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EDF Moraine Solar – Effect on Transportation Report

JANUARY 2022(REVISION 1 – JULY 2022)

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A. INTRODUCTION

LaBella Associates DPC has performed a traffic assessment of the proposed EDF Moraine Solar Farm (hereafter referred to as the "Project") in the Town of Burns, Allegany County, New York. This assessment has been prepared to address items required in the New York State Section 94-c of the Executive Law, Section 900-2.17 Exhibit 16 – Effect on Transportation.

B. PROJECT DESCRIPTION, LOCATION AND SCHEDULE

The Project involves constructing a 93.5MW solar facility on approximately 700 acres across various parcels in the Town of Burns, Allegany County, New York. The parcels are located along NY Route 70, NY Route 961F, County Road 13, Sikes Road, and Bull Road. The facility includes a new step-up substation (34.5kV to 115kV), as well as a 34.5kV collector line system between the proposed solar arrays and the proposed substation.

Construction is expected to begin in the fall of 2022 and last for approximately twelve (12) months, with completion expected in the fall of 2023.

C. PRE-CONSTRUCTION SITE CHARACTERISTICS

1. Existing Roadway Characteristics

The Project's parcels are all located within the Town of Burns, Allegany County, New York. The following table summarizes the existing characteristics of the roadway network that would be used to access parcels associated with the Project:

Table 1: Existing Roadway Characteristics

Roadway	Functional Class	Traffic Volumes (Year) (Note 1)	Percentage of Trucks	Jurisdiction	Speed Limit	Number of Travel Lanes	Pavement Width (approx.)
NY Route 36	Rural Minor Arterial	AADT: 6,535 DHV: 601 DDHV: 340 (2019)	11%	NYSDOT	55 mph	2 (one each direction)	40 ft asphalt 12' travel lanes 8' shoulders
NY Route 70 (Main St)	Rural Minor Arterial	AADT: 1,351 DHV: 105 DDHV: 55 (2017)	10%	NYSDOT	55 mph (Note 2)	2 (one each direction)	34 ft asphalt 11' travel lanes 6' shoulders
NY Route 961F (Arkport-Canaseraga Rd)	Rural Major Collector	AADT: 1,188 DHV: 111 DDHV: 72 (2016)	9%	NYSDOT	55 mph	2 (one each direction)	26 ft asphalt 11' travel lanes 2' shoulders
County Road 13 (S. Church St)	Rural Minor Collector	AADT: 507 DHV: 49 DDHV: 32 (2018)	1%	Allegany County	55 mph (Note 2)	2 (one each direction)	24 ft asphalt 10' travel lanes 2' shoulders
Sikes Road (Note 3)	Rural Local	AADT: < 100 (estimated)	Unknown	Town of Burns	N/A	1 – 2	16 ft asphalt / gravel 2'-4' gravel shoulders
Bull Road (Note 3)	Rural Local	AADT: <100 (estimated)	Unknown	Town of Burns	N/A	1 – 2	16 ft asphalt / gravel

Note 1: Traffic Volumes include the following:
- AADT: Annual Average Daily Traffic Volume; Typical 24 Hour Traffic Volume
- DHV: Design Hour Volume – Peak Hour of Traffic, Both Directions
- DDHV: Directional Design Hour Volume – Peak Hour of Traffic, One Direction

Note 2: Speed Limit is 30 mph within the Village of Canaseraga

Note 3: Sikes Road and Bull Road are limited-use, asphalt & gravel roadways that serve a small number of residences and agricultural properties. There is no posted speed limit, but safe operating speed is estimated at 30 mph or less. Traffic volume data is not available.

2. Safety History

Crash data from the three-year period of February 1, 2018 through January 31, 2021 was provided by the New York State Department of Transportation and reviewed to determine if there are any crash patterns or safety concerns within the study area. Crash data was obtained for the following roadway segments:

- NY Route 70 between NY Route 36 and County Road 13 (Church St)
- NY Route 961F between NY Route 70 and 1000 ft south of Sikes Rd
- County Road 13 between NY Route 70 and Dennis Rd

A total of 15 crashes occurred within the study area. Table 2 summarizes the type and severity of the crashes:

Table 2: Crash Type and Severity

Three-Year Period (2/1/2018 to 1/31/2021)		
Type of Crash	**Number**	**Percentage**
Animal	8	53%
Run Off Road	2	13%
Rear End	2	13%
Right Angle	1	7%
Sideswipe	1	7%
Fixed Object	1	7%
Total	**15**	**100%**
Severity	**Number**	**Percentage**
Non-Reportable	0	0%
Property Damage	11	73%
Injury	4	27%
Fatality	0	0%
Total	**15**	**100%**

The majority of crashes (11 out of 15, or 73%) involved a single vehicle and were animal, run off road or fixed object type crashes. Two crashes occurred at the NY Route 70 & NY Route 36 intersection, and one crash occurred at the NY Route 70 & County Road 13 intersection in the Village of Canaseraga. Four of the 15 total crashes resulted in injury. There were no fatalities within the study period and area.

The review of crash data did not identify any crash patterns or safety concerns within the study area.

3. Transit Routes

The site is not directly served by public transit services. Nearby transit service providers include Hornell Area Transit and ACCESS Allegany, but neither provider has routes within the project area.

4. School Bus Routes

The project area is within the Canaseraga Central School District. The school is located at 8 Main Street (NY Route 70) in Canaseraga, near the eastern village boundary. It is assumed that school buses use each of the roadways within the project area. It is noted that most construction activities would occur during the summer months when school is not in session.

5. Emergency Medical Services

Emergency Medical Services (EMS) within five (5) miles of the Project Site include Canaseraga Fire & Rescue, located at 10 Main Street (NYS Route 70) in Canaseraga, near the eastern village boundary. EMS and fire department access to the site would follow the vehicle and truck access routes detailed in Section D: Trip Generation, Vehicle Data, and Distribution.

There are two hospitals in the vicinity of the project area: Noyes Memorial Hospital in Dansville, approximately 8 miles north of the project site; and, St. James Hospital in Hornell, approximately 9 miles south of the project site. Access to these hospitals is provided via NY Route 36 north and south, respectively.

6. Load Restricted Structures

Load-restricted bridges and culverts do not have capacity to accommodate vehicles over the identified posted weights as determined by independent inspection reports. Existing bridge posting data for the Project Area was obtained from the New York State Department of Transportation Posted Bridge Interactive Map for a review of any structures of concern.. There are no weight restricted bridges or culverts identified within the project area, nor are there any weight restricted structures along routes to nearby Interstate highways.

7. Airports, Mass Transit, Railroads, and Military Operations

There are no airports or airstrips within the project area. The closest regional airport is the Hornell Municipal Airport, approximately 9 miles south of the project site. The closest international airport is the Greater Rochester International Airport, approximately 58 miles north of the project site.

A Notice of Proposed Construction was submitted to the administrator of the FAA on October 29, 2021, and it was determined that additional FAA review is required. Subsequently, the FAA issued a Determination of No Hazard to Air Navigation for all project elements on December 21, 2021.

There are no subway, bus or other mass transit systems in the vicinity of the project area, and therefore no impacts to these types of facilities are expected.

A Norfolk & Southern rail line runs adjacent to several project parcels. There is no work proposed within the railroad right-of-way, and no impacts to any rail facilities are expected. There are no at-grade rail crossings within the project site itself, although there is an at-grade crossing on County Road 13 just south of NY Route 70 in the Village of Canaseraga. There is one grade-separated rail crossing within the project site where Bull Road crosses under the railroad via an existing underpass.

There are no military operation or training facilities within the project area and vicinity, and therefore no impacts are expected to military training and operations within the National Airspace System and Special Use Airspace System as designated by the FAA.

D. TRIP GENERATION, VEHICLE DATA, AND DISTRIBUTION

Vehicular traffic generation from the proposed Project will occur in two phases: Construction Phase and Maintenance & Operation Phase. The Construction Phase occurs first and is the most intensive, involving site preparation & clearing, construction of the solar infrastructure, removal of construction materials and debris, and site restoration. Following construction, the Maintenance & Operation Phase involves ongoing operation and maintenance of the facility. Solar facilities are relatively passive, and will require a minimal number of vehicular trips during the Operation & Maintenance Phase.

Table 3 summarizes the anticipated vehicular trip generation for each phase.

Table 3: Vehicular Trip Generation

Project Phase	Duration	Vehicle Type	Est. Gross Vehicle Weight	Vehicles Per Day	Maximum & Average Trips Per Day	AM Peak Hour Trip Gen	PM Peak Hour Trip Gen
Construction							
Site Preparation & Tree Clearing	6 Weeks	Passenger Vehicle	2,000 – 10,000 lb.	8 veh/day	Max: 24 veh/day Avg.: 16 veh/day	8 enter	8 exit
		Equipment Hauling Trucks	20,000 – 40,000 lb.	10 trucks/day	Max: 30 trucks/day Avg.: 20 trucks/day	5 enter 5 exit	5 enter 5 exit
Solar Facility Panel Installation	32 to 40 Weeks	Passenger Vehicle	2,000 – 10,000 lb.	25 to 250 veh/day	Max: 600 veh/day Avg.: 175 veh/day	88 enter	88 exit
		Connex and Delivery Trucks	30,000 – 50,000 lb.	8 to 35 trucks/day	Max: 80 trucks/day Avg.: 20 trucks/day	5 enter 5 exit	5 enter 5 exit
		Equipment Hauling Trucks	20,000 – 40,000 lb.	0-5 trucks/day	Max: 15 trucks/day Avg.: 3 trucks/day	1 enter 1 exit	1 enter 1 exit
		Water Truck	17,000 – 23,000 lb.	1 truck/day	Max: 2 trucks/day Avg.: 1 truck/day	1 enter 1 exit	1 enter 1 exit
		Fuel Truck	20,000 – 30,000 lb.	1 to 2 trucks/day	Max: 6 trucks/day Avg.: 1 truck/day	1 enter 1 exit	1 enter 1 exit
		Material Delivery Truck	20,000 – 30,000 lb.	4 to 20 trucks/day	Max: 60 trucks/day Avg.: 13 trucks/day	3 enter 3 exit	3 enter 3 exit
Maintenance & Operation							
Daily Operations	Weekdays	Utility Vehicle	2,000 – 10,000 lb.	2 to 3 veh/day	Max: 4 veh/day Avg.: 2 veh/day	1 enter 1 exit	1 enter 1 exit
		Water Truck	17,000 – 23,000 lb.	1 truck/week	Max: 2 trucks/week Avg.: 1 truck/week	0	0

1. Construction Traffic Trip Generation

The majority of Project-generated traffic will occur during the Construction Phase, specifically during the Panel Installation work operations. During the anticipated eight to ten (8-10) month period, material & equipment deliveries and panel installation will occur. The traffic generated will primarily be passenger vehicles associated with the construction crews, with lower amounts of trucks associated

with material deliveries. The construction-related trips are temporary in nature and will conclude as the various phases of construction are completed.

Passenger vehicles will be the primary vehicle type during construction. Approximately 25 to 250 passenger vehicles per day are anticipated, with a maximum of 600 and average of 175 trips per day expected. These volumes are for the overall site and would be distributed among the various project parcels.

Truck traffic expected during the construction phase includes:

- Connex Container delivery (8 to 35 trucks per day, with average of 20 trucks per day and maximum of 80 trucks per day);
- Equipment delivery (0 to 5 trucks per day, with average of 3 trucks per day and maximum of 15 trucks per day);
- Water delivery (1 truck per day, with maximum of 2 trucks per day);
- Fuel delivery (1 to 2 trucks per day, with maximum of 6 trucks per day);
- Material delivery (4 to 20 trucks per day, with average of 13 trucks per day and maximum of 60 trucks per day)

The average daily truck trips total 38 per day. The truck traffic would occur throughout the workday and is generally expected to occur outside of the typical morning (7-8 AM) and afternoon (3-4 PM) peak traffic periods.

Some trips related to either cut or fill are anticipated and are included in Table 3: Vehicular Trip Generation.

In general, traffic impacts on the adjacent roadway network due to proposed construction activities are expected to be negligible due to the existing low traffic volumes on adjacent roadways and the rural character of the project site.

A capacity analysis of the NY Route 70 and NY Route 36 intersection was conducted to identify any impacts due to construction-related traffic at the intersection. The intersection capacity analysis is discussed in Section E: Capacity Analysis.

A linear analysis of roadway capacity was performed for the segment of NYS Route 36 north of NYS Route 70, as this road segment is expected to experience the highest increase in vehicular trips during the construction phase (worst-case scenario). The capacity analysis is discussed in Section E: Capacity Analysis.

2. Maintenance and Operations Traffic Trip Generation

The proposed solar facility is expected to have three (3) full-time operations personnel. Two (2) to three (3) utility maintenance vehicles are expected to support the site operations, which are expected to generate an average of 2 trips per day and maximum of 4 trips per day.

Water delivery trucks would occur approximately once per week, with a maximum of two trucks per week, also generally outside of the typical morning and afternoon peak traffic periods.

Typical operation and maintenance activities are expected to include:

- Inspection of each solar panel sites at least once per week
- Informal site inspections and corrective maintenance as needed
- Ground maintenance of the facility during the summer growing season: 2 to 3 times per year if mechanically mowing, or several times per week if using alternate strategies such as sheep grazing.

Impacts on the adjacent roadway network due to maintenance & operations-related traffic are expected to be negligible. Linear roadway capacity and intersection capacity analyses were not performed due to the low magnitude of site-generated maintenance & operations traffic.

3. Site Access and Trip Distribution

The site is located on various parcels within the Town of Burns, Allegany County. Primary access roadways include NYS Route 36, which connects to Interstate 390 to the north (near Dansville) and Interstate 86 to the south (near Hornell); NYS Route 70; NYS Route 961F; and, County Road 13. Sikes Road and Bull Road are Secondary site access roadways. Individual site access driveways are also planned at various locations off of the aforementioned roadways, except NYS Route 36. The primary access roadways are depicted in Figure 1.

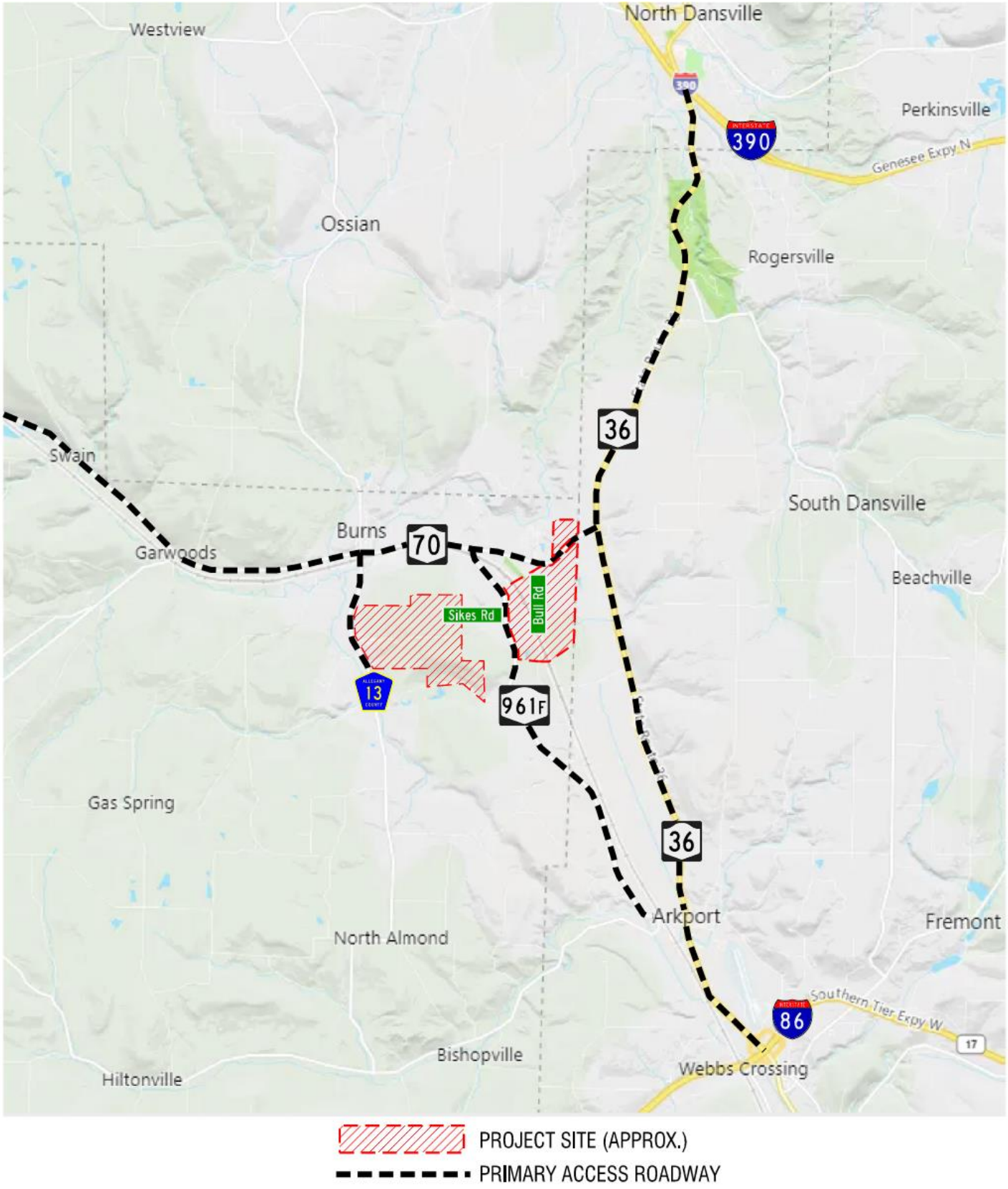


Figure 1: Primary Access Roadways

Truck access to the project site will use NY Route 36 (from the north – Interstate 390 to Exit 4 in Dansville, and from the south Interstate 86 to Exit 34 near Arkport) and NY Route 70. These routes do not involve travel through dense commercial / village or residential areas. A small number of trucks may need to travel through the Village of Canaseraga along NY Route 70 and County Road 13 to access the site parcels along County Road 13. A limited turning radius exists at the intersection of NY Route 70 and County Road 13 (southeast corner). The use of flaggers is recommended to control traffic while large trucks are traveling through this intersection.

Construction workers and employees of the facility would access the project parcels via the aforementioned primary access roadways. Some workers traveling to & from more localized areas may use NY Route 70 from the west or County Roads 13 & 13A from the south and north, respectively. The anticipated distribution of vehicular trips during the construction phase is depicted in Figure 2.

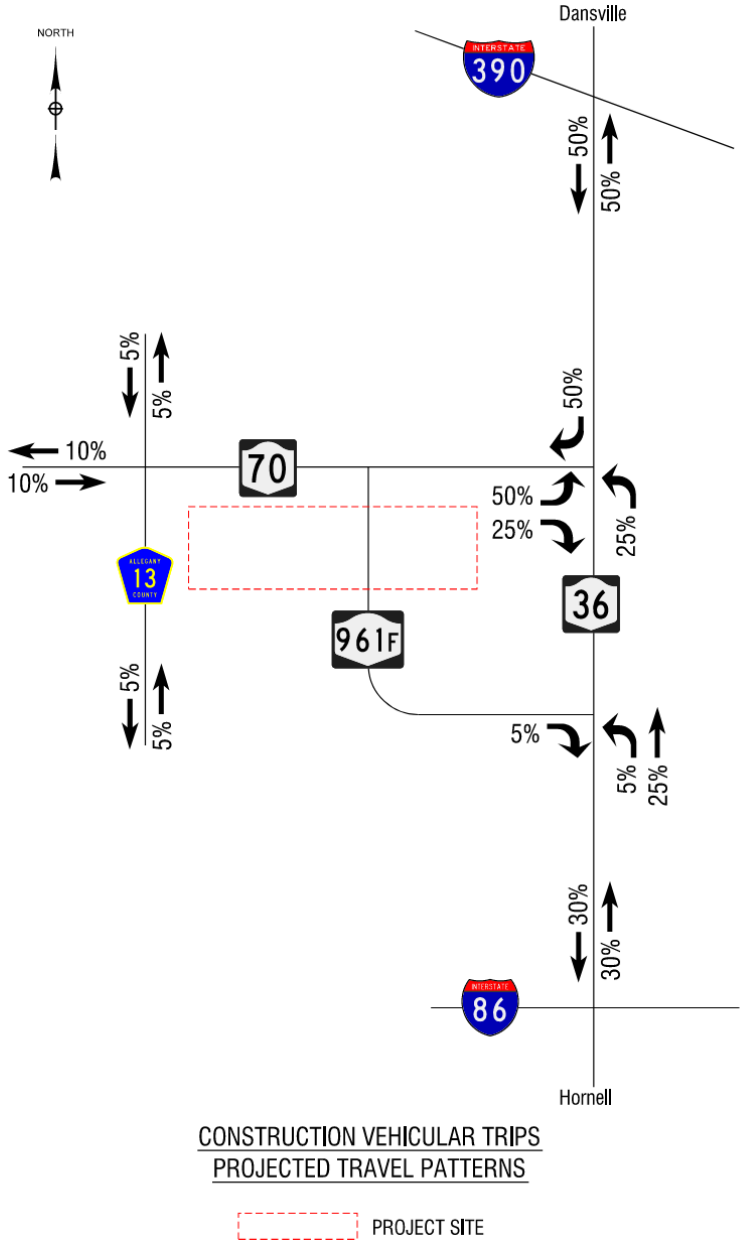


Figure 2: Trip Distribution – Construction Vehicular Trips

It is noted that Sikes Road and Bull Road are seasonal, limited use gravel and asphalt roadways owned by the Town of Burns that primarily serve residences and agricultural properties. Improvements such as shoulder widening / strengthening may be required along these roadways to facilitate site access and meet minimum widths for emergency access. Improvements will be coordinated with the Town of Burns and private property owners as needed.

A temporary road closure is anticipated on Bull Road at the railroad underpass during installation of collector lines. The road closure will be coordinated in advance with the Town of Burns, adjacent property owners, the school district and emergency service providers. Considering the limited-use nature of the roadway and low traffic volumes, impacts to traffic operation are not expected as a result of the temporary closure.

During construction, parking and staging areas will be provided at the various project parcels. Parking and staging will not occur along the primary site access roadways including NY Route 36, NY Route 70, NY Route 961F, and County Road 13.

Driveway access to the various project parcels has been designed to minimize overall impacts including traffic (sight distance, proximity to other driveways / intersections, turning radii), grading & erosion control, and drainage. A total of eleven (11) site access driveways from public roadways are proposed, including NY Route 70 (2 driveways), NY Route 961F (4 driveways), County Road 13 (1 driveway), Bull Road (3 driveways), and Sikes Road (1 driveway). The dispersion of site access points serves to eliminate concentrations of site-generated traffic and related impacts.

E. CAPACITY ANALYSIS

1. Intersection Capacity Analysis

A capacity analysis was performed for the intersection of NY Route 36 & NY Route 70 to determine if construction of the proposed solar facility would result in traffic-related impacts to the intersection operation. This intersection was selected because it is expected to experience the highest concentration of construction-related traffic (worst-case scenario).

The analysis was performed using Synchro traffic software, Version 11, which is an industry-standard software that uses methodology of the Transportation Research Board's *Highway Capacity Manual*. Existing traffic operation was analyzed and compared to operation during the solar panel installation phase of site construction, which is the construction phase with the highest number of anticipated vehicular trips.

Morning and afternoon peak travel periods were analyzed, which captures typical commuter traffic as well as peak traffic traveling to and from the proposed Project site. Existing traffic counts were taken at the NY Route 36 & NY Route 70 intersection by LaBella Associates on May 18, 2021. The peak hours for analysis were determined to be 7:15 to 8:15 AM and 4:15 to 5:15 PM. The existing peak hour traffic volumes are depicted on Figure 1, Detail 1 (included in Appendix A).

Site-generated construction traffic at the NY Route 36 & NY Route 70 intersection was calculated using the projected peak hour traffic volumes and travel patterns discussed in Section D: Trip Generation, Vehicle Data and Distribution (Table 3 and Figure 2, respectively). The site-generated construction trips were added to the existing intersection traffic volumes to determine the total traffic volumes expected during the solar panel installation construction phase.

Traffic operation is evaluated and reported using Level of Service (LOS), which is an indication of how an intersection operates and the amount of delay a driver is likely to experience. Level of Service is reported using six letters ranging from "A" to "F" that correspond with the average delay that a vehicle is expected to experience while completing a turning movement at an intersection. Level of Service "A" indicates nearly free-flow operation with minimal delay, while

LOS "F" indicates significant congestion and delay. In a rural setting such as the project area, typically, a Level of Service between "A" and "C" for an overall intersection or individual approach is considered acceptable. A summary of LOS and corresponding delay for unsignalized intersections is provided in Table 4.

Table 4: Level of Service Criteria

Level of Service	Unsignalized Intersection Control Delay per Vehicle (seconds)
A	< 10
B	10 to 15
C	15 to 25
D	25 to 35
E	35 to 50
F	> 50

Level of Service at the NYS Route 36 & NYS Route 70 intersection for the Existing and Construction Phase analysis periods is summarized in Table 5.

Table 5: Intersection Capacity Analysis

Intersection	Approach	Turning Movement	Analysis Hour	LOS (Delay) Existing	LOS (Delay) Construction Phase
NY Route 36 & NY Route 70	NY Route 70 Eastbound	Left / Right	AM	B (13.1)	B (14.3)
			PM	B (13.1)	C (15.6)
	NY Route 36 Northbound	Thru/Left	AM	A (1.7)	A (2.7)
			PM	A (1.6)	A (1.7)
	NY Route 36 Southbound	Thru	AM	A (0)	A (0)
			PM	A (0)	A (0)
		Right	AM	A (0)	A (0)
			PM	A (0)	A (0)
	Overall Intersection		**AM**	**A (2.3)**	**A (2.7)**
			PM	**A (2.2)**	**A (3.8)**

The capacity analysis indicates that all traffic movements at the NY Route 36 & NY Route 70 intersection currently operate at LOS "B" or better during the AM and PM peak hours. During the construction phase, all movements are projected to operate at LOS "C" or better during both peak hours, which is considered acceptable traffic operation. The Route 70 approach is projected to degrade from LOS "B" to LOS "C" in the PM peak hour; however, this represents a very minor increase of 2.5 seconds in the average delay per vehicle.

The intersection capacity analysis calculations are included in Appendix B.

2. Linear Roadway Capacity Analysis

A linear capacity analysis was performed for the segment of NY Route 36, north of NY Route 70 to determine if construction of the proposed solar facility would result in traffic-related impacts to the roadway. This segment was selected because it is expected to experience the highest concentration of construction-related traffic (worst-case scenario).

The analysis was performed using HCS7, an industry-standard software that uses methodology of the Transportation Research Board's *Highway Capacity Manual*. Existing traffic operation was analyzed and compared to operation during the solar panel installation phase of site construction, which is the construction phase with the highest number of anticipated vehicular trips.

Linear capacity is reported using Level of Service (LOS), which ranges from "A" through "F" where LOS "A" indicates free-flow traffic with minimal congestion and platooning (groups of vehicles traveling behind slower-moving vehicles), and LOS "F" represents significant congestion. Demand / capacity ratio is a corresponding measure of linear capacity and compares the volume of traffic to the theoretical capacity of the roadway. A demand / capacity ratio less than 1.0 indicates that the roadway has capacity to accommodate the volume of traffic, while a ratio of 1.0 or greater indicates that traffic volumes exceed the roadway capacity.

The linear capacity of NY Route 36 for the Existing and Construction Phase analysis periods is summarized in Table 6.

Table 6: Linear Roadway Capacity Analysis

Segment	Direction	Analysis Hour	Existing		Construction Phase	
			LOS	Demand/ Capacity Ratio	LOS	Demand/ Capacity Ratio
NY Route 36 North of NY Route 70	Northbound	AM	A	0.16	A	0.17
		PM	A	0.16	B	0.19
	Southbound	AM	A	0.15	A	0.18
		PM	B	0.20	B	0.20

The linear capacity analysis indicates that the segment of NY Route 36 currently operates at LOS "B" or better and low capacity (demand / capacity ratio 0.20 or lower) during the morning and afternoon peak hours. The segment will continue to operate at LOS "B" or better with the additional site-generated construction traffic, with negligible increases to the demand / capacity ratio.

The linear roadway capacity analysis calculations are included in Appendix C.

F. CONCLUSIONS

The proposed solar facility is not expected to result in significant traffic and transportation-related impacts to the surrounding roadway network. Considering the short-duration construction-related traffic as well as the long-term operation & maintenance-related traffic, the following findings and conclusions are presented:

1. The proposed Moraine Solar Facility construction is anticipated to begin in fall 2022 and end in the fall of 2023. Solar panel installation is anticipated in the summer of 2023.

2. The duration of Initial site preparation is expected to be six (6) weeks. During this phase, vehicular trip generation is expected to be 36 vehicles per day, including 16 passenger vehicles and 20 trucks per day.

3. The duration of the solar facility construction phase is expected to be 32 to 40 weeks. During this phase, vehicular trip generation is expected to be 213 vehicles per day, including 175 passenger vehicles and 38 trucks per day.

4. During the solar facility operation, vehicular trip generation is expected to be an average of two vehicles per day, with one truck per week expected for water deliveries.

5. During the solar facility construction phase, the site-generated traffic is not expected to significantly affect traffic operation at the NY Route 36 & NY Route 70 intersection and on the segment of NY Route 36 north of NY Route 70. Intersection capacity and linear roadway analyses indicate traffic operation with minimal delay and Level of Service of "C" or better, and sufficient capacity to accommodate the construction-related traffic.

6. During the construction phase, one (1) oversize load delivery is anticipated for the central sub-station parcel on NY Route 961F. Oversize deliveries would approach the site from Interstate 390 or Interstate 86 to NY Route 36, NY Route 70 and NY Route 961F. Dimensions of an oversize vehicle would range from 8 ft-8.5 ft in width and trailer length of 57.5 ft-65 ft. Turning radii was determined using a WB-62 turning template (8.5 ft width x 69 ft length), a maximum width of 25 ft would be required within a 45 ft turning template triangle to accommodate the turning vehicle. These dimensions are adequately accommodated along the delivery route.

7. During the construction phase, a temporary road closure is anticipated on Bull Road at the railroad underpass to facilitate installation of collector lines. The closure will be coordinated in advance with the Town of Burns, adjacent property owners, the school district and emergency service providers. Considering the limited-use nature of Bull Road, the closure is not expected to result in significant traffic-related impacts.

8. The project parcels are not along roadways that experience a high number of two-vehicle crashes. The predominant crash type in the project area is Animal / Deer. No crash patterns or safety concerns were identified.

9. Daily site-generated traffic is not expected to affect school bus operations for the Canaseraga Central School due to the low volume of vehicular trips generated during standard operations & maintenance. Construction-related traffic is also not anticipated to affect school bus operations due to the limited impact the traffic would have on the surrounding roadways. A significant portion of the construction will occur during summer months when school is not in session.

10. Driveway access to the various site parcels has been designed to be on lower-volume roadways, where possible. Driveways have been sited to minimize impacts related to traffic (proximity to nearby driveways / roadways, sight distance), grading and drainage.

11. Truck routes to the various site parcels do not involve conveyance over any weight-restricted or load-restricted structures or roadways.

12. No new traffic control devices are required to accommodate the anticipated site traffic.

13. The project is not anticipated to degrade or damage roadways used to access the site parcels. Sikes Road and Bull Road (owned by the Town of Burns) may require minor widening and/or shoulder improvements to accommodate the construction-related traffic. Restoration agreements will be negotiated with the Town of Burns, Allegany County, and the New York State Department of Transportation as part of the road use permits for the project. The road use and restoration agreements will be obtained during the construction phase of the project. The agreements will document the rights and obligations for road use and repair during the construction phase.

14. It is recommended that flaggers be present to control traffic for large construction-related trucks making the northbound right turn from County Road 13 to NY Route 70 in the Village of Canaseraga, due to the tight corner radius at the southeast corner of the intersection.

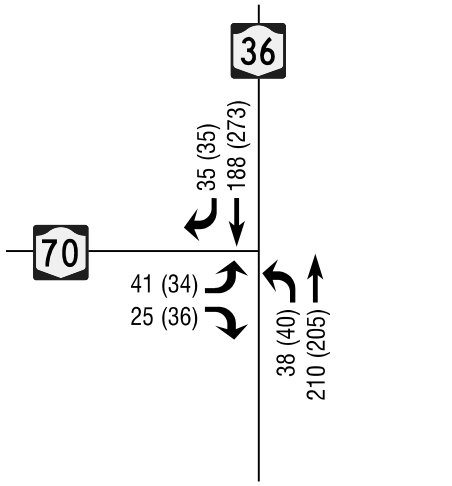
15. There are no airports, airstrips, subways, buses or other mass transit systems in the vicinity of the project area. A Notice of Proposed Construction was submitted to the administrator of the FAA on October 29, 2021, and it was determined that additional FAA review is required. The FAA issued a Determination of No Hazard to Air Navigation for all project elements on December 21, 2021..

16. A Norfolk & Southern rail line runs adjacent to several project parcels. There is no work proposed within the railroad right-of-way, and no impacts to any rail facilities are expected. There are no at-grade rail crossings within the project site itself, although there is an at-grade crossing on County Road 13 just south of NY Route 70 in the Village of Canaseraga. There is one grade-separated rail crossing within the project site where Bull Road crosses under the railroad via an existing underpass.

In summary, as proposed, the Moraine Solar Facility is not expected to result in any adverse traffic or transportation-related impacts on roadways within the project area.

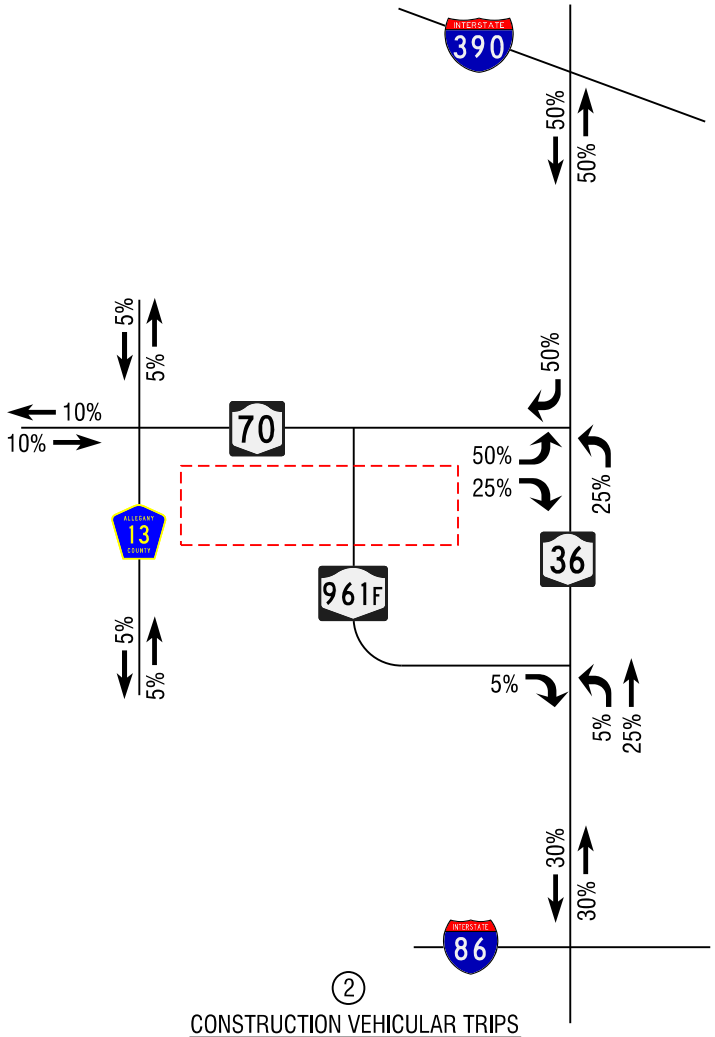
APPENDIX A

Traffic Volume Figures



① EXISTING (2021)
PEAK HOUR TRAFFIC VOLUMES
NYS ROUTE 36 & NYS ROUTE 70 INTERSECTION

XX (XX) = AM (PM) PEAK HOUR VOLUME



② CONSTRUCTION VEHICULAR TRIPS
PROJECTED TRAVEL PATTERNS

PROJECT SITE

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TIME = 10:46:03 AM

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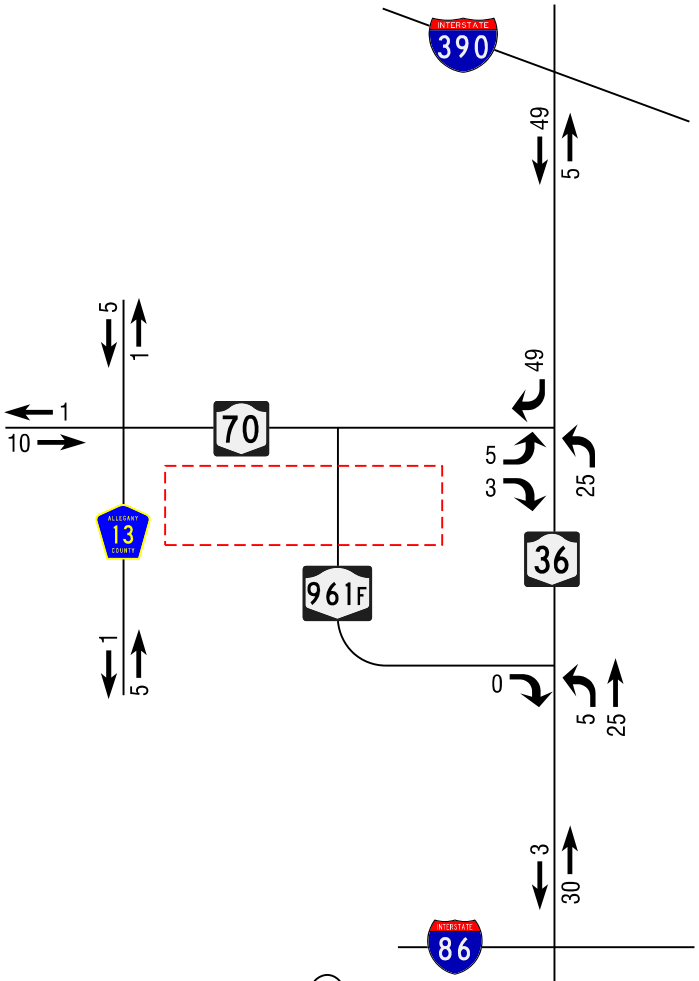
TRAFFIC VOLUME FIGURES
(1 OF 2)

DRAWING NO.: FIGURE 1 | SCALE: NTS

EDF RENEWABLES
MORAINE SOLAR

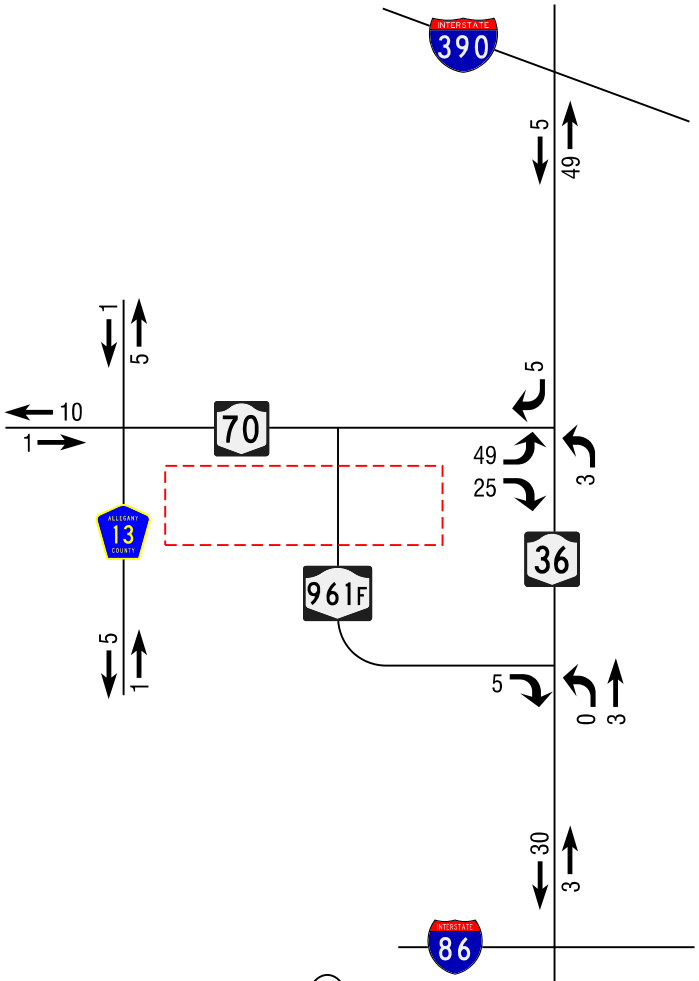
TOWN OF BURNS, ALLEGANY COUNTY



(3)
CONSTRUCTION VEHICULAR TRIPS
AM PEAK HOUR
SOLAR PANEL INSTALLATION PHASE

PROJECT SITE

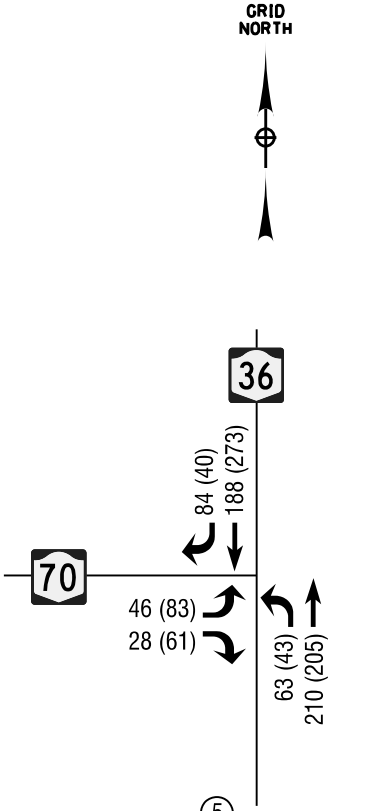
CONSTRUCTION VEHICULAR TRIPS:
99 ENTER
11 EXIT
110 TOTAL



(4)
CONSTRUCTION VEHICULAR TRIPS
PM PEAK HOUR
SOLAR PANEL INSTALLATION PHASE

PROJECT SITE

CONSTRUCTION VEHICULAR TRIPS:
11 ENTER
99 EXIT
110 TOTAL



(5)
PEAK HOUR TRAFFIC VOLUMES
SOLAR PANEL INSTALLATION PHASE
NYS ROUTE 36 & NYS ROUTE 70
INTERSECTION

XX (XX) = AM (PM) PEAK HOUR VOLUME

LaBella
Powered by partnership.

TRAFFIC VOLUME FIGURES
(2 OF 2)

DRAWING NO.: FIGURE 2 | SCALE: NTS

EDF RENEWABLES
MORAINE SOLAR

TOWN OF BURNS, ALLEGANY COUNTY

FILE NAME = I:\EDF Renewables\12710559 - Moraine 94c Site & SS Design\Reports\Traffic\12710559_traffic_volumes.dgn
DATE = 5/26/2021
TIME = 10:47:19 AM

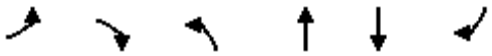
APPENDIX B

Intersection Capacity Analysis

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	41	25	38	210	188	35
Future Volume (Veh/h)	41	25	38	210	188	35
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.73	0.89	0.79	0.94	0.71	0.67
Hourly flow rate (vph)	56	28	48	223	265	52
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	584	265	317			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	584	265	317			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	88	96	96			
cM capacity (veh/h)	456	774	1243			

Direction, Lane #	EB 1	NB 1	SB 1	SB 2
Volume Total	84	271	265	52
Volume Left	56	48	0	0
Volume Right	28	0	0	52
cSH	528	1243	1700	1700
Volume to Capacity	0.16	0.04	0.16	0.03
Queue Length 95th (ft)	14	3	0	0
Control Delay (s)	13.1	1.7	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	13.1	1.7	0.0	
Approach LOS	B			

Intersection Summary				
Average Delay		2.3		
Intersection Capacity Utilization		36.8%	ICU Level of Service	A
Analysis Period (min)		15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	34	36	40	205	273	35
Future Volume (Veh/h)	34	36	40	205	273	35
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.77	0.82	0.91	0.87	0.86	0.73
Hourly flow rate (vph)	44	44	44	236	317	48
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	641	317	365			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	641	317	365			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	90	94	96			
cM capacity (veh/h)	423	724	1194			

Direction, Lane #	EB 1	NB 1	SB 1	SB 2
Volume Total	88	280	317	48
Volume Left	44	44	0	0
Volume Right	44	0	0	48
cSH	534	1194	1700	1700
Volume to Capacity	0.16	0.04	0.19	0.03
Queue Length 95th (ft)	15	3	0	0
Control Delay (s)	13.1	1.6	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	13.1	1.6	0.0	
Approach LOS	B			

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	41.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	46	28	63	210	188	84
Future Volume (Veh/h)	46	28	63	210	188	84
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.73	0.89	0.79	0.94	0.71	0.67
Hourly flow rate (vph)	63	31	80	223	265	125
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	648	265	390			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	648	265	390			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	84	96	93			
cM capacity (veh/h)	405	774	1169			

Direction, Lane #	EB 1	NB 1	SB 1	SB 2
Volume Total	94	303	265	125
Volume Left	63	80	0	0
Volume Right	31	0	0	125
cSH	481	1169	1700	1700
Volume to Capacity	0.20	0.07	0.16	0.07
Queue Length 95th (ft)	18	6	0	0
Control Delay (s)	14.3	2.7	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	14.3	2.7	0.0	
Approach LOS	B			

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	38.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	83	61	43	205	273	40
Future Volume (Veh/h)	83	61	43	205	273	40
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.91	0.87	0.86	0.73
Hourly flow rate (vph)	98	72	47	236	317	55
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	647	317	372			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	647	317	372			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	77	90	96			
cM capacity (veh/h)	418	724	1186			

Direction, Lane #	EB 1	NB 1	SB 1	SB 2
Volume Total	170	283	317	55
Volume Left	98	47	0	0
Volume Right	72	0	0	55
cSH	509	1186	1700	1700
Volume to Capacity	0.33	0.04	0.19	0.03
Queue Length 95th (ft)	36	3	0	0
Control Delay (s)	15.6	1.7	0.0	0.0
Lane LOS	C	A		
Approach Delay (s)	15.6	1.7	0.0	
Approach LOS	C			

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	45.9%	ICU Level of Service	A
Analysis Period (min)	15		

APPENDIX C

Linear Roadway Capacity Analysis

HCS7 Two-Lane Highway Report

Project Information

Analyst	LaBella	Date	5/25/2021
Agency		Analysis Year	2021
Jurisdiction	Town of Burns, Allegany County	Time Period Analyzed	Existing AM Peak Hour - NYS 36 Northbound
Project Description	EDF Moraine Solar	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	15.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	279	Opposing Demand Flow Rate, veh/h	248
Peak Hour Factor	0.90	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	58.6
Speed Slope Coefficient	3.49711	Speed Power Coefficient	0.52685
PF Slope Coefficient	-1.22750	PF Power Coefficient	0.80412
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.7
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.2

Vehicle Results

Average Speed, mi/h	57.2	Percent Followers, %	35.6
Segment Travel Time, minutes	1.05	Followers Density, followers/mi/ln	1.7
Vehicle LOS	A		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	279	Bicycle Effective Width, ft	24
Bicycle LOS Score	5.57	Bicycle Effective Speed Factor	4.79
Bicycle LOS	F		

HCS7 Two-Lane Highway Report

Project Information

Analyst	LaBella	Date	5/25/2021
Agency		Analysis Year	2021
Jurisdiction	Town of Burns, Allegany County	Time Period Analyzed	Existing AM Peak Hour - NYS 36 Southbound
Project Description	EDF Moraine Solar	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	15.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	248	Opposing Demand Flow Rate, veh/h	279
Peak Hour Factor	0.90	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.15

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	58.6
Speed Slope Coefficient	3.50705	Speed Power Coefficient	0.51971
PF Slope Coefficient	-1.23372	PF Power Coefficient	0.80206
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.3

Vehicle Results

Average Speed, mi/h	57.3	Percent Followers, %	33.2
Segment Travel Time, minutes	1.05	Followers Density, followers/mi/ln	1.4
Vehicle LOS	A		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	248	Bicycle Effective Width, ft	24
Bicycle LOS Score	5.51	Bicycle Effective Speed Factor	4.79
Bicycle LOS	F		

HCS7 Two-Lane Highway Report

Project Information

Analyst	LaBella	Date	5/25/2021
Agency		Analysis Year	2021
Jurisdiction	Town of Burns, Allegany County	Time Period Analyzed	Existing PM Peak Hour - NYS 36 Northbound
Project Description	EDF Moraine Solar	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	15.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	266	Opposing Demand Flow Rate, veh/h	342
Peak Hour Factor	0.90	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	58.6
Speed Slope Coefficient	3.52570	Speed Power Coefficient	0.50691
PF Slope Coefficient	-1.24479	PF Power Coefficient	0.79827
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.6
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.2

Vehicle Results

Average Speed, mi/h	57.2	Percent Followers, %	35.1
Segment Travel Time, minutes	1.05	Followers Density, followers/mi/ln	1.6
Vehicle LOS	A		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	266	Bicycle Effective Width, ft	24
Bicycle LOS Score	5.54	Bicycle Effective Speed Factor	4.79
Bicycle LOS	F		

HCS7 Two-Lane Highway Report

Project Information

Analyst	LaBella	Date	5/25/2021
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Jurisdiction	Town of Burns, Allegany County	Time Period Analyzed	Existing PM Peak Hour - NYS 36 Southbound
Project Description	EDF Moraine Solar	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	15.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	342	Opposing Demand Flow Rate, veh/h	266
Peak Hour Factor	0.90	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.20

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	58.6
Speed Slope Coefficient	3.50286	Speed Power Coefficient	0.52269
PF Slope Coefficient	-1.23113	PF Power Coefficient	0.80293
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	56.9

Vehicle Results

Average Speed, mi/h	56.9	Percent Followers, %	40.6
Segment Travel Time, minutes	1.05	Followers Density, followers/mi/ln	2.4
Vehicle LOS	B		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	342	Bicycle Effective Width, ft	24
Bicycle LOS Score	5.67	Bicycle Effective Speed Factor	4.79
Bicycle LOS	F		

HCS7 Two-Lane Highway Report

Project Information

Analyst	LaBella	Date	5/25/2021
Agency		Analysis Year	2022
Jurisdiction	Town of Burns, Allegany County	Time Period Analyzed	Construction AM Peak Hour - NYS 36 Northbound
Project Description	EDF Moraine Solar	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	15.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	284	Opposing Demand Flow Rate, veh/h	302
Peak Hour Factor	0.90	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.17

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	58.6
Speed Slope Coefficient	3.51414	Speed Power Coefficient	0.51474
PF Slope Coefficient	-1.23803	PF Power Coefficient	0.80061
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.8
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.1

Vehicle Results

Average Speed, mi/h	57.1	Percent Followers, %	36.4
Segment Travel Time, minutes	1.05	Followers Density, followers/mi/ln	1.8
Vehicle LOS	A		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	284	Bicycle Effective Width, ft	24
Bicycle LOS Score	5.58	Bicycle Effective Speed Factor	4.79
Bicycle LOS	F		

HCS7 Two-Lane Highway Report

Project Information

Analyst	LaBella	Date	5/25/2021
Agency		Analysis Year	2022
Jurisdiction	Town of Burns, Allegany County	Time Period Analyzed	Construction AM Peak Hour - NYS 36 Southbound
Project Description	EDF Moraine Solar	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	15.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	302	Opposing Demand Flow Rate, veh/h	284
Peak Hour Factor	0.90	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.18

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	58.6
Speed Slope Coefficient	3.50876	Speed Power Coefficient	0.51850
PF Slope Coefficient	-1.23477	PF Power Coefficient	0.80171
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.0
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.1

Vehicle Results

Average Speed, mi/h	57.1	Percent Followers, %	37.7
Segment Travel Time, minutes	1.05	Followers Density, followers/mi/ln	2.0
Vehicle LOS	A		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	302	Bicycle Effective Width, ft	24
Bicycle LOS Score	5.61	Bicycle Effective Speed Factor	4.79
Bicycle LOS	F		

HCS7 Two-Lane Highway Report

Project Information

Analyst	LaBella	Date	5/25/2021
Agency		Analysis Year	2022
Jurisdiction	Town of Burns, Allegany County	Time Period Analyzed	Construction PM Peak Hour - NYS 36 Northbound
Project Description	EDF Moraine Solar	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	15.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	320	Opposing Demand Flow Rate, veh/h	348
Peak Hour Factor	0.90	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	58.6
Speed Slope Coefficient	3.52725	Speed Power Coefficient	0.50588
PF Slope Coefficient	-1.24568	PF Power Coefficient	0.79796
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.2
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	56.9

Vehicle Results

Average Speed, mi/h	56.9	Percent Followers, %	39.5
Segment Travel Time, minutes	1.05	Followers Density, followers/mi/ln	2.2
Vehicle LOS	B		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	320	Bicycle Effective Width, ft	24
Bicycle LOS Score	5.64	Bicycle Effective Speed Factor	4.79
Bicycle LOS	F		

HCS7 Two-Lane Highway Report

Project Information

Analyst	LaBella	Date	5/25/2021
Agency		Analysis Year	2022
Jurisdiction	Town of Burns, Allegany County	Time Period Analyzed	Construction PM Peak Hour - NYS 36 Southbound
Project Description	EDF Moraine Solar	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	15.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	348	Opposing Demand Flow Rate, veh/h	320
Peak Hour Factor	0.90	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.20

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	58.6
Speed Slope Coefficient	3.51937	Speed Power Coefficient	0.51116
PF Slope Coefficient	-1.24112	PF Power Coefficient	0.79955
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.5
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	56.9

Vehicle Results

Average Speed, mi/h	56.9	Percent Followers, %	41.3
Segment Travel Time, minutes	1.06	Followers Density, followers/mi/ln	2.5
Vehicle LOS	B		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	4
Flow Rate Outside Lane, veh/h	348	Bicycle Effective Width, ft	24
Bicycle LOS Score	5.68	Bicycle Effective Speed Factor	4.79
Bicycle LOS	F		