

APPENDIX F
ALTERNATIVE #3 TRAFFIC IMPACT AND ACCESS ANALYSIS

SECOND SUPPLEMENTAL TRAFFIC IMPACT & ACCESS ANALYSIS

**Bald Hill Estates
Freeland Street
Monroe, New York**

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SECOND SUPPLEMENTAL TRAFFIC IMPACT & ACCESS ANALYSIS

**Bald Hill Estates
Freeland Street
Monroe, New York**

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SECOND SUPPLEMENTAL TRAFFIC ANALYSIS – OLIVERI ACCESS PLAN
BALD HILL ESTATES
MONROE, NEW YORK

The purpose of this Second Supplemental Traffic Analysis is to address the plan, which provides access through the adjacent Oliveri property and an additional 26 residential units on the Bald Hill Estates Development Plan.

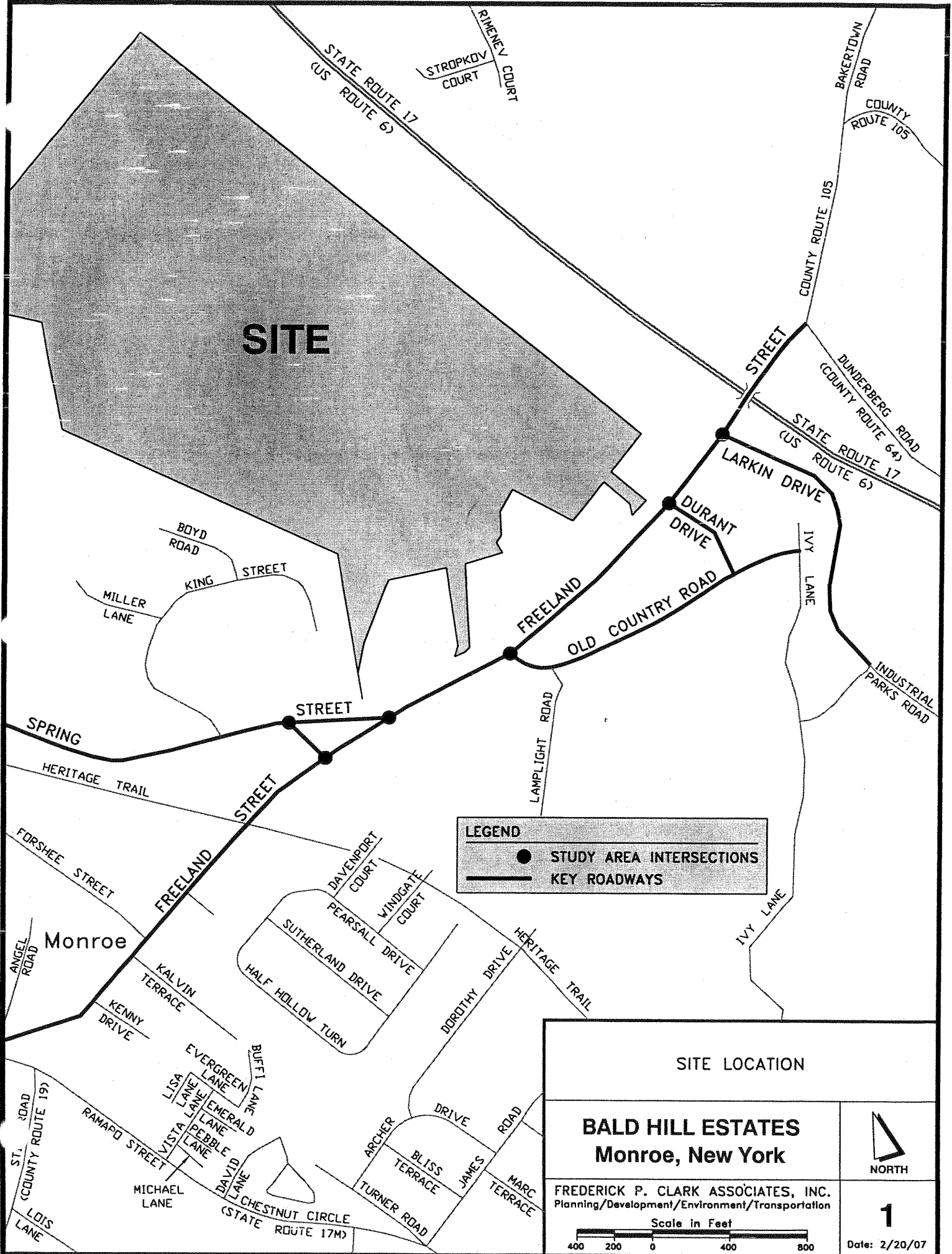
This Access Plan incorporates the new road to be developed from the site to the Oliveri property and to the existing traffic signal located at the intersection of Freeland Street and Larkin Drive.

This Access Plan eliminates the southerly proposed access road to Freeland Street, which was to be developed between the Country Road and Spring Street intersections. However, this supplemental report incorporates a secondary drive from the site, which will intersection Freeland Street directly opposite the Durant Drive intersection. As part of this analysis, it assumes this secondary drive is limited to right turn movements in and out of the subject property.

Area Roadways

Figure 1 shows the current street network serving the subject property. This figure shows the location of the site in relation to Freeland Street, Larkin Drive, Durant Drive and Spring Street.

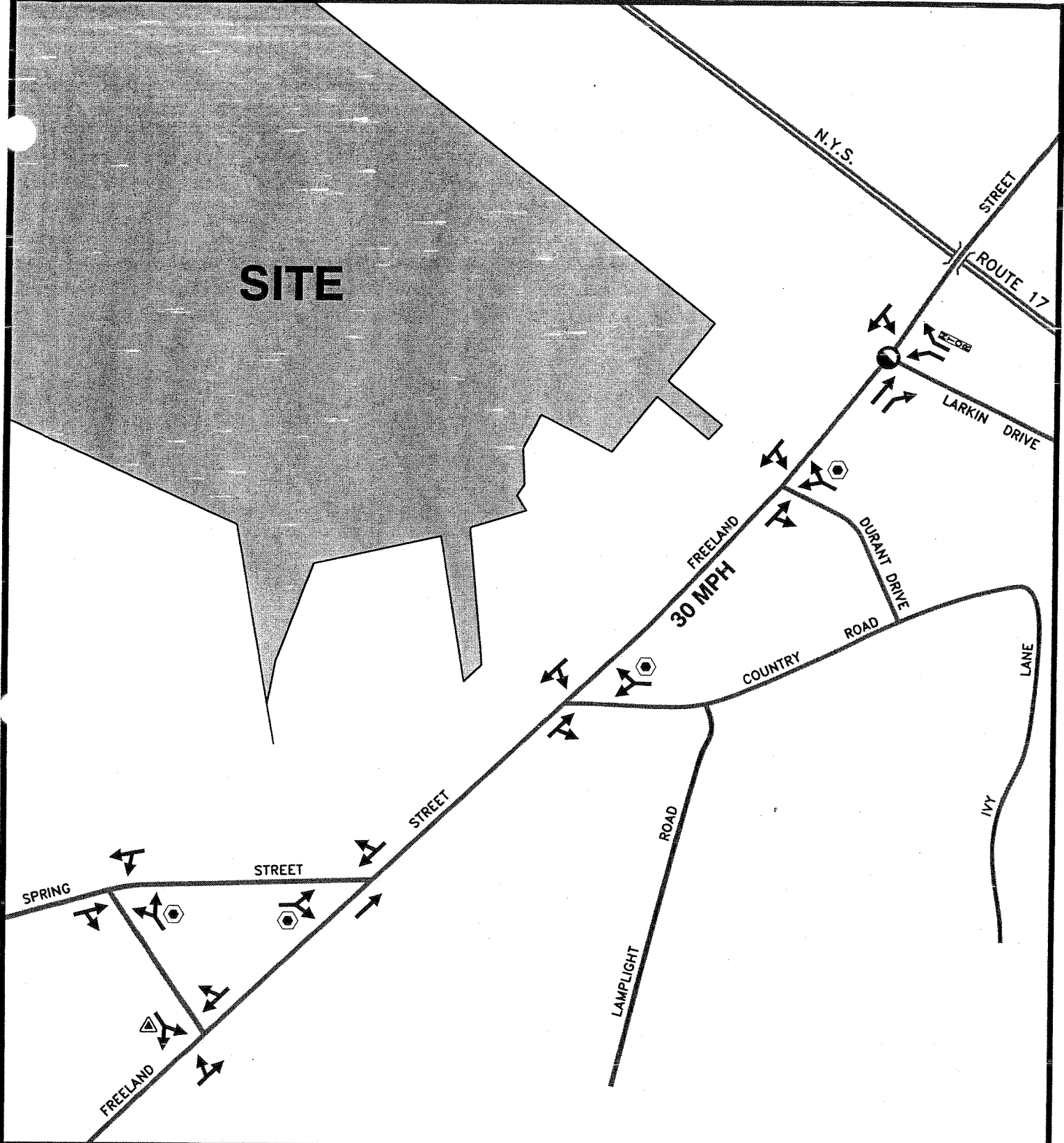
Figure 2 shows the current street system characteristics at each of the intersections included in the analysis.







LEGEND

- STUDY AREA INTERSECTIONS
- KEY ROADWAYS

SITE LOCATION	
BALD HILL ESTATES Monroe, New York	
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Scale in Feet 400 200 0 400 800	Date: 2/20/07



LEGEND

-  TRAFFIC LANE
-  TRAFFIC SIGNAL
-  STOP SIGN
-  YIELD SIGN
-  NO TURN ON RED
- 00 MPH** SPEED LIMIT

CURRENT STREET SYSTEM CHARACTERISTICS

**BALD HILL ESTATES
Monroe, New York**



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Not to Scale

Date: 2/20/07

No-Build Traffic Volumes

Figures 3 through 5 show the no-build traffic volumes for the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. These volumes were used throughout the traffic analysis process and included in the Draft Environmental Impact Statement (DEIS) and Final Environmental Impact Statement (FEIS). These volumes were obtained through the results of actual traffic volume surveys and data obtained from other traffic reports and previously accepted by the Town.

Site Traffic Generation

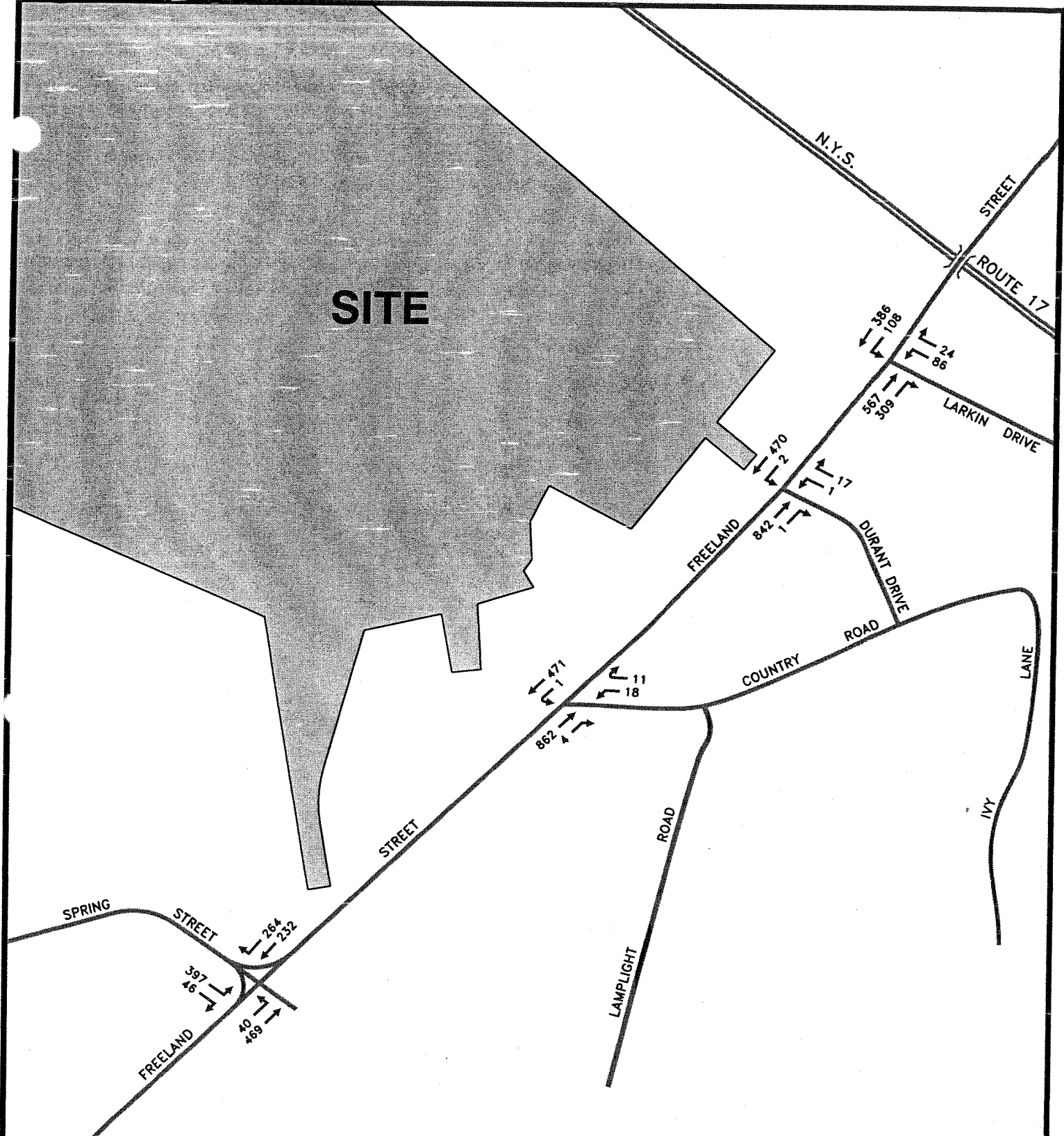
To develop estimates for the site traffic generation for the proposed development, trip generation rates provided by the Institute of Transportation Engineers (ITE) and published in "Trip Generation," 7th Edition, 2003, were used. It is estimated that 138 townhouse-type residential development will generate 92, 108 and 108 vehicle trip ends during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively.

To be consistent with previous analyses conducted for the subject property, an office development with 29,675 square feet of gross floor area was included. It is estimated that this type and size development will generate 46, 44 and 12 vehicle trip ends during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. Based on a combination of the residential and commercial land uses of the subject property it is likely this development will generate 138, 152 and 120 vehicle trip ends during the weekday morning, weekday afternoon and Saturday midday peak hours, respectively. Table 1 provides a more detailed breakdown of the entering and exiting traffic related to each of the proposed land uses.

Distribution of Site-Generated Traffic

Distribution patterns were modified to reflect the changes to access for the subject property, as described above. Based on this reevaluation, it is estimated that during the

SITE



Note: The No-Build Traffic Volumes include the Projected Traffic Volumes and the Other Developments Traffic Volumes.

NO-BUILD TRAFFIC VOLUMES
WEEKDAY MORNING PEAK HOUR

BALD HILL ESTATES
Monroe, New York



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3

Not to Scale

Date: 2/20/07