STONEFIELD

December 18, 2024

Mr. Darrin Scalzo
Board Town of Newburgh Zoning Board
21 Hudson Valley Professional Plaza
Newburgh, NY 12550

RE: Proposed Convenience Store with Fuel Sales
2 Lakeside Road
Town of Newburgh Orange County, New York

Board Members:

Our office is submitting documents on behalf of the Applicant to address comments contained within the Objector's letter authored by Michael Maris Associates and the Board Professional's review letter authored by Creighton Manning. Please find the following items enclosed:

ITEM DESCRIPTION	DATED	PREPARED BY
01 – Traffic Impact Study	**Revised:** December 18, 2024	Stonefield Engineering & Design
02 – Truck Turning Exhibits	December 18, 2024	Stonefield Engineering & Design

The following is an itemized response to the comments contained within the Michael Maris Associates Review Letter dated October 24, 2024:

1. Site Access

   - *Access to the Project would be provided by driveways from Lakeside Road. The report describes the access as consisting of four driveways, while the traffic Figures and Capacity Analyses appended to the report show three driveways.*

     This apparent discrepancy needs to be clarified.

     Stonefield Response: The Traffic Impact Study has been revised to reflect the proposed driveway configuration. Site access is proposed via one (1) full-movement driveway, one (1) ingress-only driveway, and one (1) egress-only driveway along Lakeside Road.

2. Study Intersections

   - *The TIS analyzed the existing and future traffic conditions at six existing Study Intersections in the area, as well as the future traffic conditions at the Project's driveways.*

     Based on our field observations of the roadways in the vicinity of the Project and a review of the existing traffic volumes in the TIS, it is our opinion that analysis of the six Study Intersections is adequate to determine the impact of the Project.

     Stonefield Response: This comment is noted.

3. Accident Assessment

The TIS states that accident data was obtained for each Study Intersection covering the latest 54-month period and includes Tables listing the number and type of accidents at the various intersections. The TIS notes that no fatalities were recorded and states that the Project will not adversely impact the current accident rates.

We have some comments regarding the Accident Assessment:

a. *It does not appear that any analyses were performed to justify the statement that the Project will not impact accident rates. The Project is expected to increase passenger and truck traffic in the area, and the safety impact of the additional trucks should be addressed.*
b. *There is no assessment of the accidents to determine whether they indicate a need for roadway modifications or other types of improvements. Such an assessment is generally required by the New York State Department of Transportation (NYSDOT) and should be performed.*
c. *There are no calculations of the Accident Rates at the Study Intersections and comparisons to Statewide Average Rates. This assessment is also generally required by NYSDOT and should be performed.*

Stonefield Response: Additional analyses were performed to summarize the predominate types, location, frequency, contributing factors, etc. and report crash rates. Please refer to the Technical Appendix of the updated Traffic Impact Study, last revised December 18, 2024, for the complete analyses.

4. Parking Availability

- *The Project will provide 62 parking spaces, which, based on calculations included in the TIS, will exceed the Town of Newburgh parking requirements for the Project.*

We estimated the Project's parking needs using average rates in the Parking Generation Manual published by the Institute of Transportation Engineers (ITE). The estimates indicate that the Project will require 55 parking spaces, which indicates that the 62 spaces will be adequate.

Stonefield Response: This comment is noted.

5. Hours of Analyses

- *The analyses and traffic projections in the TIS assess traffic conditions during the weekday Peak AM and PM Highway Hours and the Saturday Peak Midday Hour.*

The hours analyzed in the TIS typically represent periods with higher traffic volumes and are acceptable for commercial developments.

Stonefield Response: This comment is noted.

6. Traffic Counts

Turning movement traffic counts were performed on Thursday, February 8, 2024, and Saturday, February 10, 2024. Tables of the counted traffic volumes at each of the Study Intersections are appended to the TIS.

We checked the weather conditions during the survey dates and found them acceptable. We also reviewed the traffic count Tables and note the following:

a. *A Table listing the Peak AM and PM Hours traffic counts at the NY Route 17K/Lakeside Road intersection is not provided (another intersection was inserted twice). Since this intersection will be most impacted by the Project, the traffic count data must be provided.*
b. *The traffic Tables do not show counts of the Heavy Vehicles, vehicles turning right-on-red, pedestrians and bicyclists. This data is input into the Capacity Analyses and must be provided.*

Stonefield Response: The complete Turning Movement Count data for each intersection, including the Heavy Vehicle counts, has been added to the Technical Appendix of the updated Traffic Impact Study, last revised December 18, 2024.

7. Existing Traffic Volumes

- *The February traffic volumes were used as the existing volumes in the TIS and formed the basis for the estimates of the future volumes.*

The counted volumes were not seasonally adjusted. Although the weather was acceptable during the traffic count dates, traffic volumes during February are typically lower than those of the average month. Data published by NYSDOT must be consulted to determine whether seasonal adjustment is necessary.

Stonefield Response: Based on a review of the Traffic Impact Studies for the Matrix I-84 Distribution Center, prepared by Langan, and the development at 36 Racquet Road, prepared by Colliers, which have been included in the subject Traffic Impact Study, as advised by the Town of Newburgh Planning Board, the volumes are generally consistent among the reports. Please refer to the appended Volume Comparison which compares the subject counted volumes to the aforementioned Traffic Impact Studies which performed counts at select study intersections during September or November, as noted.

8. Design Year 2026 No-Build Traffic Volumes

The Year 2026 No-Build Traffic Volumes were estimated by increasing the counted volumes by a general traffic growth rate and by adding the anticipated trip generations of three other developments in the area.

a. General Traffic Growth

Based on data published by NYSDOT, the Year 2024 Existing Traffic Volumes were increased by an annual traffic growth rate of 1.0 percent to the Design Year 2026.

Use of NYSDOT growth rates for traffic projections is standard practice and acceptable.

b. Other Development Trip Generations

The trip generations of three other proposed developments that are expected to increase the traffic volumes in the vicinity of the Project were taken from traffic studies performed for those developments and added to the increased traffic volumes.

This is also standard practice and the methodology is acceptable.

Stonefield Response: This comment is noted.

9. Project Trip Generation Estimates

    a. Total Generations

    The trips expected to be generated by the Project were estimated using Hourly Trip Generation Rates published by the ITE. Two separate trip generation estimates were made, one based on the number of fueling stations and one based on the size of the building. The higher resulting estimates were used for the traffic projections.

    We performed generation estimates using the ITE data and found the estimates in the TIS accurate.

    b. Pass-by Trip Reductions

    The TIS notes that the Project's trip generations will not be completely new to the area due to Pass-by Trips. Pass-by Trips will occur when drivers already on the roadways traveling to/from other locations stop at the Project to purchase items or gasoline and then continue to their destination. The Pass-by credits used in the TIS are based on directions from NYSDOT.

    We reviewed the Pass-by Trip credits and found them acceptable.

    Stonefield Response: This comment is noted.

10. Distribution of the Project's Trip Generations

- *The distribution of the Project's trip generations on the surrounding roadways was determined based upon an assessment of the existing traffic volumes in the area.*

    We reviewed the traffic volumes in the TIS and found the trip Distributions reasonable.

    Stonefield Response: This comment is noted.

11. Design Year 2026 Build Volumes

- *The Project's trip generations were distributed through the Study Intersections per the Distributions and added to the No-Build Traffic Volumes, resulting in the Year 2026 Build Traffic Volumes.*

    This is a standard methodology and acceptable.

    Stonefield Response: This comment is noted.

12. Capacity Analyses Methodology

- *Capacity Analyses of the Existing, No-Build and Build Traffic Volumes were performed for the Study Intersections using Synchro Software and copies of the Capacity Analyses printouts are included in the TIS.*

    Capacity Analyses of the Existing, No-Build and Build Traffic Volumes is standard practice, and the Synchro software is widely used and acceptable. A spot check of the Capacity Analyses printouts in the TIS did not find any discrepancies in the intersection geometries, traffic volumes, signal operations, etc., data input in the Analyses.

    Stonefield Response: This comment is noted.

13. Capacity Analyses Findings

- *As previously noted, three sets of Capacity Analyses were performed comparing the Existing, No-Build and Build Traffic Volumes to the existing intersection geometries and traffic controls.*

  Because the Build Analyses for the NY Route 17K and Lakeside Road intersection determined that the Project would negatively impact traffic conditions, additional Analyses were performed to identify mitigation measures.

  The findings of the Capacity Analyses are summarized in the TIS in various Tables that compare the Peak-Hour traffic conditions with the Existing, No-Build and Build Traffic Volumes and present the Levels of Service and Average Delays for the individual traffic movements and the overall intersection.

  The Tables show, other than the NY Route 17K/Lakeside Road intersection, that the overall traffic conditions at the other Study Intersections will be acceptable. However, the Tables also show that several individual movements in those intersections will operate at unacceptable Level of Service "E" and experience long delays.

  Stonefield Response: This comment is noted.

14. NY Route 17K and Lakeside Road Traffic Conditions

    a. Traffic Flow Impact

    Most of the Project's trip generations are expected to pass through this intersection. The Levels of Service and Delays Tables show that the general traffic growth and the trip generations of the other three developments will not significantly impact the Existing Traffic Conditions. The Tables also show that the Project will have a significant negative impact on the Lakeside Road approach to the intersection and create very long delays. To mitigate the negative impact, the TIS proposes the following modifications intended to eliminate the long delays:

    - *Stripe the Pilot Travel Center driveway approach to provide one through/left-turn lane and one right-turn lane.*

      It is noted that the Capacity Analyses were performed with this geometry. However, the Table shows a left-turn lane and a through/right-turn lane. This discrepancy needs to be clarified.

      Stonefield Response: Please refer to the updated Traffic Impact Study, last revised December 18, 2024, where Tables 5 through 7 have been updated accordingly to reflect the correct lane geometry.

      The existing driveway, which is not currently striped, is wide enough to accommodate two lanes. However, it's not clear who would implement this modification since the Project may not have the right to stripe the driveway.

      Stonefield Response: The applicant will coordinate with the Town and/or the Pilot Travel Center to determine an appropriate method to implement striping changes upon finalization of the mitigation.

    - *Widen the Lakeside Road approach to provide a double left-turn lane and a through/right-turn lane.*

      Since the proposed Project will generate truck traffic, a truck turning path analysis must be performed to determine whether a double left turn could be safely made and whether the existing NY Route 17K width is sufficient to receive two trucks turning left concurrently, or whether the NY Route 17K pavement will need widening.

Stonefield Response: Based on NYSDOT requirements for receiving lane widths for dual left turn lanes, a minor widening of the travel lanes has already been contemplated. Please find enclosed truck turning exhibits that demonstrate adequacy of the configuration for both tractor-trailers and box trucks. As the QuickChek site will not provide tractor-trailer parking facilities and as the nearby Pilot Travel Center provides both tractor-trailer parking and fueling facilities, it is not expected that the subject QuickChek will attract tractor-trailers as part of the customer base. The enclosed WB-67 turning exhibit is intended to demonstrate adequacy for fuel delivery vehicles, which represents a nominal volume of trips and are expected at off peak hours.

b. Vehicle Queues

The TIS presents a summary of the Existing, No-Build, and Build vehicle queues on the Lakeside Road approach to the intersection. Per the Table, without any modifications, the Build queues on the approach will exceed the distance to the Project's driveway and impede traffic flow.

We reviewed the Table and the Capacity Analyses findings and note the following:

- *Although the calculated vehicle queue lengths are shown in the Capacity Analyses printouts for the Existing and No-Build Conditions, the queue lengths are not shown in the printouts of the Build and Build with Mitigation Conditions. The Capacity Analyses must be revised to show the queue lengths.*

  Stonefield Response: Please refer to the Technical Appendix of the updated Traffic Impact Study, last revised December 18, 2024.

- *The vehicle queue lengths shown in the Table represent average conditions. The Table should also show the longer 95th Percentile queue lengths typically used in analyses.*

  Stonefield Response: This comment is noted. Please refer to the updated Traffic Impact Study, last revised December 18, 2024.

The following is an itemized response to the comments contained within the Creighton Manning Review Letter dated November 23, 2024:

Traffic Impact Study Comments:

1. *The revised traffic analysis updates the trip generation estimates to address NYSDOT comments on pass-by trips, analyzing conditions that assume a higher proportion of "new trips." This results in several mitigations proposed including:*

   a. *Adding a second left turn lane on Lakeside Road*
   b. *Change the PILOT driveway approach from an exclusive left shared thru/right to a shared left/thru and exclusive right lane.*
   c. *Add a right turn overlap arrow to the Pilot driveway.*
   d. *Lengthen the EB left turn lane on Route 17K at Lakeside Road.*
   e. *Reconstruct the NE corner (the corner of the project) with a paved radius for right turn traffic.*
   f. *Upgrade vehicle detection, other signal modifications, and timing/phasing updates related to the above improvements.*

   Stonefield Response: This comment is noted.

2. *The results of the project impacts and operations with the proposed improvements are summarized in TIS tables 5 through 23.*

    a. *Overall, delays at the Rt 17K/Lakeside/Pilot intersection will increase significantly with the project but without mitigation but will increase by only 4 to 7 seconds on average with the proposed mitigation. With the mitigation proposed, some movements will improve to better than No-Build conditions, while others will be worse. Specifically, the shared left/through movement exiting Pilot will worsen with the lane arrangement change in favor of improving the right turn (5 to 20 vph in the left/thru vs 60 to 80 vph in the right lane with 30 to 70% trucks). Regardless, we believe this change will offer an overall improvement.*

    Stonefield Response: This comment is noted.

    b. *The levels of service generally remain similar at the other signalized intersections in the corridor, recognizing that existing congestion and lane spillage at intersections with the interchange will continue.*

    Stonefield Response: This comment is noted.

    c. *The Rt 17K/Rock Cut Road intersection can expect some increases in delays on the SB approach during the AM peak hour (+12 seconds) and on the WB approach in the PM peak hour (+10 seconds). The applicant should analyze what reduction in delays can be achieved with a WB right turn lane and optimized signal timings.*

    Stonefield Response: Under the 2026 Build Condition, the southbound and westbound approaches at the intersection of NYS Route 17K and Rock Cut Road could potentially experience undesirable Level of Service degradations from the 2026 No-Build Condition during the weekday morning and weekday evening peak hours, respectively. The following signal timing adjustment and roadway layout modifications are proposed to mitigate the impacted lane groups at the aforementioned intersection.

    - **Weekday morning peak hour – shift three (3) seconds from the eastbound/westbound NYS Route 17K phase to the northbound/southbound Rock Cut Road/commercial driveway phase.**
    - **Install a new additional exclusive right-turn lane from the westbound approach of NYS Route 17K, which would provide the approach with one (1) shared left-turn/through lane and one (1) exclusive right-turn lane.**

    With implementation of the proposed mitigation measures, the intersection is calculated to return to operating at an overall LOS C during the weekday morning peak hours in the 2026 Mitigated Build Condition. Additionally, the southbound Rock Cut Road approach is calculated to operate generally consistent with or better than the 2026 No-Build Condition during the weekday morning peak hour. Tables 1 and 2 compare the 2024 Existing, 2026 No-Build, 2026 Build, and 2026 Mitigated Build conditions Level of Service and delay values during the weekday morning and weekday evening peak hours. Please note that the westbound approach during the weekday evening peak hour is not identified as a significant impact and, as such, the geometric mitigation outlined in this comment is not required.

    It is important to note that, in the findings of the original Traffic Impact Study, which contemplated slightly fewer site-generated trips, the intersection of NYS Route 17K and Rock Cut Road showed no impacts. Under the 2026 Build Condition, the intersection is calculated to operate generally consistent with the findings of the 2026 No-Build Condition during the study peak hours.

NYS ROUTE 17K & ROCK CUT ROAD / COMMERCIAL DRIVEWAY

EB (Eastbound) and WB (Westbound) approaches are the NYS Route 17K approaches
NB (Northbound) approach is the commercial driveway approach
SB (Southbound) approach is the Rock Cut Road approach
X (n) = Level of Service (seconds of delay)

TABLE 1 – WEEKDAY MORNING PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build	2026 Mitigation
EB Left/Through/Right	B (18.9)	C (20.2)	C (22.4)	C (24.3)
WB Left/Through/Right	B (15.4)	B (15.8)	B (17.8)	--
WB Left/Through	--	--	--	B (17.0)
WB Right	--	--	--	A (2.8)
NB Left/Through/Right	--	--	--	--
SB Left/Through/Right	E (63.8)	E (66.4)	E (78.7)	E (63.4)
Intersection	**C (31.6)**	**C (32.8)**	**D (37.6)**	**C (32.2)**

TABLE 2 – WEEKDAY EVENING PEAK HOUR

Lane Group	2024 Existing	2026 No-Build	2026 Build	2026 Mitigation
EB Left/Through/Right	B (15.0)	B (16.2)	B (19.8)	B (19.5)
WB Left/Through/Right	C (21.0)	C (23.4)	C (32.9)	--
WB Left/Through	--	--	--	B (15.8)
WB Right	--	--	--	A (2.2)
NB Left/Through/Right	B (15.6)	B (15.5)	B (15.2)	B (15.2)
SB Left/Through/Right	D (48.1)	D (50.1)	D (52.8)	D (52.8)
Intersection	**C (24.1)**	**C (26.2)**	**C (32.7)**	**C (21.4)**

d. *No significant changes are expected at the Lakeside Road/Patton Road intersection, which is projected to operate at LOS A/B. We expect similar results for other business and private driveways along Lakeside Road.*

Stonefield Response: This comment is noted.

e. *The site driveway(s) are expected to operate adequately at LOS A/B/C. The study conservatively assumed all traffic would exit a single driveway and traffic from Route 17K entering the southern driveway while traffic from Patton Road is using the central driveway. In practice, we expect traffic to be divided between all the driveways subject to any local turn restrictions or one-way arrangements once the site plan is finalized.*

Stonefield Response: Stonefield is agreement with this comment.

3. *The trip distribution conservatively assumes that pass-by traffic will all arrive from I-84 and Route 17K. We expect some drivers commuting along Lakeside Road to use the proposed facility, thereby reducing the volume coming to/from the highway or Route 17K.*

Stonefield Response: Stonefield is in agreement with this comment. In furtherance of response 2.c. above, the more realistic and less conservative volumes would be expected to demonstrate that mitigation measures are not required at the intersection of NYS Route 17K and Rock Cut Road in line with the findings of the original issuance of the Traffic Impact Study.

4. *The queuing analysis indicates that on Lakeside Road, queues in the left turn lane averaged 118 feet in the AM peak hour (~5 vehicles) to 87 feet in the PM peak hour (~4 vehicles), while the through/right lane averaged <10 feet (1 vehicle). The*

left turn lane was projected to increase significantly without mitigation but average about 160 feet during the AM peak hour (~6 vehicles) and 100 feet in the PM peak hour (~4 vehicles) with the proposed mitigation. The central driveway as proposed is just about 300 feet from the stop bar; therefore, except in extreme conditions, we expect the typical queues on the southbound Lakeside Road approach to not block the central driveway with the proposed mitigation.

Stonefield Response: This comment is noted.

5. *Crashes are noted at the study area intersections over the course of 4.5 years. The reporting of the findings (write up in the study) is very limited with no summary of the predominate types, location, frequency, contributing factors, etc.; however, no fatalities were reported in this time frame. Additional analysis should be provided and may include the traditional approach of calculating crash rates and comparing to the latest available statewide averages, or the new Safe Systems Approach documented in NYSDOT's "Red"/"Yellow" Books – 2023.*

Stonefield Response: This comment is noted. Please refer to the updated Traffic Impact Study, last revised December 18, 2024.

General Comments:

6. *The applicant provided a response related to why three driveways to Lakeside Road are necessary. In my opinion, it's largely for the project's convenience in accommodating cars and trucks, although no truck fueling is provided and suggest additional review should be provided. Albeit a town road, NYSDOT would not allow for three driveways in a similar situation. Can the building and canopy be rotated 180 and use the south driveway as a shared ingress with all egress through the north driveway? See image below. Undoubtedly, the owner will want the "front" facing Rt 17K, but design review may reveal an alternative layout.*

Stonefield Response: Based on visibility of the building as well as constraints relating to various buffers and setbacks, the proposed building and canopy locations have not been revised. Stonefield has given access consolidation additional considerations and for the following reasons, the proposal for three (3) driveway remains:

- **By eliminating the southernmost driveway intended to facilitate fuel delivery trucks, the fuel delivery trucks would need to access the site via either the central or northern driveway.**
  - **A fuel truck entering via the northern driveway or central driveway would need to execute a sharp turn.**
  - **At the northern driveway, the truck movement would require an unusually wide driveway and the elimination of ~7 parking stalls as shown on Sheet 3 of 4 of the Truck Turning Exhibits.**
  - **At the central driveway, the truck would be constrained by the fuel pumps and canopy upon entering the site as shown on Sheet 4 of 4 of the Truck Turning Exhibits.**
- **By eliminating the central driveway and converting the southern driveway to two-way, queuing length between the site's main egress and the signal's approach is reduced.**
- **The northern driveway is necessary for fuel truck egress and cannot be removed.**

7. *The other nine locations in Orange County do not make special provisions for trucks. What is the intended service for trucks at this location? Will overnight parking allowed? Is there a maximum parking period (15 minutes)?*

Stonefield Response: Based on discussions at both Planning and Zoning Board hearings, the site design has been revised to eliminate all tractor-trailer parking. Based on the elimination of tractor-trailer parking facilities and the availability of suitable tractor-trailer parking and fueling facilities at

the Pilot Travel Center, it is not expected that the subject QuickChek will attract tractor-trailers as part of the customer base.

8. *The signal modification plan should include the appropriate lane striping (cat paws) for the Lakeside Road double left turn to Route 17K. We expect that will be part of any detailed design work. Further, the turning path of trucks will need to be checked.*

   Stonefield Response: This comment is noted and will be affirmatively addressed as deign progresses. Please find turning paths shown on the enclosed Truck Turning Exhibits.

9. *The WB left turn lane on Route 17K is about 300 feet; enough storage for about three tractor trailers before traffic spills out into the through lane. Although not represented in the "Intersection Turning Movement Counts", the Synchro reports indicate 38% to 79% of the left turn volume being trucks. Although not directly related to the QC application, it's noted that operations in the Pilot site do affect Route 17K resulting in trucks stopped in the intersection or spilling out of the left turn lane, an effect that can extend to the I-84 ramps. See photos below. It's critical that the WB left turn movement not be impacted and any improvement in this condition will be welcomed.*

   Stonefield Response: This comment is noted. The QuickChek application is not expected to impact the Westbound left turn movement.

10. *Similarly, trucks using the Airport Diner may use the Lakeside Road driveway, located just one to two car lengths from the stop bar. We have not been present to observed trucks using this driveway, so it's unknown if they use it for ingress or egress, but the Town, NYSDOT, and respective property owner should consider turning movement restrictions, i.e. "No Lefts" from 17K/Lakeside into this driveway.*

    Stonefield Response: This comment is noted, and the applicant will await feedback from the Town regarding any additional signage desired along Lakeside Road to prohibit turning movements into the Airport Diner.

11. *We reviewed the MMA letter provided to the Zoning Board. It does not indicate who retained this firm to review the project, but we found the comments to fair and unbiased, and we generally concur with most of the comments.*

    Stonefield Response: This comment is noted.

12. *Irrespective of the traffic study, the site plan shows 60 striped spaces inclusive of ADA, air compressor, and truck parking, meeting the zoning code described in the bulk table on Sheet 1, with an additional 16 spaces at the fuel pumps for a total of 76 spaces.*

    Stonefield Response: This comment is noted.

Should you have any questions regarding the submission items or responses above please do not hesitate to contact our office.

Regards,

Matthew Seckler, PE, PP, PTOE
Stonefield Engineering and Design, LLC

Amanda LaRosa, PE
Stonefield Engineering and Design, LLC

	NYS Route 17K and Rock Cut Road				NYS Route 17K and I-84 WB Ramps				NYS Route 17K and I-84 EB Ramps				Lakeside Road and Governor Drive / Homewood Avenue			
	AM		PM		AM		PM		AM		PM		AM		PM	
	SED	[1]Other	SED	[1]Other	SED	[2]Other	SED	[2]Other	SED	[2]Other	SED	[2]Other	SED	[2]Other	SED	[2]Other
EBL	56	56	80	114	-	-	-	-	103	104	183	204	104	113	132	116
EBT	424	454	403	432	-	-	-	-	0	2	1	2	6	7	8	4
EBR	2	5	0	1	-	-	-	-	229	277	180	201	50	42	58	60
WBL	5	4	3	4	133	86	93	76	-	-	-	-	8	13	5	3
WBT	312	390	526	579	0	1	7	4	-	-	-	-	7	5	4	5
WBR	106	94	300	333	237	311	420	386	-	-	-	-	3	2	8	6
NBL	2	1	3	2	51	103	187	186	-	-	-	-	47	42	51	38
NBT	0	1	1	4	324	311	693	693	274	310	699	675	241	282	649	636
NBR	2	2	7	15	-	-	-	-	73	87	117	83	2	11	19	15
SBL	322	308	209	208	-	-	-	-	361	365	277	287	21	16	13	23
SBT	1	3	1	1	775	791	663	697	554	512	479	486	616	668	531	565
SBR	82	117	86	92	157	149	147	127	-	-	-	-	146	105	109	99
Total	1314	1435	1619	1785	1677	1752	2210	2169	1594	1657	1936	1938	1251	1306	1587	1570
% Difference	-8%		-9%		-4%		2%		-4%		0%		-4%		1%	

[1]Existing traffic volumes were obtained from the *36 Racquet Road Traffic Impact Study*, prepared by Colliers, dated September 22, 2022, in which counts were conducted in September 2022

[2]Existing traffic volumes were obtained from the *Matrix -84 Distribution Center Traffic Impact Study*, prepared by Langan, dated June 19, 2023, in which counts were conducted in November 2022