing J.J. Kane Auctioneers Auto Yard located on Rice Court, approximately 0.25 mile west of the subject property, facing north. Example of a large auto storage facility in L1 Industrial zone.

Photograph No. 21: Entrance to Insurance Auto Auctions facility on Peconic Avenue, located approximately 0.6 mile west of the subject property. Example of a large auto storage facility in L1 Industrial zone.

Photograph No. 22: View of Petro Home Services office building located on Old Dock Road approximately 0.2 mile east of the subject property.

Photograph No. 23: View of oil truck storage yard for Petro Home Services located next to the office building on Old Dock Road. Example of large vehicle storage in L1 Industrial zone.

Appendix O

Description

Town of Brookhaven Department of Building and Fire Prevention Coordination

Town of Brookhaven
Long Island, New York

Department of Public Safety
John Meehan, Commissioner

RECEIVED
NOV 30 2018
PLANNING DIVISION

Edward P. Romaine
Supervisor

Valerie M. Cartright
Councilwoman
District One

Jane Bonner
Councilwoman
District Two

Kevin LaValle
Councilman
District Three

Michael Loguercio
Councilman
District Four

Neil Foley
Councilman
District Five

Daniel Panico
Councilman
District Six

Date: 11/30/2018 FD: N/A

To: Craig Tillinghast
Planning Division

From: Keith R. Williams
Senior Fire Marshal

Re: Site Plan Log # 18SP0078 YAPHANK AUTO AUCTION
N/S CR101& Bellport Ave, Yaphank, NY
SCTM# 0200-739.00-03.00-001.000

The captioned site plan is approved as submitted.

Division of Fire Prevention • Christopher J. Mehrman, Chief Fire Marshal
One Independence Hill , Farmingville • NY 11738 • Phone (631) 451-6262 • Fax (631) 451-6283
www.brookhavenny.gov

Appendix P

Description

Correspondence Regarding Stormwater Treatment from H2M Architects + Engineers (dated August 13, 2019)

H2M architects + engineers
538 Broad Hollow Road, 4th Floor East
Melville, NY 11747 | tel 631.756.8000

August 12, 2019

David Buttacavoli
Principal/ LI Real Estate Market Leader
VHB Engineering, Surveying & Landscape Architecture, P.C.
100 Motor Pkwy #135,
Hauppauge, NY 11788

Re: NMF Holdings - 422 Sills Road, Yaphank
Engineering Consulting for Water Supply
SPDES Permitting & Stormwater Treatment – response to DEIS drainage comment
Project No. NMFH1901

Mr. Buttacavoli:

In accordance with your request, we offer the following in response to the question posed in the Draft Environmental Impact Statement;

"Please elaborate on the determination to utilize the Contech CDS-5 hydrodynamic separator and other alternative stormwater management measures recommended by H2M Engineers and Architects (H2M) or the Suffolk County Water Authority (SCWA). Explain why the Contech CDS-5 hydrodynamic separator was chosen over other stormwater management measures."

1. Hydrodynamic separation of the stormwater flow was selected because these types of devises remove; sediment, floatable trash and hydrocarbons.
2. The quantity of sediment, floatable trash and hydrocarbons can be measured. The wastes are stored in three (3) separate areas of the device.
3. The maintenance schedule can be adjusted based on the quantities collected.
4. Contech's product was chosen over the competitors for several reasons;
    a. They have tens of thousands of these devise installed throughout the world
    b. Contech makes every effort to provide the latest product information to the Consulting Engineering Community.
    c. They have online design tools for engineers to utilize.
    d. They have accurate specifications and standard details
    e. Contech provides assistance on local regulatory requirements
    f. Contech engineers are willing to assist by providing product specific engineering calculations such as hydraulics, buoyancy, foundation reactions, unit sizing and cost estimating.

Should you have any additional concerns about this matter, please contact me.

Very truly yours,

H2M architects + engineers

DRAFT

Joseph F. Cline, P.E.
Practice Leader

SUFFOLK COUNTY WATER AUTHORITY
SCWA

Jeffrey W. Szabo
Chief Executive Officer

Administrative Offices: 4060 Sunrise Highway, Oakdale, New York 11769-0901
(631) 563-0353
Fax: (631) 563-0370

May 21, 2019

Joseph F. Cline, PE
Practice Leader
H2M Architects and Engineers
538 Broad Hollow Rd, 4th Floor East
Melville, NY 11747

Re: NMF Holdings- 422 Sills Road, Yaphank
Engineering Controls for Auto Storage next to Patchogue Yaphank Road Wellfield
H2M Project Np. NMFH1901

Dear Mr. Cline,

The Suffolk County Water Authority (SCWA) is in receipt of your documents dated May 1, 2019 concerning the above mentioned project. In a previous letter dated January 25, 2019 the SCWA had requested that the Town of Brookhaven Planning board deny the application, based on the project being located within the 2-year capture zone of the SCWA's Patchogue-Yaphank Road Wellfield. The concerns included the proposed drainage basin serving as a direct conduit for contaminants to enter the shallow aquifer and the development presenting an opportunity to introduce various VOC's, including BTEX related compounds and hydraulic fluids with the groundwater system.

After several meetings with project engineers at H2M Architects and Engineers, we are satisfied with the plan to pave the entire site and to utilize the technology proposed to mitigate the impacts to both the aquifer and the nearby SCWA wellfield. Based on the information supplied, the Contech Hydrodynamic Separation system appears to be effective at in-situ removal of hydrocarbons from stormwater runoff. In order to ensure ongoing maintenance occurs to the system we are requesting a copy of the Covenants and Restrictions when supplied by the Town of Brookhaven. In addition a 4-inch monitoring well shall be constructed to a depth equivalent to ten feet below the water table. The well, to be constructed by the developer's team, shall be accessible to the authority and use 15 feet of screen with 5 feet of screen above the water table and 10 feet below. The location of the monitor well submitted with your documents is acceptable by SCWA staff.

Provided that the developer meets their obligation to routinely maintain the system SCWA approves both the conceptual site plan for 422 Sill Road, dated 4/30/19 and the Contech Engineered Solutions Hydrodynamic Separation System.

Should you have any questions or wish to discuss further, I may be reached at 631-563-0353

Very truly yours,

Jeffrey W. Szabo

Cc: Patrick Halpin, Chairman, SCWA
Joseph Pokorny, Deputy CEO Operations, SCWA
Craig Tillinghast, Planning Division, Town of Brookhaven