

TOWN OF YORKTOWN PLANNING BOARD

Albert. A. Capellini Community and Cultural Center, 1974 Commerce Street, Yorktown Heights, New York 10598, Phone: (914) 962-6565, Fax: (914) 962-3986

PUBLIC MEETING AGENDA YORKTOWN TOWN HALL BOARD ROOM 363 Underhill Avenue, Yorktown Heights, NY 10598

September 13, 2021
7:00 PM

1. Correspondence
2. Meeting Minutes – August 9, 2021 & August 16, 2021

REGULAR SESSION

3. **Crystal Court Subdivision**

Decision Statement

Location: 27.11-2-43; Crystal Court

Contact: Panbar Realty

Description: Proposed 3-lot subdivision on 5.07 acres in the R1-20 zone.

4. **Foothill Street Solar**

Public Hearing

Location: 15.07-1-5; 3849 Foothill Street

Contact: Con Edison Clean Energy Businesses, Inc.

Description: Proposed installation of a 1.875 MW ground mounted solar panel system and Tier 2 battery energy storage system along with associated access road, electric utility upgrades, and perimeter fencing.

5. **Taco Bell – Mohegan Lake**

Adjourned Public Hearing

Location: 15.16-1-21; 3571 Mohegan Avenue

Contact: JMC Site Development Consultants

Description: Proposed Taco Bell restaurant and drive-thru on 0.83 acres in the C-2 zone, at the corner of East Main Street and Mohegan Avenue.

6. **Shrub Oak International School**

Public Hearing

Location: 26.05-1-4 & 26.06-1-2; 3151 Stony Street

Contact: Divney Tung Schwalbe LLP

Description: Proposed amendments to the site plan approval for Phase 2 site improvements.

7. **Envirogreen Associates**

Adjourned Public Hearing

Location: 15.16-1-30 & 31; 1833-1875 East Main Street, Mohegan Lake

Contact: Site Design Consultants

Description: Proposed redevelopment of the property removing 2 existing building and parking area to construct a new 13,278 SF retail building with associated parking, landscaping, lighting, and stormwater improvements.

8. Home & Hearth

Public Informational Hearing

Location: 15.12-1-2; 1750 East Main Street

Contact: Site Design Consultants

Description: Proposed demolition of two existing buildings to construct a new 5,500 SF showroom/warehouse and 4,500 SF storage building on 1.99 acres in the C-4 zone.

9. Gallinelli Minor Subdivision

Request for Reapproval

Location: 27.13-1-49; 2777 Quinlan Street

Contact: Site Design Consultants

Description: Approved 2-lot subdivision on 1.48 acres in the R1-20 zone, by Planning Board Res #18-16, dated September 17, 2018 and reapproved by Res #20-12 on August 10, 2020.

10. Pied Piper Preschool Addition

2nd One-Year Time Extension

Location: 37.14-2-8; 2090 Crompond Road

Contact: Site Design Consultants

Description: Approved 3,019 square foot addition to the existing 3,730 square foot preschool. The building is proposed to be a total square footage of 6,749 square feet, on 0.68 acres in the R1-10 zone, by Planning Board resolution #19-24, dated August 12, 2019.

WORK SESSION

11. Town Board Referral

#FSWPPP-049-21

Location: 17.17-2-75; 3110 Radcliffe Drive

Contact: Putnam Engineering

Description: Proposed to 425 cubic yards of fill to level a portion of the rear yard.

Last Revised – September 10, 2021

Correspondence



Vincent Sapienza, P.E.
Commissioner

Paul V. Rush, P.E.
Deputy Commissioner
Bureau of Water Supply
prush@dep.nyc.gov

465 Columbus Avenue
Valhalla, NY 10595
T: (845) 340-7800
F: (845) 334-7175

August 27, 2021

RECEIVED
PLANNING DEPARTMENT

AUG 30 2021

TOWN OF YORKTOWN

Mr. Tiago F. Duarte, PE
Dynamic Engineering
245 Main Street, Suite 110
Chester, NJ 07930

Via Email: TDuarte@dynamicec.com

Re: McDonald's Remodel Stormwater Pollution Prevention Plan
3481 Crompond Road (NYS Rte.202/35)
Yorktown, NY 10567
Tax Map# 36.05-1-10
Log # 2019-CNC-0362-SP.1
New Croton Reservoir Drainage Basin

Dear Mr. Duarte:

This letter is to inform you that your application to engage in the above referenced regulated activities pursuant to the "Rules and Regulations for the Protection from Contamination, Degradation, and Pollution of the New York City Water Supply and its Sources" (Watershed Regulations) was approved on **August 27, 2021**.

The New York City Department of Environmental Protection (DEP) reserves the right to modify, suspend, or revoke this approval based on the grounds set forth in Section 18-26 of the Watershed Regulations. The activity proposed in your application applies only to the terms of this approval and is subject to the regulations cited above. Failure to comply with the conditions of the approval may be the cause for suspension of this approval and initiation of an enforcement action. Should modification, suspension or revocation of an approval be necessary, DEP will notify the regulated party, via certified mail or personal service, prior to modifying, suspending or revoking the approval. The notice will state the alleged facts or conduct which appear to warrant the intended action and explain the procedures to be followed.

The Regulations provide that an applicant may appeal the imposition of a substantial condition in an approval by filing a petition, in writing, with DEP and the New York City Office of Administrative Trials and Hearings ("OATH") within thirty days of the date this determination was mailed.

NYCDEP may inspect and monitor the erosion control practices at the project site during construction. Therefore, a pre-construction meeting must be held at least two days prior to the start of any work. The owner, design professional Contractor and NYCDEP personnel must attend.

Please contact Mariyam Zachariah at (914) 749-5357 or mzachariah@dep.nyc.gov to schedule this pre-construction meeting.

Sincerely,

A handwritten signature in black ink, appearing to read "Jason Coppola".

Jason Coppola, P.E.
Supervisor
EOH Project Review Group
Watershed Protection Programs

Attachment: SWPPP plans and report

c: Derek Moskal- McDonald's USA, LLC., derek.moskal@us.mcd.com
(T)Yorktown Planning Board; planning@yorktownny.org (w/ encl.)



New York City
**Department of
Environmental Protection**

STORMWATER POLLUTION PREVENTION PLAN DETERMINATION

Pursuant to the authority granted under:

Article 11 of the New York State Public Health Law;
Rules and Regulations For The Protection From Contamination, Degradation and
Pollution Of The New York City Water Supply and Its Sources, 15 RCNY Chapter 18,
10 NYCRR Part 128.

New York City Department of Environmental Protection (DEP) makes the following determination with respect to the stormwater pollution prevention plan (SWPPP) described below:

Name of Project: McDonald's Remodel

Location: 3481 Crompond Road (NYS Rte.202/35)
(T) Yorktown, Westchester County, NY 10567
Tax Map# 36.05-1-10

Owner: McDonald's Corporation

Address: 110 North Carpenter Street
Chicago, Illinois, 60607

Drainage Basin: New Croton Reservoir

General Description: The proposal involves minor site work for the new drive-thru facilities resulting in a net decrease in on-site imperviousness in comparison with the existing conditions. DEP review and approval is required by Section 18-39(b) (4) (x) of the "Rules and Regulations for the Protection from Contamination, Degradation and Pollution of the New York City Water Supply and Its Sources" (Watershed Regulations). Approximately 0.558 acres of disturbance and 525SF of new impervious surfaces are proposed. An inlet filter will capture and treat the stormwater runoff from the new impervious areas. The Stormwater Pollution Prevention Plan (SWPPP) shall be implemented in accordance with the report and plan titled "McDonald's Remodel", prepared by Dynamic Engineering, dated November 2019 and last revised June 2021 (see appendix A).

STORMWATER POLLUTION PREVENTION PLAN DETERMINATION

McDonald's Remodel
(T) Yorktown, New York

August 27, 2021
Page 2 of 6

(XX) Approved () Denied

Conditions of Approval:

This approval is granted with the following conditions:

- The regulated activity must be conducted in compliance with the plans as approved, listed in Appendix A, all applicable accepted standards, and all applicable laws, rules and regulations.
- Any alteration or modification of the SWPPP must be approved by DEP prior to implementation; DEP may opt to issue an amended SWPPP Determination.
- The applicant must schedule a pre-construction conference prior to the start of construction. Present at the meeting should be the applicant, the design engineer, the general contractor, and DEP staff.
- The applicant must notify DEP at least forty-eight (48) hours prior to the commencement of construction activity so that compliance inspections may be scheduled by DEP.
- All erosion and sediment controls must be properly installed and maintained until the site has been stabilized and the risk of erosion eliminated. Final stabilization is defined in the General Permit as all soil disturbing activities at the site have been completed, and that a uniform perennial vegetative cover with a density of 80% cover for the area has been established or equivalent stabilization measures (such as the use of mulches or geotextiles) have been employed.
- At the completion of the project, the applicant is required to submit as-built drawings for all stormwater management, runoff reduction and water quality facilities.
- The stormwater management and water quality facilities must be maintained in accordance with the maintenance schedule included in the SWPPP as approved by DEP.
- This approval shall expire and thereafter be null and void unless construction is completed within Five (5) years of the date of issuance or within any extended period of time approved by DEP upon good cause shown.
- In the event that the material submitted is inaccurate or misleading, this approval is not valid and construction of this project is in violation of DEP regulations.

STORMWATER POLLUTION PREVENTION PLAN DETERMINATION

McDonald's Remodel
(T) Yorktown, New York

August 27, 2021
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- Failure to comply with any of the conditions of this approval is a violation of this approval and the *Rules and Regulations for the Protection from Contamination, Degradation and Pollution of the New York City Water Supply and Its Sources*.
- A copy of the approved plans and determination should be maintained for record, and a copy must be available for inspection at the construction site.
- DEP shall be provided access to the project site during the construction phase for monitoring and inspection purposes.
- This approval and all conditions of the approval are binding on the owner of the property where the facility is to be located. Any references to the "applicant" in this approval or in any conditions of this approval shall be deemed to refer to the owner of such property.
- If the applicant sells or otherwise transfers title of **McDonald's Remodel** before all construction planned for the property is completed and the site is stabilized, the applicant shall require the new owner ("Buyer") to comply with the SWPPP approved by the New York City Department of Environmental Protection on August 27, 2021 including, but not limited to, conservation easements, negative covenants, all provisions relating to erosion and sediment control during construction and to all maintenance of the stormwater management facilities once construction is complete. In particular, the applicant shall provide the Buyer with a copy of the SWPPP and shall cause the following real covenants and restrictions to be recorded with the deed for **McDonald's Remodel** with the following provisions:
 - (1) Buyer hereby acknowledges, covenants, warrants, and represents that he/she shall install and maintain any and all erosion controls and stormwater management facilities on the premises in accordance with the SWPPP, such SWPPP being attached hereto as Exhibit ___.
 - (2) Buyer's installation and maintenance of the erosion control and stormwater management facilities shall be for the benefit of the City of New York as well as for the owners of **McDonald's Remodel**.
 - (3) Buyer's obligation to install and maintain any and all erosion controls and stormwater management facilities on the premises in accordance with the attached SWPPP shall be perpetual, shall run with the land, and shall be binding on Buyer's heirs, successors, and assigns.

STORMWATER POLLUTION PREVENTION PLAN DETERMINATION

McDonald's Remodel
(T) Yorktown, New York

August 27, 2021
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- (4) Buyer hereby covenants, warrants and represents that any lease, mortgage, subdivision, or other transfer of **McDonald's Remodel** SWPPP or any interest therein, shall be subject to the restrictive covenants contained herein pertaining to the installation and maintenance of erosion control and stormwater management facilities, and any deed, mortgage, or other instrument of conveyance shall specifically refer to the attached SWPPP and shall specifically state that the interest thereby conveyed is subject to covenants and restrictions contained herein.

- Prior to conveying title to **McDonald's Remodel** the applicant shall submit to the New York City Department of Environmental Protection a proposed deed containing the aforementioned real covenants and restrictions.

Date: August 27, 2021

McDonald's Remodel SWPPP
3481 Crompond Road (NYS Rte.202/35)
Yorktown, NY 10567
Tax Map# 36.05-1-10
New Croton Reservoir Drainage Basin
DEP Log # 2019-CNC-0362-SP.1

Determination made by:

Recommended for approval by:



Jason Coppola, P.E.
Supervisor
EOH Project Review Group
Regulatory & Engineering Programs

Mariyam Zachariah
Associate Project Manager II
EOH Project Review Group
Regulatory & Engineering Programs

STORMWATER POLLUTION PREVENTION PLAN DETERMINATION

McDonald's Remodel
(T) Yorktown, New York

August 27, 2021
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APPENDIX A

The following documents were prepared by Dynamic Engineering for **McDonald's Remodel SWPPP**.

1. Stormwater Pollution Prevention Plan Report dated November 2019 and last revised June 2021.
2. The following sets of plans related with stormwater are included:
 1. Sheet 1 of 16, C-1, Cover Sheet, dated December 28, 2018, and last revised June 4, 2021.
 2. Sheet 2 of 16, C-2, Aerial Map, dated December 28, 2018, and last revised June 4, 2021.
 3. Sheet 3 of 16, C-3, Demolition Plan, dated December 28, 2018, and last revised June 4, 2021.
 4. Sheet 4 of 16, C-4, Site Plan, dated December 28, 2018, and last revised June 4, 2021.
 5. Sheet 5 of 16, C-5, Grading, Drainage & Utility Plan, December 28, 2018, and last revised June 4, 2021.
 6. Sheet 6 of 16, C-6, Landscape & Lighting Plan, dated December 28, 2018, and last revised June 4, 2021.
 7. Sheet 7 of 16, C-7, Soil Erosion & Sediment Control Plan, dated December 28, 2018, and last revised June 4, 2021.
 8. Sheet 9 of 16, C-9, Construction Details, dated December 28, 2018, and last revised June 4, 2021.
 9. Sheet 10 of 16, C-10, Construction Details, dated December 28, 2018, and last revised June 4, 2021.
 10. Sheet 11 of 16, C-11, Construction Details, dated December 28, 2018, and last revised June 4, 2021.
 11. Sheet 12 of 16, C-12, Construction Details, dated December 28, 2018, and last revised June 4, 2021.
 12. Sheet 13 of 16, C-13, Construction Details, dated December 28, 2018, and last revised June 4, 2021.

STORMWATER POLLUTION PREVENTION PLAN DETERMINATION

McDonald's Remodel
(T) Yorktown, New York

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13. Sheet 1 of 1, Pre vs Post surface coverage exhibit, dated January 20, 2020.
14. Sheet 1 of 2, Existing Drainage Area Map, dated January 20, 2020.
15. Sheet 2 of 2, Proposed Drainage Area Map, dated January 20, 2020.

Draft Minutes

Crystal Court

TOWN OF YORKTOWN PLANNING DEPARTMENT

Albert A. Capellini Community and Cultural Center, 1974 Commerce Street, Yorktown Heights, New York 10598, Phone (914) 962-6565, Fax (914) 962-3986

To: Planning Board
From: Planning Department
Date: September 10, 2021
Subject: Crystal Court Mitigation Plan

In response to the Tree Conservation Advisory Commission (TCAC) memo dated July 11, 2021, the applicant submitted revised mitigation plans that show the following:

1. The Hickory trees were identified as Shagbark Hickory.
2. The Planning Department had already worked with the applicant to keep any trees not in the developed or graded areas.
3. The proposed trees are measured in caliper.
4. The Hobblebush – *Viburnum Alnifolium* and Arrowwood – *Viburnum Dentatum* were replaced with Spice Bush and Winterberry.
5. Same as #4.
6. Inspection should be done twice a year or as needed during monitoring program.
7. There are two mitigation plans, the wetland buffer planting plan, that mitigates the disturbance and tree loss in the wetland including a violation, and the tree replacement plan that mitigates the additional trees removed on the lots to build the homes. The Board must consider whether sufficient mitigation is proposed.

Additional comments:

- On Sheets T-2 and WS-1, the trees shown to be planted in the wetland buffer should be removed. The Mitigation Planting Plan will be used for this area.
- The submitted draft Conservation Easement is the draft template given to the applicant and the Conservation Easement Note was added to the plat.
- The 20 ft waterline easement should be shown on the plat.

cc: TCAC

To: Yorktown Planning Board
From: Yorktown Tree Conservation Advisory Commission (TCAC)
Date: July 11, 2021

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PLANNING DEPARTMENT
JUL 12 2021
TOWN OF YORKTOWN

RE: Crystal Court Subdivision Mitigation Plan

Chairman Fon and members of the Planning Board,

The TCAC received the mitigation Plans for Crystal Court subdivision and have the following comments.

1. The existing conditions map lists names of trees and their sizes. Hickory tree species need to be identified to complete the requirement of 270-8.C(1)c.
2. Tree removals on lots 2 and 3 appear to be excessive; a number of trees slated for removal could be retained.
3. The tree sizes in the proposed mitigation planting plan are noted in inches at breast height. Nursery stock of trees are measured in caliper.
4. Cornell University has identified Arrowwood - *Viburnum Dentatum* highly susceptible to Viburnum Leaf Beetle. Hobblebush - *Viburnum Alnifolium* is moderately susceptible.
5. TCAC suggests the planting of native species. Chapter 270 - 10.C(4)
Winterberry - *Ilex Verticillata* and Spice Bush - *Lindera Benzoin*
6. Mitigation Planting Plan has notes listed regarding removal of Multi-Flora Rose. #6 monitor areas to determine follow up does not specify time period.
7. The Mitigation Plan is not sufficient in equaling the total disturbance of the existing ecosystem. A \$500 contribution to the Yorktown Tree Fund should be levied.

Lawrence W.Klein, PE, Member
Tom Schmitt, Member
Keith Schepart ISA, Member

Diane Dreier Co-Chair
Phyllis Bock Co-Chair

Matthew Slater
Town Supervisor

TOWN OF YORKTOWN CONSERVATION BOARD

Town of Yorktown Town Hall, 363 Underhill Avenue, Yorktown Heights, New York 10598, Phone (914) 962-5722

MEMORANDUM

To: Planning Board
From: Conservation Board
Date: July 9, 2021
Re: Crystal Court Subdivision

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PLANNING DEPARTMENT

JUL 12 2021

TOWN OF YORKTOWN

The Conservation Board at its July 7, 2021 meeting discussed Crystal Court a proposed three lot Subdivision SBL: 27.11-2-43 with Panbar Realty. The applicant will be removing a large area of multiflora rose, and replanting with native trees, shrubs and perennial wildflowers. The applicant also proposes to move an existing stone wall to demarcate the proposed conservation easement on the property. The Conservation Board is in favor of these actions and advises that the project move forward.

Respectfully submitted:

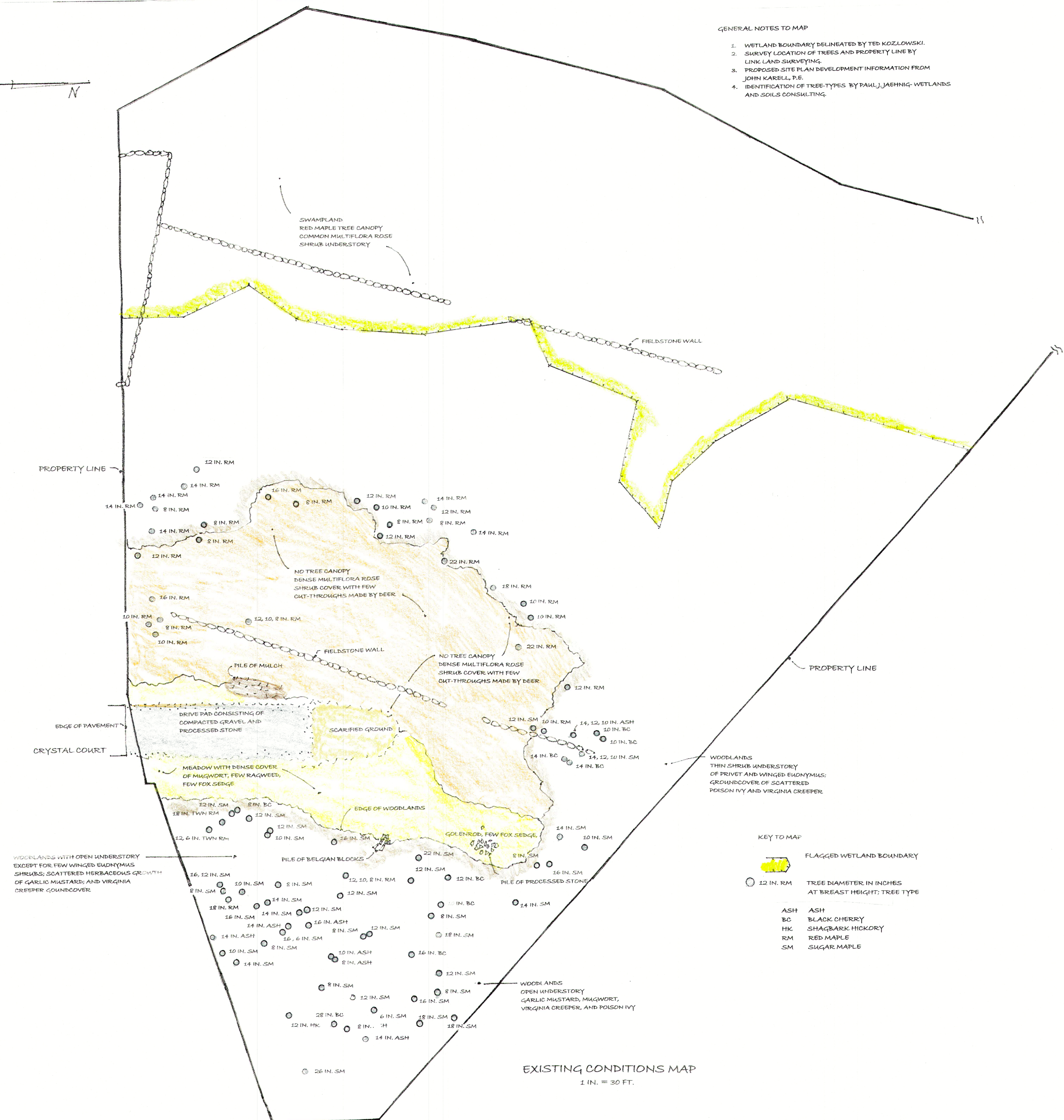
Phyllis Bock

For the Conservation Board

CC: Town Board
Planning Board
Supervisors Office
Engineering Dept.
Applicant

GENERAL NOTES TO MAP

1. WETLAND BOUNDARY DELINEATED BY TED KOZLOWSKI.
2. SURVEY LOCATION OF TREES AND PROPERTY LINE BY LINK LAND SURVEYING.
3. PROPOSED SITE PLAN DEVELOPMENT INFORMATION FROM JOHN KARELL, P.E.
4. IDENTIFICATION OF TREE TYPES BY PAUL J. JAHNIG-WETLANDS AND SOILS CONSULTING.



- KEY TO MAP
- FLAGGED WETLAND BOUNDARY
 - 12 IN. RM TREE DIAMETER IN INCHES AT BREAST HEIGHT; TREE TYPE
 - ASH ASH
 - BC BLACK CHERRY
 - HK SHAGBARK HICKORY
 - RM RED MAPLE
 - SM SUGAR MAPLE

EXISTING CONDITIONS MAP
1 IN. = 30 FT.

REVISED AUG. 30, 2021
TO ADDRESS LETTER DATED JULY 11, 2021
FROM TOWN OF YORKTOWN TREE ADVISORY COMMISSION



ALTERATION OF THIS DRAWING EXCEPT BY A LICENSED ENGINEER OR ARCHITECT OR LICENSED LAND SURVEYOR IS ILLEGAL. ANY ALTERATION BY A P.E. OR ARCHITECT OR SURVEYOR MUST BE INITIALED AND BEAR HIS SEAL, SIGNATURE AND DATE OF ALTERATION.

No.	DATE	COMMENTS
5	11-5-18	COMMENTS
4	10-15-19	COMMENTS
3	10-5-18	COMMENTS
2	5-3-18	TREE REPLACEMENT LAYOUT
1	5-31-17	PROPOSED HOUSE REVISED

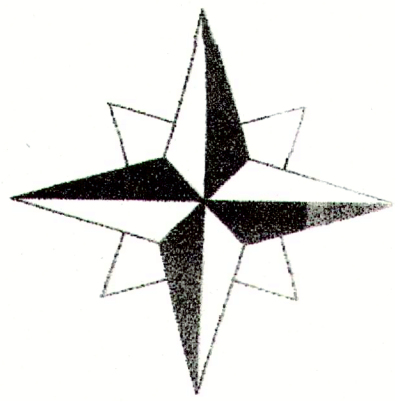
JOHN KARELL, JR. P.E.
121 CUSHMAN ROAD
PATTERSON, NEW YORK 12563
915-878-7894 phone
914-878-4930 fax
jkarell11@att.net

OWNER: **PANBAR REALTY, LLC**
LOUIS PANNY, PRESIDENT
CRYSTAL COURT YORKTOWN (T)

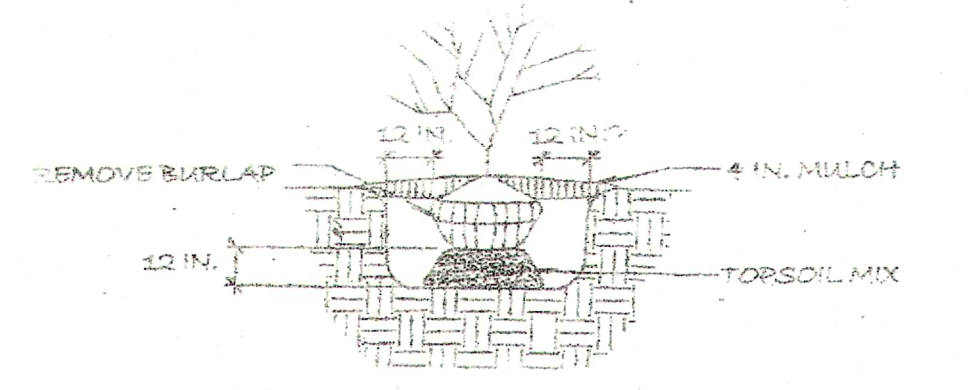
SCALE: AS SHOWN
DATED: MAY 3, 2021
CHECKED:

LATEST REVISION: SHEET No. EC-1

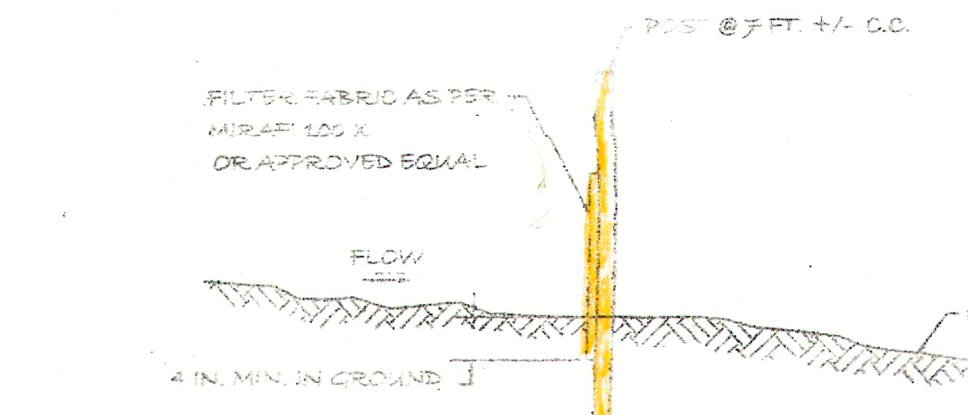
EXISTING CONDITIONS MAP
DEFINING LOCATION, TYPE, AND SIZE OF TREES IN PROPOSED DEVELOPMENT AREA



PROPOSED LINE OF SILT FENCING
(TO BE MAINTAINED DURING PLANTING WORK)

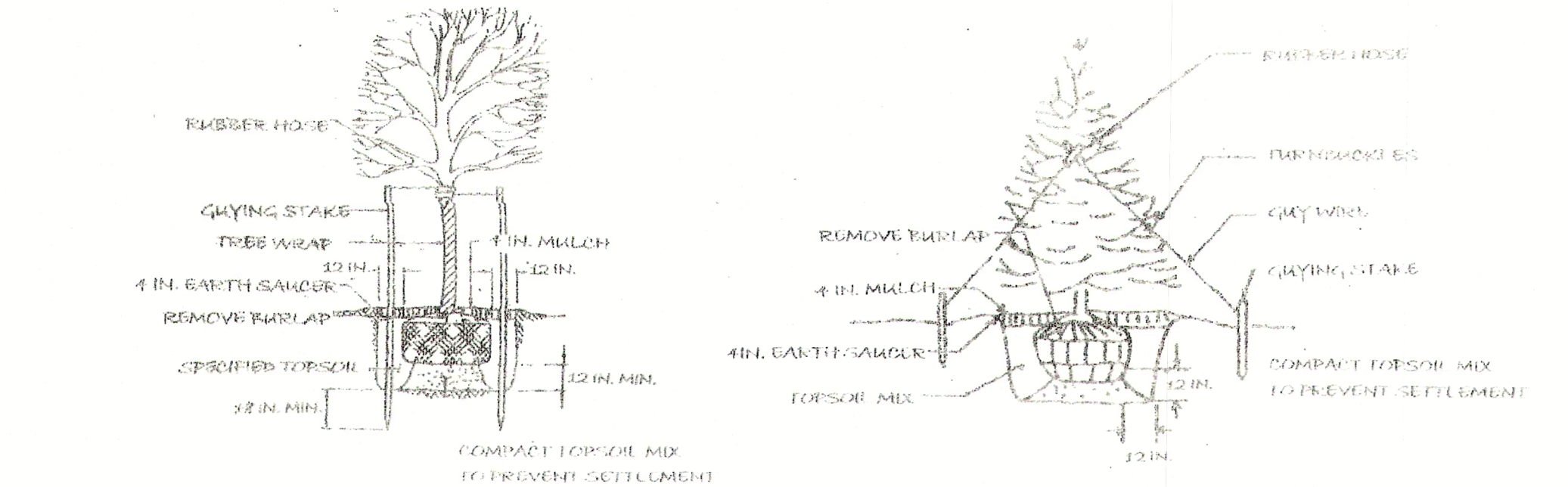


SHRUBS PLANTING DETAIL
N.T.S.



NOTE: AT REMOVAL OF SILT FENCE THE CONTRACTOR SHALL RESTORE THE GROUND TO THE ORIGINAL CONDITION.

SILT FENCE DETAIL
N.T.S.



TREE PLANTING DETAILS
N.T.S.

PROPOSED MITIGATION PLANTING PLAN
1 IN. = 30 FT.

KEY TO PROPOSED MITIGATION PLANTING PLAN

PLAN LOCATION	COMMON NAME	BOTANICAL NAME	FORM	SIZE	QUANT.
TREES: 18					
GR	GRAY BIRCH	BETULA POPULIFOLIA	B&B*	2 IN.**	2
PO	PIN OAK	QUERCUS PALANTIA	B&B*	2 IN.**	3
RM	RED MAPLE	ACER RUBRUM	B&B*	2 IN.**	6
WP	WHITE PINE	PINUS STROBUS	B&B*	2 IN.**	8
* B&B - BALLED AND BURLAPPED ** CALIPER MEASURED 6 INCHES HEIGHT FROM SOIL BALL					
ET	EXISTING TREE				
SHRUBS: 102					
BYB	RAYBERRY	MYRICA PENNSYLVANICA	2 GAL.	24-30 IN. HT. CONT.	30
SPB	SPOCEBUSH	LINDERA BENZONIN	2 GAL.	24-30 IN. HT. CONT.	48
WTR	WINTERBERRY	ILEX VERTICILLATA	2 GAL.	24-30 IN. HT. CONT.	24
HERBACEOUS: 340					
BES	BLACK-EYED SUSAN	RUDBECKIA HIRTA	1 QUART	N/A	60
CLO	CUT-LEAVED CONEFLOWER	RUDBECKIA LACINIATA	1 QUART	N/A	60
CF	CINNAMON FERN	OSMUNDA CINNAMOMEA	1 QUART	N/A	60
JPW	JOE-PYE WEED	EUPATORIUM MACULATUM	1 QUART	N/A	60
HSF	HAY-SCENTED FERN	DENNSTAEDIA PLUNCTILOBATA	1 QUART	N/A	100

GENERAL PLANTING NOTES:

1. VERIFY ANY BURIED UTILITIES.
2. PLANTING TO BE CARRIED-OUT BETWEEN APRIL 15 TO JUNE 1 AND AUG. 15 TO NOV. 1 (UNLESS OTHERWISE DIRECTED BY THE TOWN OF YORKTOWN ENV. CONSULTANT).
3. MARK-OUT LIMITS OF GROUND IN THE FIELD TO BE CLEARED IN MITIGATION PLANTING AREA (MP) AND VERIFY LIMITS WITH TOWN. INSTALL EROSION & SEDIMENT CONTROL FENCE ALONG CONTOUR AT LOWEST ELEVATION CONTOUR POSITION OF MITIGATION PLANTING AREA; PROVIDE TREE PROTECTION AROUND EXISTING TREES TO REMAIN.
4. REMOVE INVASIVE MULTIFLORA ROSE SHRUB UNDERSTORY, MAKING SURE TO REMOVE ROOTS. MACHINE METHODS OR USE OF GOATS TO REMOVE MAY BE USED, BUT NO CHEMICAL APPLICATIONS TO BE USED. PREFERRED IS USE OF HAND-HELD TOOLS FOR REMOVAL. IF TRACK MACHINES AND OR CAB-OPERATED MACHINES ARE USED THEY MUST BE OUTFITTED WITH LOW IMPACT TRACKING.
5. PLANTS ARE TO BE INSTALLED AS DEPICTED ON THE PLAN, AS IS FEASIBLE.
6. POTTED PLANT HOLES AND GROUND PREPARATION TO BE CARRIED-OUT AS DEPICTED IN DETAILS. HOLES FOR PLANTINGS SHOULD BE EXCAVATED TO AT LEAST 4 INCHES CLEARANCE AROUND THE SOIL BALL AND BELOW ROOT SYSTEM. THE SOIL IN THE BOTTOM OF THE HOLE SHALL BE LOOSENEED TO A DEPTH OF 4 INCHES.
7. THE POTTED PLANTS WILL BE PLACED IN AN UPRIGHT POSITION IN THE HOLES ON A PEDESTAL OF COMPACTED TOPSOIL MIX TO A DEPTH SUCH THAT THE ROOT "COLLAR" IS COINCIDENT WITH THE ESTABLISHED GROUND LEVEL.
8. EACH HOLE WILL BE BACK-FILLED WITH TOP SOIL HAVING A TWO TO TWENTY PERCENT ORGANIC CONTENT. INSTALL TEMPORARY DEER FENCING AROUND PLANTING MITIGATION AREA, AS SHOWN ON PLAN.
9. FINE RAKE DISTURBED BARE SOIL AREAS TO BE SEEDED. APPLY TOP SOIL AMENDMENT TO GROUND SURFACE, AS NEEDED.
10. APPLY SEED GROUND COVER TO BARE SOIL AREAS. WORK SEEDS INTO TOP SOIL. APPLY WEED-FREE STRAW MULCH COVER (ANCHORED) OVER SEEDED AREAS.
11. ALL PLANTS WILL BE THOROUGHLY WATERED ON THE DAY OF PLANTING, AS IS WARRANTED. WATER PLANTS DAILY FOR TWO WEEKS AFTER PLANTING, IF NEEDED. CONTINUE WATERING PLANTS EVERY TWO WEEKS, IF NEEDED, DURING DRY PERIODS THAT EXCEED THREE WEEKS WITHOUT A GOOD SOAKING.
12. ALL AREAS DISTURBED BY PLANTING MITIGATION WORK, INCLUDING ACCESS ROUTE, WILL BE RESTORED TO EXISTING OR BETTER CONDITIONS.
13. NOTIFY TOWN OF YORKTOWN ENVIRONMENTAL CONSULTANT ONCE PLANTINGS ARE INSTALLED SO THAT THE TOWN CAN MAKE A SITE VISIT TO INSPECT SITE.

GENERAL NOTES RELATED TO PREPARATION SEED BEDS IN MITIGATION AREA:

1. REMOVE EXISTING MULTIFLORA ROSE SHRUBS IN PLANTING MITIGATION AREA BY MECHANICAL METHODS ONLY AND NOT CHEMICAL METHODS.
2. RAKE SMOOTH DISTURBED BARE SOILS AREAS, MAKING THEM FREE OF RUTS, ROOTS, AND MAN-MADE DEBRIS.
3. APPLY, IF NEEDED, A 4 TO 6 IN. COVER OF TOP-SOIL TO AMEND THE SOIL FOR SEEDING.
4. APPLY SEED MIX, BY HAND, OVER SOIL SURFACE AND IN A UNIFORM APPLICATION RATE. FINE RAKE SEED APPROX. 1/4 IN. DEPTH INTO THE SOIL SURFACE.
5. APPLY A THIN COVER OF WEED-FREE STRAW MULCH OVER THE SEEDED SOIL SURFACE. LIGHTLY PUNCH MULCH INTO THE SOIL IN ORDER TO ANCHOR IT.
6. GENTLY WATER SEEDED AREAS THE DAY OF SEEDING TO INSURE A GOOD SOAKING.
7. ROUTINELY WATER THE SEEDED AREAS, AS NEEDED, UNTIL THE VEGETATIVE COVER IS FIRMLY ESTABLISHED.

PROPOSED MONITORING PROGRAM FOR PLANTING MITIGATION AREA:
 1. PROPERTY OWNER WILL ENGAGE, AT HIS / HER EXPENSE, AN ENVIRONMENTAL CONSULTANT, MUTUALLY APPROVED BY TOWN AND PROPERTY OWNER, TO PREPARE AN ANNUAL MONITORING REPORT, WITH PHOTO-DOCUMENTATION, OF THE PLANTING MITIGATION AREA FOR A PERIOD OF 5 YEARS.
 2. FURTHERMORE, AT THE FIVE YEAR PERIOD THE PROPERTY OWNER IS TO HAVE A MINIMUM OF 85% SURVIVAL RATE OF WOODY PLANTINGS OFFERED AS MITIGATION OR REPLACE IN KIND PLANTINGS LOST DURING THE FIVE YEAR PERIOD SO AS TO BRING UP TO AN 85% MINIMUM.

REVISED AUG. 30, 2021
 TO ADDRESS LETTER DATED JULY 11, 2021
 FROM TOWN OF YORKTOWN TREE ADVISORY COMMISSION

SEED MIXES:	
MMSM	MOST MEADOW SEED MIX APPLICATION RATE OF 1 LB. / 900 SQ. FT. COMPOSED OF: BEE BALM MONARDA DIDYMA CANADA LILY LILIUM CANADENSE FIREWEED EPILOBIUM AUGUSTIFOLIUM IRONWEED VERNONIA NOVBORACENSIS JOE-PYE WEED EUPATORIUM MACULATUM QUEEN-OF-THE-PRAIRIE FILIPENDULA RUBRA
WNWFM	WETLAND NATIVE WILDFLOWER MIX APPLICATION RATE OF 1 LB. / 900 SQ. FT. COMPOSED OF: BONSEET EUPATORIUM PERFOLIATUM BLUE VERVAIN VERBANA HASTATA SMOOTH PANIC GRASS PANICUM BICHOCHOMIFLORUM WRINKLED GOLDENROD SOLIDAGO RUGOSA JOE-PYE WEED EUPATORIUM MACULATUM GRASS LEAF GOLDENROD EUTHAMIA GRAMINIFOLIA PENNSYLVANIA SMARTWEED POLYGONUM PENNSYLVANICUM N.E. ASTER ASTER NOVAE-ANGLIAE NODDING BIDENS CERNUA BEGGAR'S TICK
NAWRFM	NORTH-EAST WETLAND WILDFLOWER / RESTORATION EROSION MIX NON-WETLAND AREAS APPLICATION RATE OF 1 LB. / 900 SQ. FT. COMPOSED OF: GRASS PORTION (42 LBS.) RETOP AGROSTIS ALBA RED FESCUE FESTUCA RUBRA ANNUAL RYEGRASS LOLIUM MULTIFLORUM LEGUME PORTION (4 LBS.) BIRDSFOOT TREFLOE LOTUS CORNICULATUS WILDFLOWER PORTION (1 LB.) COMMON YARROW ACHILLEA MILLEFOLIUM BLACK-EYED SUSAN RUDBECKIA HIRTA OX-EYE DAISY CHRYSANTHEMUM LEUCANTHEM N.E. ASTER ASTER NOVAE-ANGLIAE DAME'S ROCKET HESPERIS MATRONALIS QUEEN ANNE'S LACE DAUCUS CORDATA PENNSYLVANIA SMARTWEED POLYGONUM PENNSYLVANICUM
OTS	OATS SEEDING TO ESTABLISH GROUND COVER IN NON-WETLAND AND WETLAND AREAS APPLICATION RATE OF 100 LBS. / ACRE COMPOSED OF: OATS AVENA SATIVA

- GENERAL NOTES TO PLAN
1. WETLAND BOUNDARY DELINEATED BY TED KOZLOWSKI.
 2. SURVEY LOCATION OF TREES AND PROPERTY LINE BY LINK LAND SURVEYING.
 3. PROPOSED-SITE PLAN DEVELOPMENT INFORMATION FROM JOHN KARELL, P.E.
 4. PROPOSED MITIGATION PLAN BY PAUL J. JAENIG, WETLANDS AND SOILS CONSULTING.

No.	DATE	COMMENTS
5	11-5-19	COMMENTS
4	10-15-19	COMMENTS
3	10-5-19	COMMENTS
2	5-3-19	TREE REPLACEMENT LAYOUT
1	5-31-17	PROPOSED HOUSE REVISED
7	2-20-21	ADDITIONAL DRAINAGE IN CRYSTAL CT.
8	11-22-19	COMMENTS FROM PLANNING BOARD

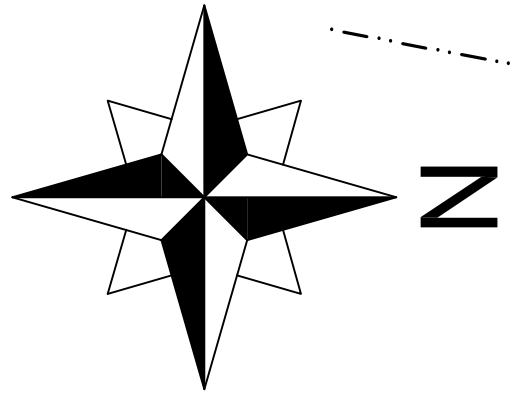
JOHN KARELL, JR. P.E.
 121 CUSHMAN ROAD
 PATTERSON, NEW YORK 12563

OWNER: **PANBAR REALTY, LLC**
LOUIS PANNY, PRESIDENT
CRYSTAL COURT, YORKTOWN (T)

SCALE: AS SHOWN
 LATEST REVISION: SHEET No. MP-1

DATE: MAY 3, 2021
 CHECKED: [Signature]





50' CONSERVATION EASEMENT

20.18' TOWN UTILITY EASEMENT

FILED MAP No. 22359

FILED MAP No. 22359

EVERGREEN STREET

CRYSTAL COURT

DRAINAGE EASEMENT

CONSERVATION EASEMENT NOTE
THE NATURAL RESOURCES OF THE AREA WITHIN THE CONSERVATION EASEMENT SHALL REMAIN UNDISTURBED, EXCEPT AS MAY BE REQUIRED FOR CONSERVATION PURPOSES, UPON THE APPROVAL OF THE PLANNING BOARD...

PROPOSED PUBLIC WATER / PUBLIC SEWER MAIN EXTENSION
Westchester County Department of Health
New Rochelle, New York
Approved pursuant to Chapter 873, Article X, Sections 873.951 and 873.1021 and Articles VII and XXII of the Westchester County Sanitary Code...

CRYSTAL LAKE
now or formerly Town of Yorktown
Liber 7132 page 277

GRANITE SPRINGS ROAD

ZONING SCHEDULE

Table with columns: TM # 27.11-2-43, R 1-20 RESIDENTIAL, REQUIRED, PROPOSED (LOT # 1, LOT # 2, LOT # 3). Rows include: MIN LOT AREA (SF), MIN LOT WIDTH (FT), MIN LOT DEPTH (FT), MIN YARD DIMENSIONS (FT), FRONT, SIDE, REAR, MAX BUILDING HEIGHT (FT), MIN FLOOR AREA (SF), MAX BLDG COVERAGE (%), ROAD FRONTAGE (FT).

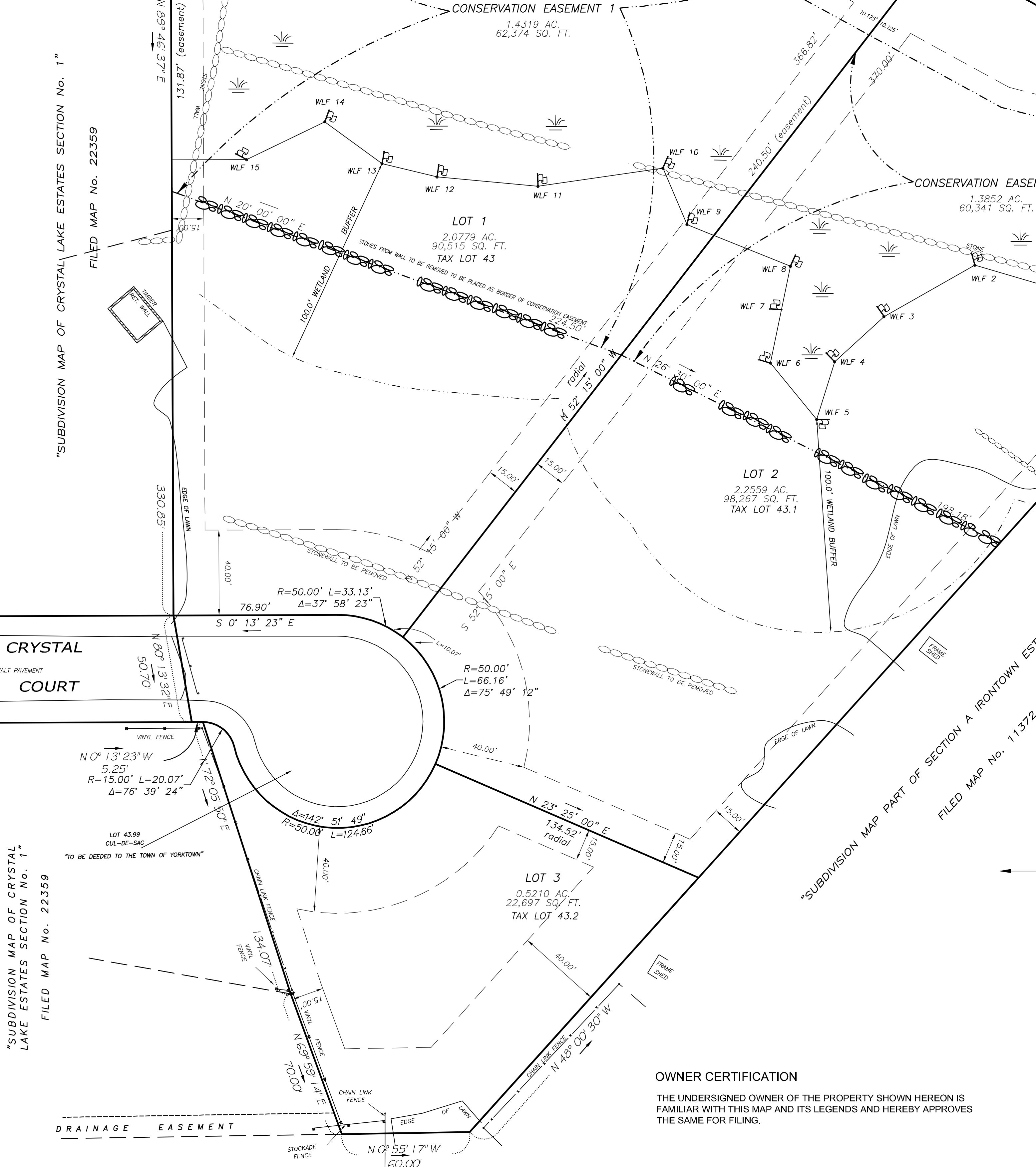
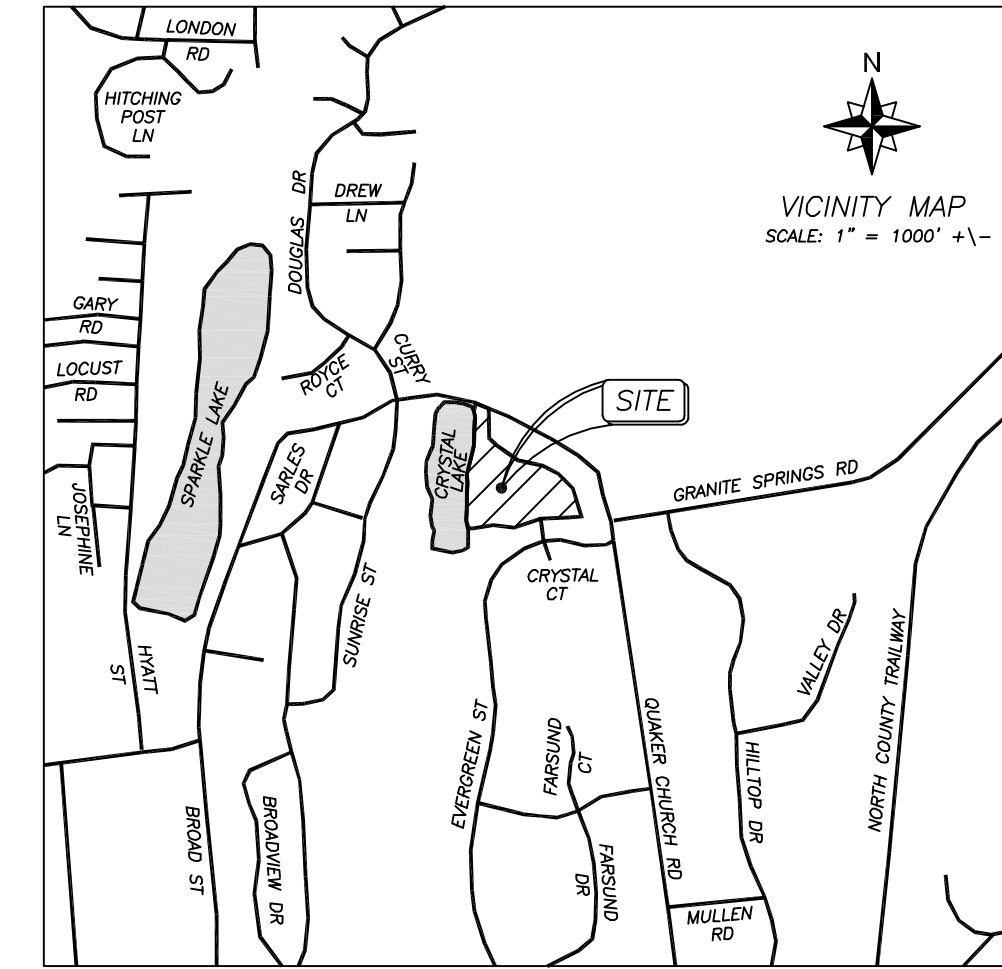
SUBDIVISION PLAT
CRYSTAL COURT
SITUATE IN THE
TOWN OF YORKTOWN
WESTCHESTER COUNTY
NEW YORK

SCALE : 1" = 30'
MAP PREPARED OCTOBER 15, 2018
REVISED SEPTEMBER 1, 2021

Link
Land Surveyors P.C.
21 Clark Place, Suite 1-B Phone 845-628-5857
Mahopac N.Y. 10541 Fax 845-621-0013

ERIK J. LINK
NEW YORK STATE LICENSED
LAND SURVEYOR NO. 050542

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OWNER CERTIFICATION
THE UNDERSIGNED OWNER OF THE PROPERTY SHOWN HEREON IS FAMILIAR WITH THIS MAP AND ITS LEGENDS AND HEREBY APPROVES THE SAME FOR FILING.

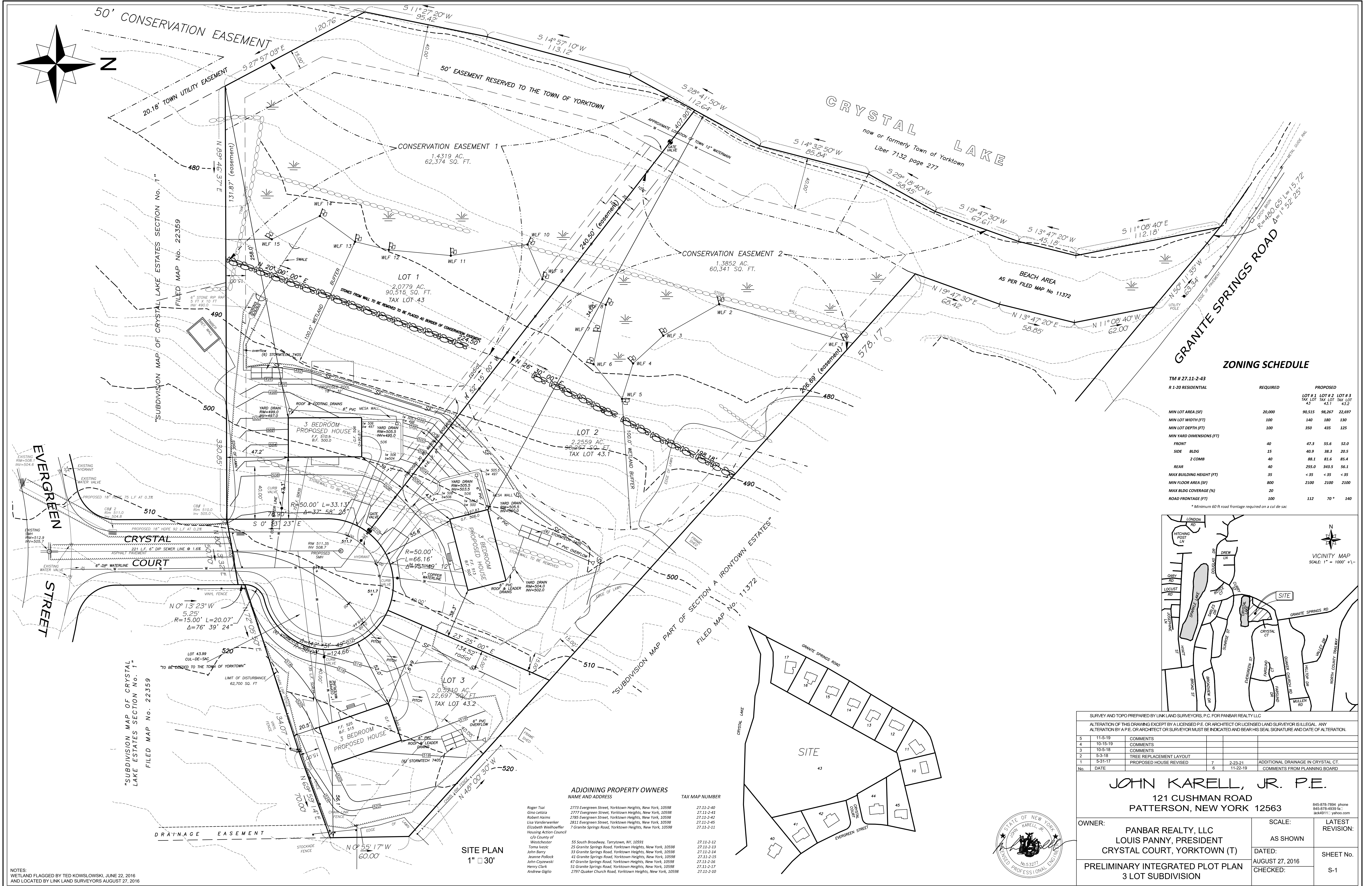
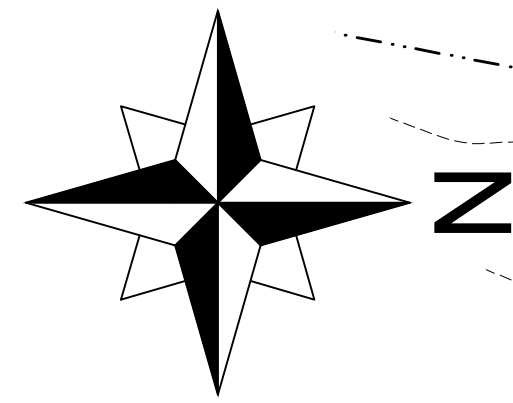
APPROVED BY THE PLANNING BOARD
THE TOWN OF YORKTOWN

CHAIRMAN DATE
SECRETARY DATE

APPROVED FOR FILING IN THE
WESTCHESTER COUNTY CLERK'S
OFFICE DIVISION OF LAND RECORDS

TOWN ENGINEER'S CERTIFICATION
Reviewed for compliance with the Planning Board Resolution dated _____

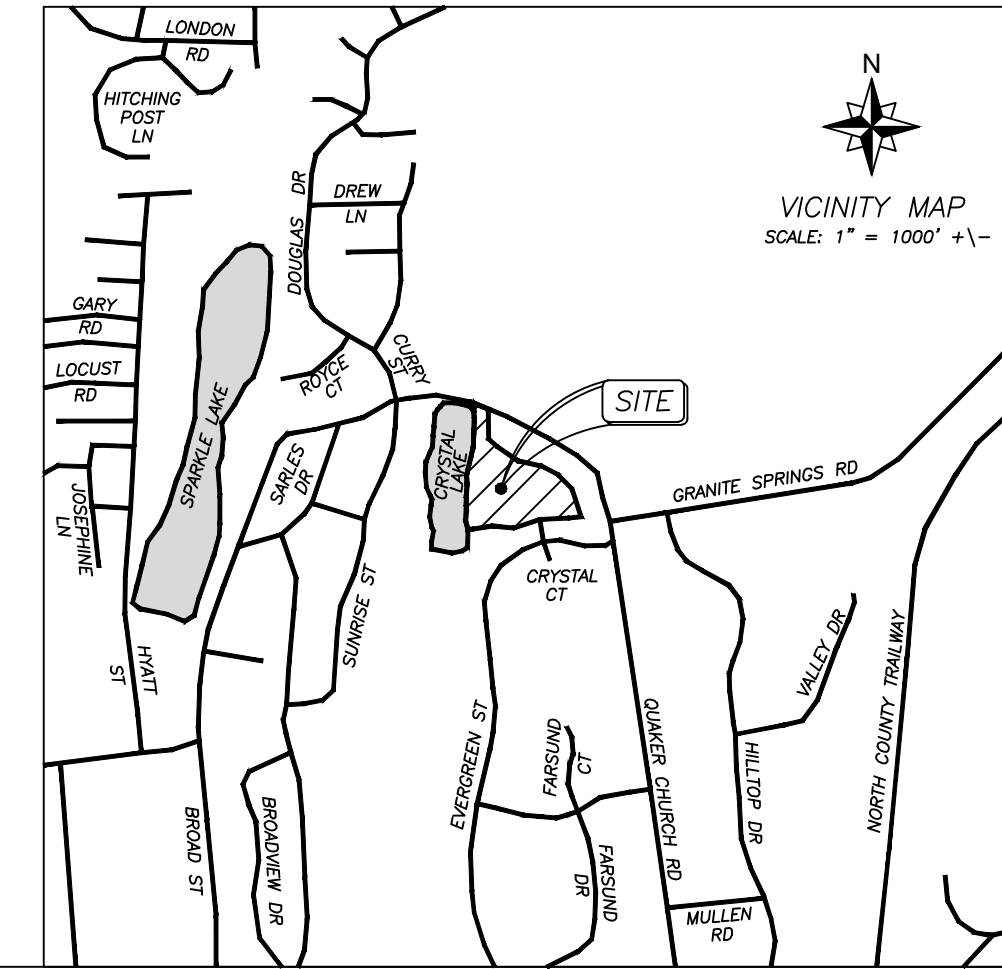
NOTES:
WETLAND FLAGGED BY TED KOWSLOWSKI, JUNE 22, 2016
AND LOCATED BY LINK LAND SURVEYORS AUGUST 27, 2016



ZONING SCHEDULE

	REQUIRED	PROPOSED		
		LOT # 1	LOT # 2	LOT # 3
MIN LOT AREA (SF)	20,000	90,515	98,267	22,697
MIN LOT WIDTH (FT)	100	140	180	130
MIN LOT DEPTH (FT)	100	350	435	125
MIN YARD DIMENSIONS (FT)				
FRONT	40	47.3	55.6	52.0
SIDE	15	40.9	38.3	20.5
REAR	40	88.1	81.6	85.4
MAX BUILDING HEIGHT (FT)	35	< 35	< 35	< 35
MIN FLOOR AREA (SF)	800	2100	2100	2100
MAX BLDG COVERAGE (%)	20	112	70*	140
ROAD FRONTAGE (FT)	100	112	70*	140

* Minimum 60 ft road frontage required on a cul de sac



No.	DATE	PROPOSED HOUSE REVISED	COMMENTS FROM PLANNING BOARD
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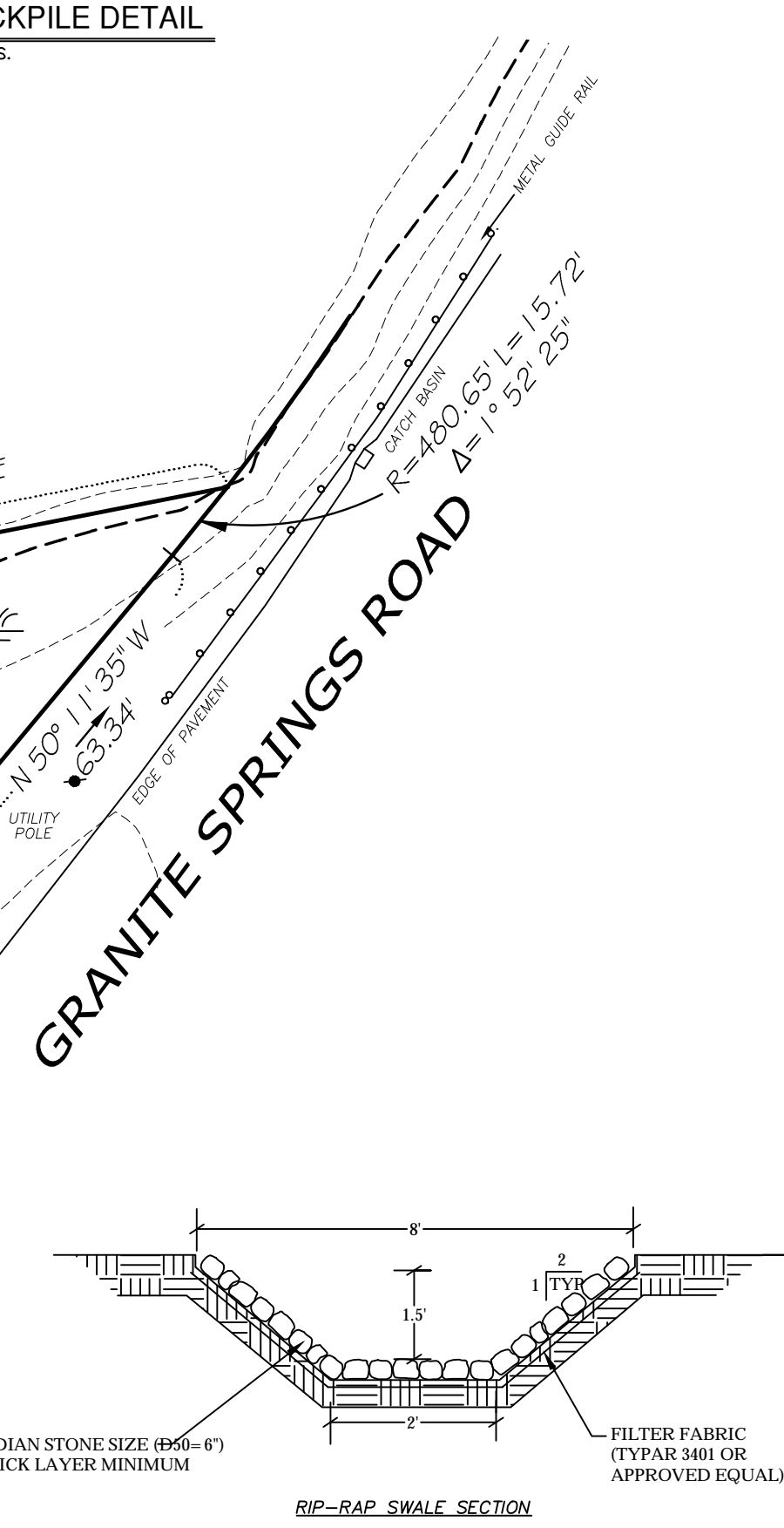
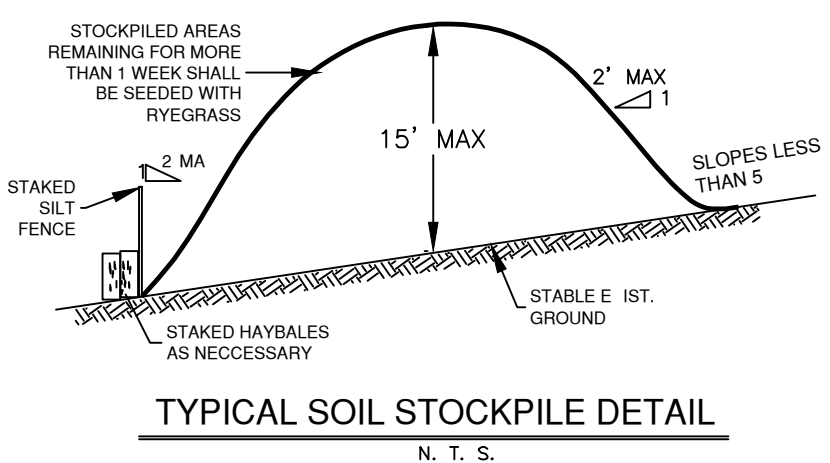
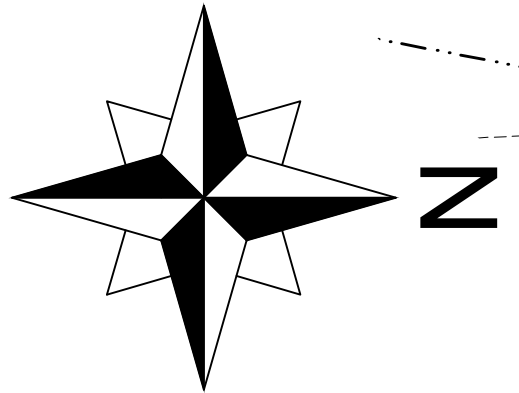
JOHN KARELL, JR. P.E.
 121 CUSHMAN ROAD
 PATTERSON, NEW YORK 12563

OWNER:	PANBAR REALTY, LLC LOUIS PANNY, PRESIDENT CRYSTAL COURT, YORKTOWN (T)	SCALE:	AS SHOWN	LATEST REVISION:	
PRELIMINARY INTEGRATED PLOT PLAN 3 LOT SUBDIVISION		DATED:	AUGUST 27, 2016	CHECKED:	SHEET No. S-1

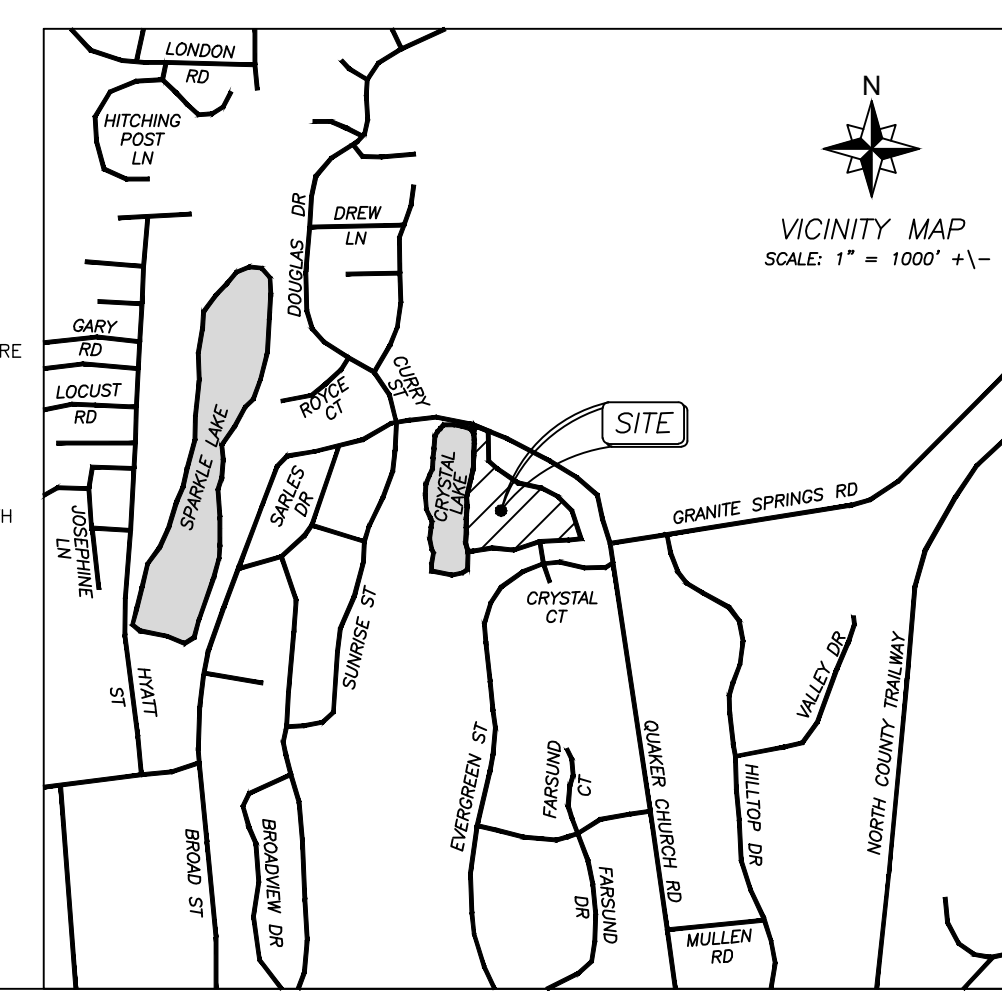
ADJOINING PROPERTY OWNERS NAME AND ADDRESS	TAX MAP NUMBER
Roger Tsai 2773 Evergreen Street, Yorktown Heights, New York, 10598	27.11-2-40
Gino Letizia 2777 Evergreen Street, Yorktown Heights, New York, 10598	27.11-2-41
Robert Harris 2783 Evergreen Street, Yorktown Heights, New York, 10598	27.11-2-42
Lisa Vanderwerker 2811 Evergreen Street, Yorktown Heights, New York, 10598	27.11-2-45
Elizabeth Weinboffer 7 Granite Springs Road, Yorktown Heights, New York, 10598	27.11-2-11
Westchester 55 South Broadway, Tarrytown, NY, 10591	27.11-2-12
Toma Ivacic 25 Granite Springs Road, Yorktown Heights, New York, 10598	27.11-2-13
John Barry 33 Granite Springs Road, Yorktown Heights, New York, 10598	27.11-2-14
Janine Pollock 41 Granite Springs Road, Yorktown Heights, New York, 10598	27.11-2-15
John Czupanski 47 Granite Springs Road, Yorktown Heights, New York, 10598	27.11-2-16
Henry Clark 51 Granite Springs Road, Yorktown Heights, New York, 10598	27.11-2-17
Andrew Giglio 2797 Quaker Church Road, Yorktown Heights, New York, 10598	27.11-2-10



NOTES:
WETLAND FLAGGED BY TED KOWSLOWSKI, JUNE 22, 2016
AND LOCATED BY LINK LAND SURVEYORS AUGUST 27, 2016



RIP-RAP SWALE DETAIL (N.T.S.)



VICINITY MAP SCALE: 1" = 1000'

ROOF & DRAINAGE INFILTRATION STUDY
 Panbar Realty - Yorktown (T)

25 Year Design Storm: 6.0 in.
 25 Year Recession Factor: CN=0.7
 25 Year Existing C Factor (for woods): CN=74=3.3
 Soil Type: Silt
 Hydrologic Group: Type II
 Rock Depth: 7 feet
 Water Depth: 7 feet
 Soil Permeability: 10 Minutes per inch

PROPOSED IMPERVIOUS AREA EACH LOT:
 House (each): 1,600 SF
 Driveway: 1,900 SF
 Total proposed impervious: 4,400 SF

IMPERVIOUS FACTOR LESS EXISTING FACTOR
 $CF_A = CN_A - CN_{EXIST} = 5.2 - 3.3 = 1.9$

INCREASED RUNOFF FROM PROPOSED IMPERVIOUS
 $R_p = CN_A (A_p) = 2.64 (4,400) / 12 = 960 CF$
 THIS IS THE REQUIRED TREATMENT VOLUME

STORMTECH 740 INFILTRATION SYSTEM DESIGN
 PERC VOLUME FOR 24 HR PER STORMTECH CHAMBER
 $V_S = SCR \cdot AS = 1.72 (CF/SF/DAY) \cdot 80,200 SF = 137,944 CF$
 STORMTECH CHAMBER DESIGN VOLUME
 $V_{ST} = V_S \cdot (CF/SF/DAY) = 137,944 CF / 1.72 = 79,620 CF$
 It is proposed to utilize six (6) Storm Tech 740 units with a capacity of 127 CF each.

PERCOLATION ANALYSIS
 PERC AREA AT TEST HOLE BOTTOM (OF RADII):
 $A_B = 3.14 \cdot R^2 = 3.14 (40)^2 = 5,024 SF$
 PERC AREA AT TEST HOLE SIDE (AVE. HT. 8.5):
 $A_C = 3.14 \cdot D \cdot H = 3.14 \cdot 8.5 \cdot 12 = 381 SF$
 TOTAL PERC AREA
 $A_P = A_B + A_C = 5,405 SF = 1.48 SF = 1.48 SF$

PERC VOLUME
 $V_P = A_P \cdot PERC HT. = 0.449 SF \cdot 3.12 = .88 CF$
 SOIL PERC RATE (1" = 10 MIN IN 3 IN = 30 MIN)
 $S_R = V_P \cdot 60 \cdot 1440 \text{ MIN} = 0.88 CF \cdot 86400 = 76,032 CF$
 SOIL PERC RATE REDUCTION FOR CLOSING
 $S_{CR} = S_R \cdot 80\% = 60,826 CF = 1.72 CF/SF/DAY$

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 SOIL PERC RATE REDUCTION FOR CLOSING
 $S_{CR} = S_R \cdot 80\% = 60,826 CF = 1.72 CF/SF/DAY$

CONSTRUCTION SPECIFICATIONS:

- STONE SIZE - USE 2" STONE OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
- LENGTH - NOT LESS THAN 30 FEET.
- THICKNESS - NOT LESS THAN SIX (6) INCHES.
- WIDTH - TWELVE (12) FEET MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS AND EGRESS OCCUR.
- FILTER CLOTH - WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
- 700X OR APPROVED EQUAL.
- SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED ACROSS THE ENTRANCE, IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
- MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. ALL SEDIMENT SPILLED, DROPPED OR TRACED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
- WASHING - WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
- PERIODIC INSPECTION AND REPAIRED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

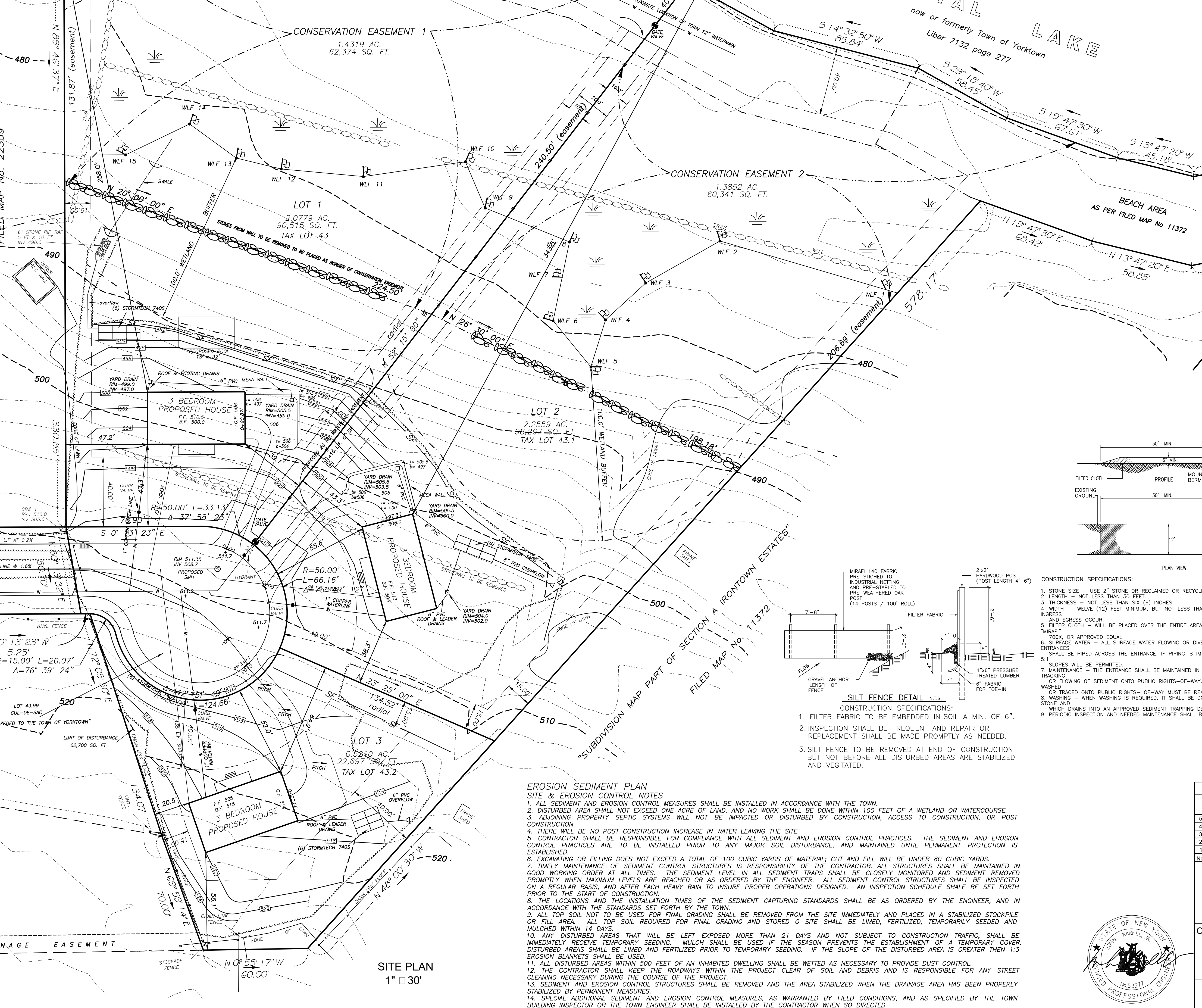
CONSTRUCTION SPECIFICATIONS:

- FILTER FABRIC TO BE EMBEDDED IN SOIL A MIN. OF 6".
- INSPECTION SHALL BE FREQUENT AND REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
- SILT FENCE TO BE REMOVED AT END OF CONSTRUCTION BUT NOT BEFORE ALL DISTURBED AREAS ARE STABILIZED AND VEGETATED.

EROSION SEDIMENT PLAN
 SITE & EROSION CONTROL NOTES

- ALL SEDIMENT AND EROSION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH THE TOWN.
- DISTURBED AREA SHALL NOT EXCEED ONE ACRE OF LAND, AND NO WORK SHALL BE DONE WITHIN 100 FEET OF A WETLAND OR WATERCOURSE.
- ADJOINING PROPERTY SEPTIC SYSTEMS WILL NOT BE IMPACTED OR DISTURBED BY CONSTRUCTION, ACCESS TO CONSTRUCTION, OR POST CONSTRUCTION.
- THERE WILL BE NO POST CONSTRUCTION INCREASE IN WATER LEAVING THE SITE.
- CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH ALL SEDIMENT AND EROSION CONTROL PRACTICES. THE SEDIMENT AND EROSION CONTROL PRACTICES ARE TO BE INSTALLED PRIOR TO ANY MAJOR SOIL DISTURBANCE, AND MAINTAINED UNTIL PERMANENT PROTECTION IS ESTABLISHED.
- EXCAVATING OR FILLING DOES NOT EXCEED A TOTAL OF 100 CUBIC YARDS OF MATERIAL; CUT AND FILL WILL BE UNDER 80 CUBIC YARDS.
- TIMELY MAINTENANCE OF SEDIMENT CONTROL STRUCTURES IS RESPONSIBILITY OF THE CONTRACTOR. ALL STRUCTURES SHALL BE MAINTAINED IN GOOD WORKING ORDER AT ALL TIMES. THE SEDIMENT LEVEL IN ALL SEDIMENT TRAPS SHALL BE CLOSELY MONITORED AND SEDIMENT REMOVED PROMPTLY WHEN MAXIMUM LEVELS ARE REACHED OR AS ORDERED BY THE ENGINEER. ALL SEDIMENT CONTROL STRUCTURES SHALL BE INSPECTED ON A REGULAR BASIS, AND AFTER EACH HEAVY RAIN TO INSURE PROPER OPERATIONS DESIGNED. AN INSPECTION SCHEDULE SHALL BE SET FORTH PRIOR TO THE START OF CONSTRUCTION.
- THE LOCATIONS AND THE INSTALLATION TIMES OF THE SEDIMENT CAPTURING STANDARDS SHALL BE AS ORDERED BY THE ENGINEER, AND IN ACCORDANCE WITH THE STANDARDS SET FORTH BY THE TOWN.
- ALL TOP SOIL NOT TO BE USED FOR FINAL GRADING SHALL BE REMOVED FROM THE SITE IMMEDIATELY AND PLACED IN A STABILIZED STOCKPILE OR FILL AREA. ALL TOP SOIL REQUIRED FOR FINAL GRADING AND STORED ON SITE SHALL BE LIMED, FERTILIZED, TEMPORARILY SEEDED AND MULCHED WITHIN 14 DAYS.
- ANY DISTURBED AREAS WITHIN 500 FEET OF AN INHABITED DWELLING SHALL BE WETTED AS NECESSARY TO PROVIDE DUST CONTROL.
- ALL DISTURBED AREAS WITHIN 500 FEET OF THE ROADWAYS WITHIN THE PROJECT CLEAR OF SOIL AND DEBRIS AND IS RESPONSIBLE FOR ANY STREET CLEANING NECESSARY DURING THE COURSE OF THE PROJECT.
- SEDIMENT AND EROSION CONTROL STRUCTURES SHALL BE REMOVED AND THE AREA STABILIZED WHEN THE DRAINAGE AREA HAS BEEN PROPERLY STABILIZED BY PERMANENT MEASURES.
- SPECIAL ADDITIONAL SEDIMENT AND EROSION CONTROL MEASURES, AS WARRANTED BY FIELD CONDITIONS, AND AS SPECIFIED BY THE TOWN BUILDING INSPECTOR OR THE TOWN ENGINEER SHALL BE INSTALLED BY THE CONTRACTOR WHEN SO DIRECTED.

WETLAND FLAGGED BY TED KOOSLOWSKI, JUNE 22, 2016
 AND LOCATED BY LINK LAND SURVEYORS AUGUST 27, 2016



CUT & FILL CALCULATIONS (CUBIC YARDS)

CUT	FILL
LOT 1	100
LOT 2	100
LOT 3	100

SITE PLAN
 1" = 30'



JOHN KARELL, JR. P.E.
 121 CUSHMAN ROAD
 PATERSON, NEW YORK 12563
 845-878-7884 phone
 845-878-4939 fax
 ack4911@yahoo.com

OWNER: PANBAR REALTY, LLC
 LOUIS PANNY, PRESIDENT
 CRYSTAL COURT, YORKTOWN (T)

SCALE: AS SHOWN

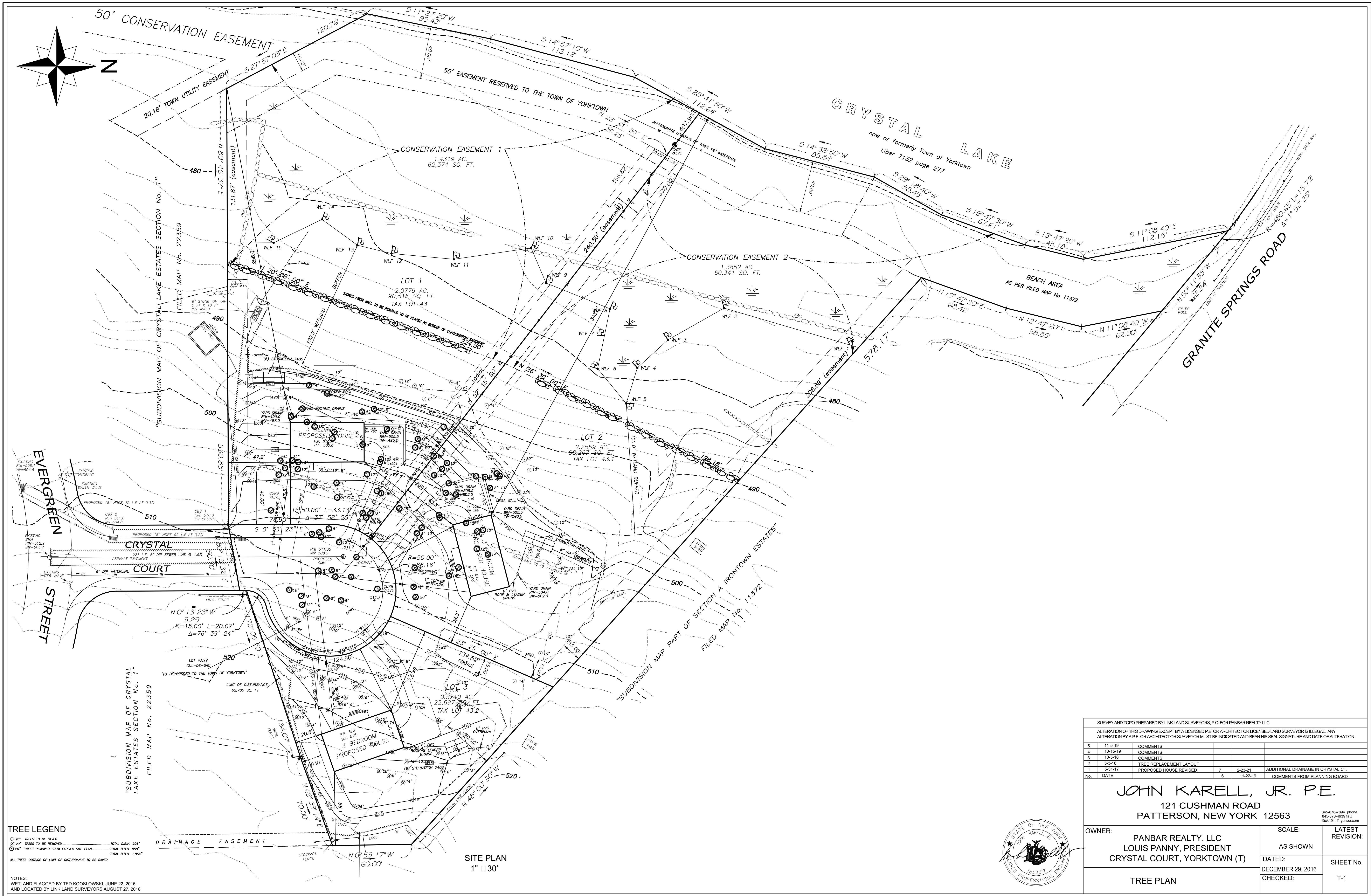
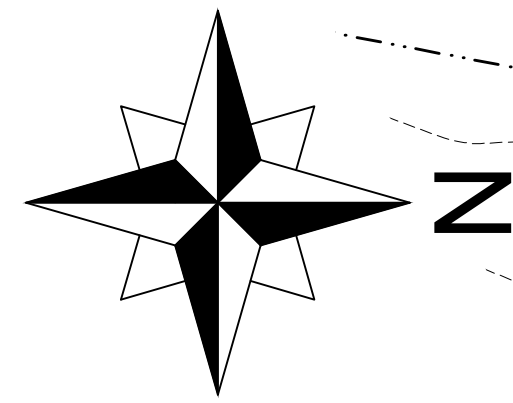
LATEST REVISION:

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EROSION & SEDIMENT CONTROL PLAN

DATED: DECEMBER 29, 2016
CHECKED:

SHEET No.: E-1



TREE LEGEND

○ 20" TREES TO BE SAVED	TOTAL D.B.H. 906"
⊗ 20" TREES TO BE REMOVED	TOTAL D.B.H. 298"
⊙ 20" TREES REMOVED FROM EARLIER SITE PLAN	TOTAL D.B.H. 1,864"

ALL TREES OUTSIDE OF LIMIT OF DISTURBANCE TO BE SAVED

NOTES:
WETLAND FLAGGED BY TED KOOSLOWSKI, JUNE 22, 2016
AND LOCATED BY LINK LAND SURVEYORS AUGUST 27, 2016

SITE PLAN
1" = 30'

SURVEY AND TOPO PREPARED BY LINK LAND SURVEYORS, P.C. FOR PANBAR REALTY, LLC

ALTERATION OF THIS DRAWING EXCEPT BY A LICENSED P.E. OR ARCHITECT OR LICENSED LAND SURVEYOR IS ILLEGAL. ANY ALTERATION BY A P.E. OR ARCHITECT OR SURVEYOR MUST BE INDICATED AND BEAR HIS SEAL, SIGNATURE AND DATE OF ALTERATION.

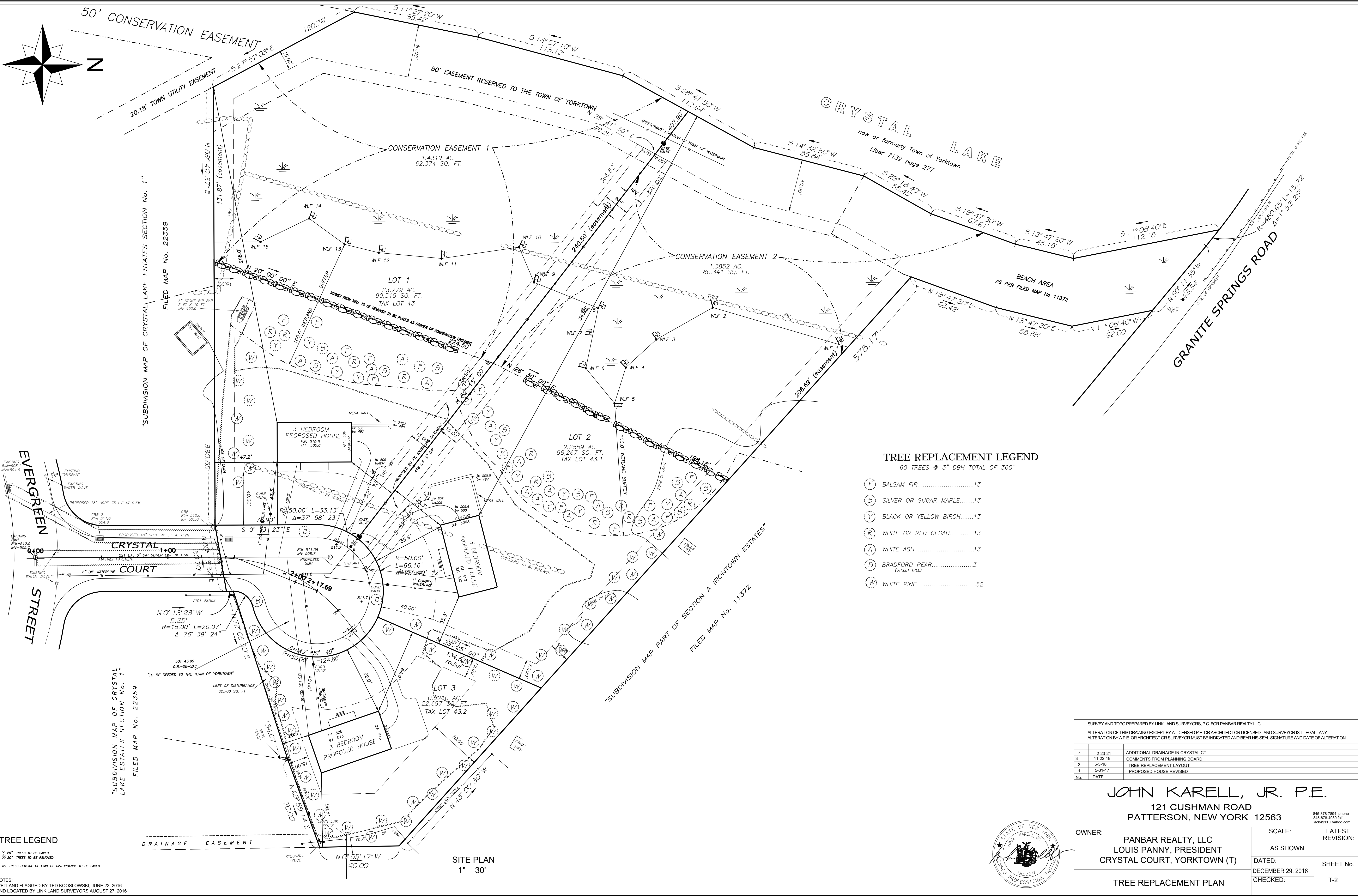
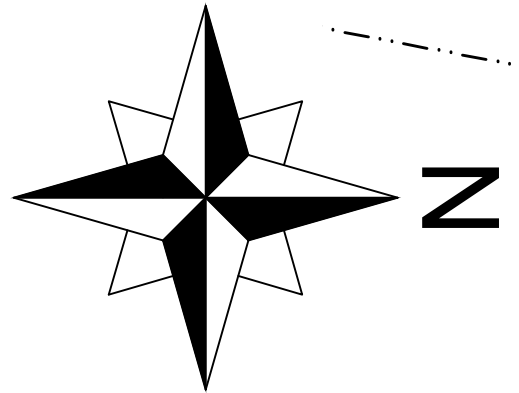
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JOHN KARELL, JR. P.E.
121 CUSHMAN ROAD
PATTERSON, NEW YORK 12563

OWNER: PANBAR REALTY, LLC LOUIS PANNY, PRESIDENT CRYSTAL COURT, YORKTOWN (T)	SCALE: AS SHOWN	LATEST REVISION:
	DATED: DECEMBER 29, 2016	SHEET No. T-1
TREE PLAN	CHECKED:	



845-878-7884 phone
845-878-4939 fax
ack4911@yahoo.com



TREE REPLACEMENT LEGEND
60 TREES @ 3" DBH TOTAL OF 360"

(F)	BALSAM FIR.....	13
(S)	SILVER OR SUGAR MAPLE.....	13
(Y)	BLACK OR YELLOW BIRCH.....	13
(R)	WHITE OR RED CEDAR.....	13
(A)	WHITE ASH.....	13
(B)	BRADFORD PEAR.....	3
(W)	WHITE PINE.....	52

TREE LEGEND

(○)	20" TREES TO BE SAVED
(○)	30" TREES TO BE REMOVED
(○)	ALL TREES OUTSIDE OF LIMIT OF DISTURBANCE TO BE SAVED

NOTES:
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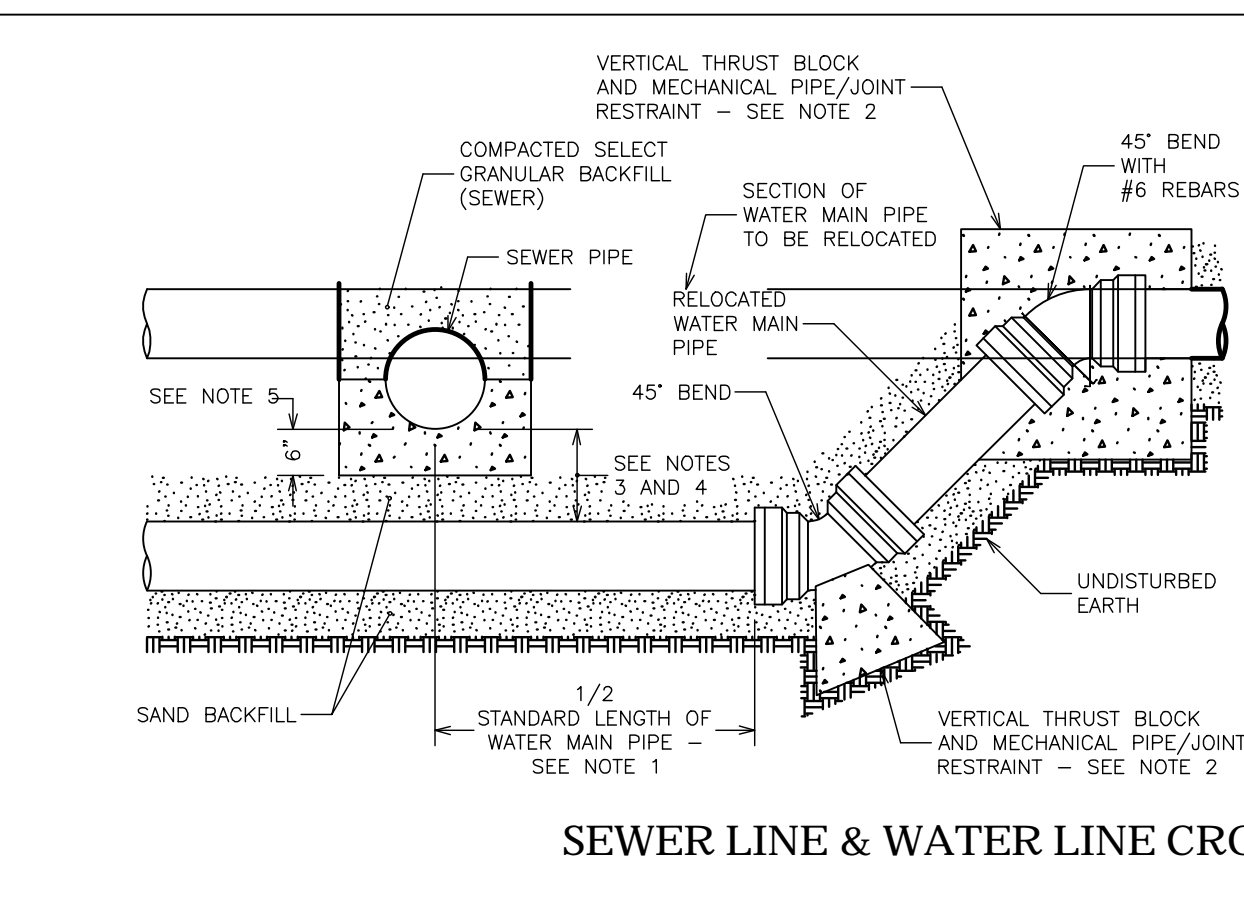
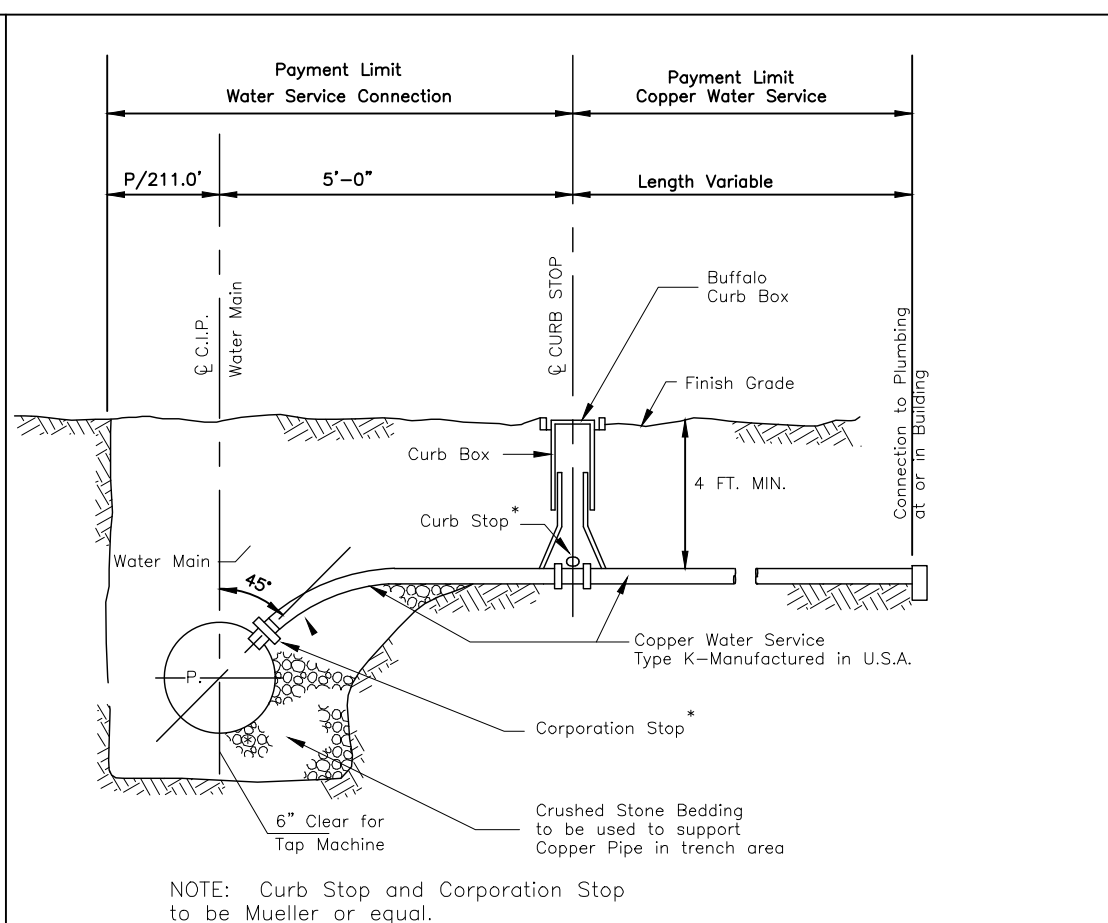
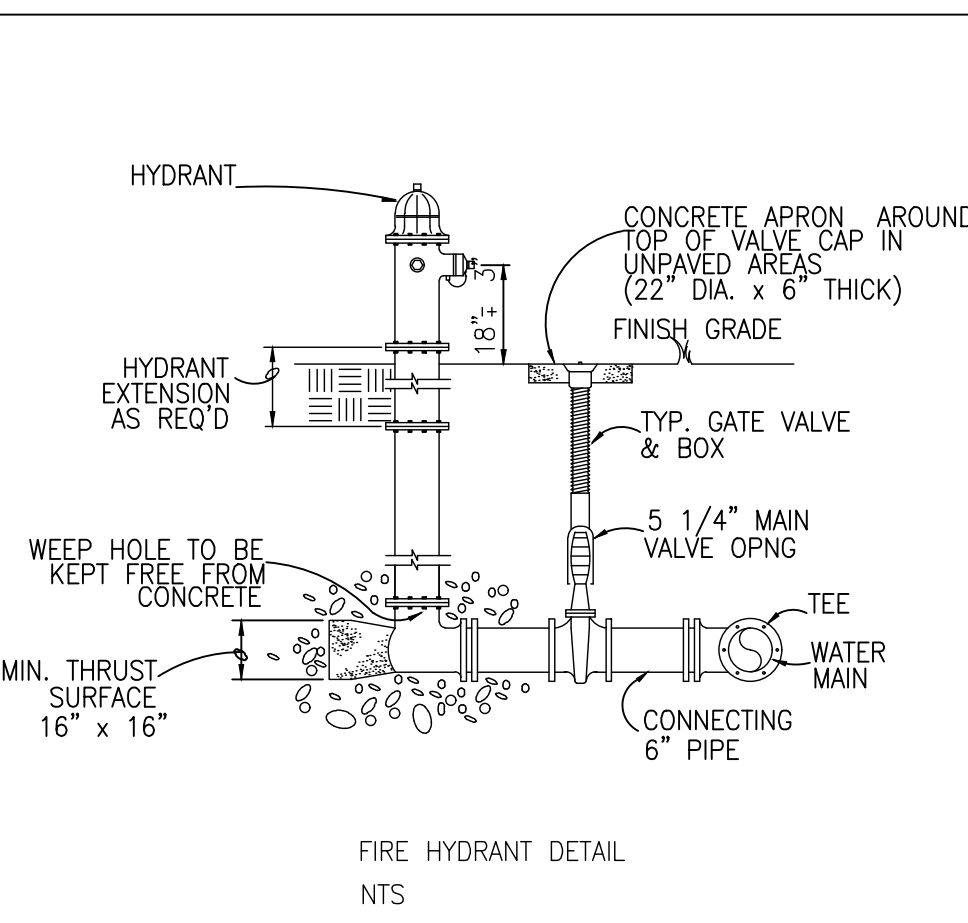
SCALE: AS SHOWN

DATED: DECEMBER 29, 2016
CHECKED:

LATEST REVISION: SHEET No. T-2

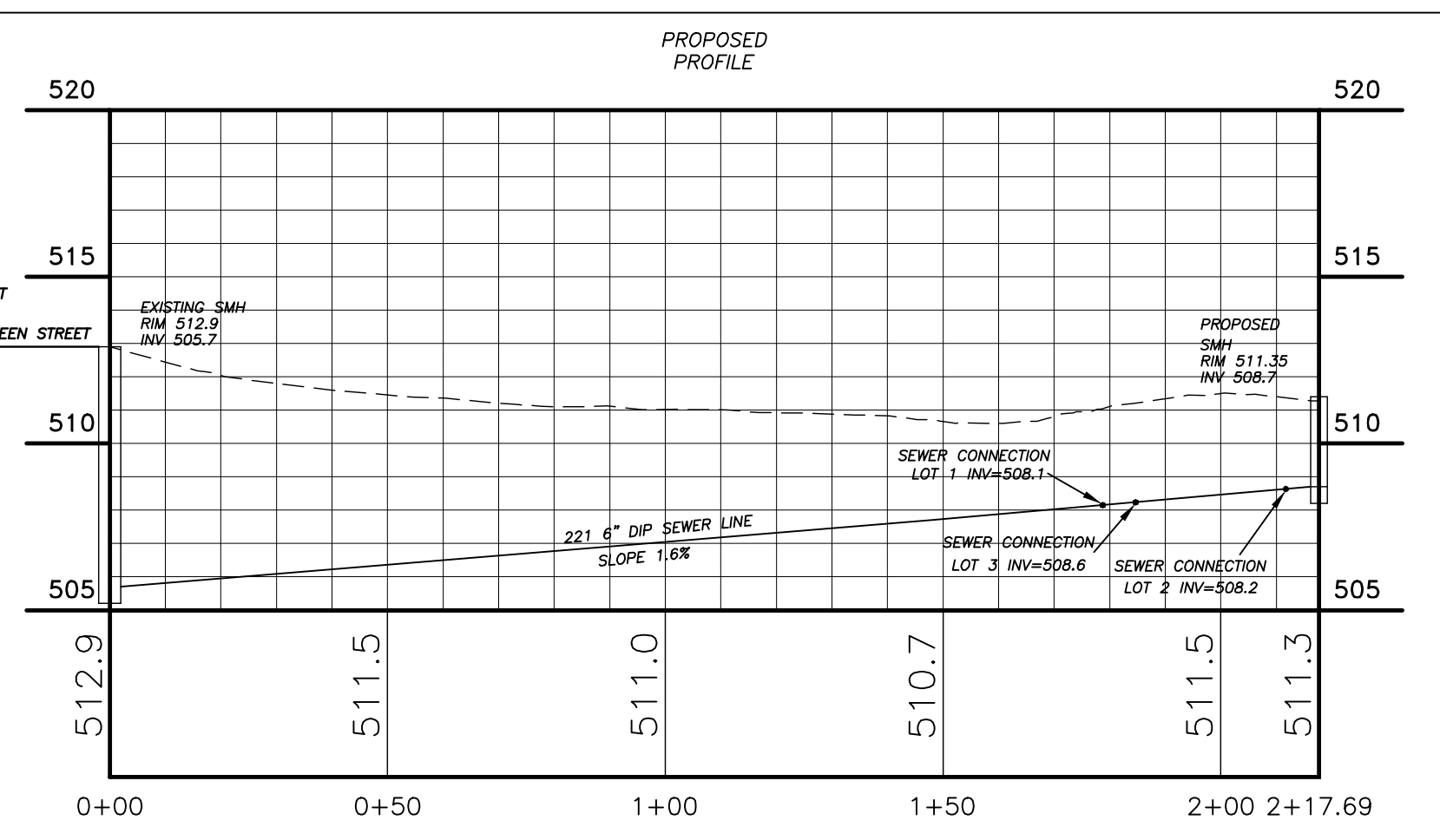
945-878-7884 phone
945-878-4939 fax
ack49111@yahoo.com



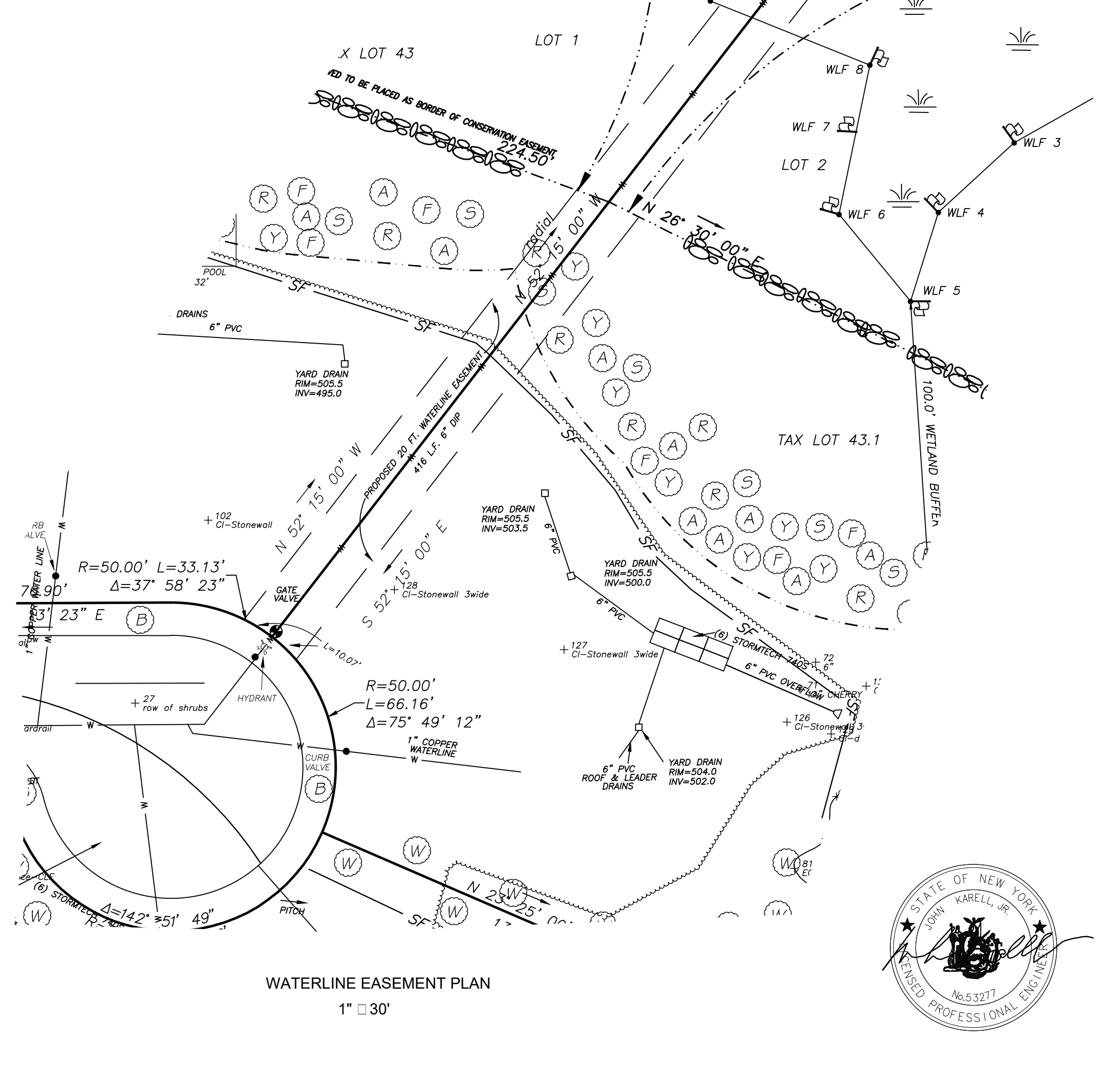
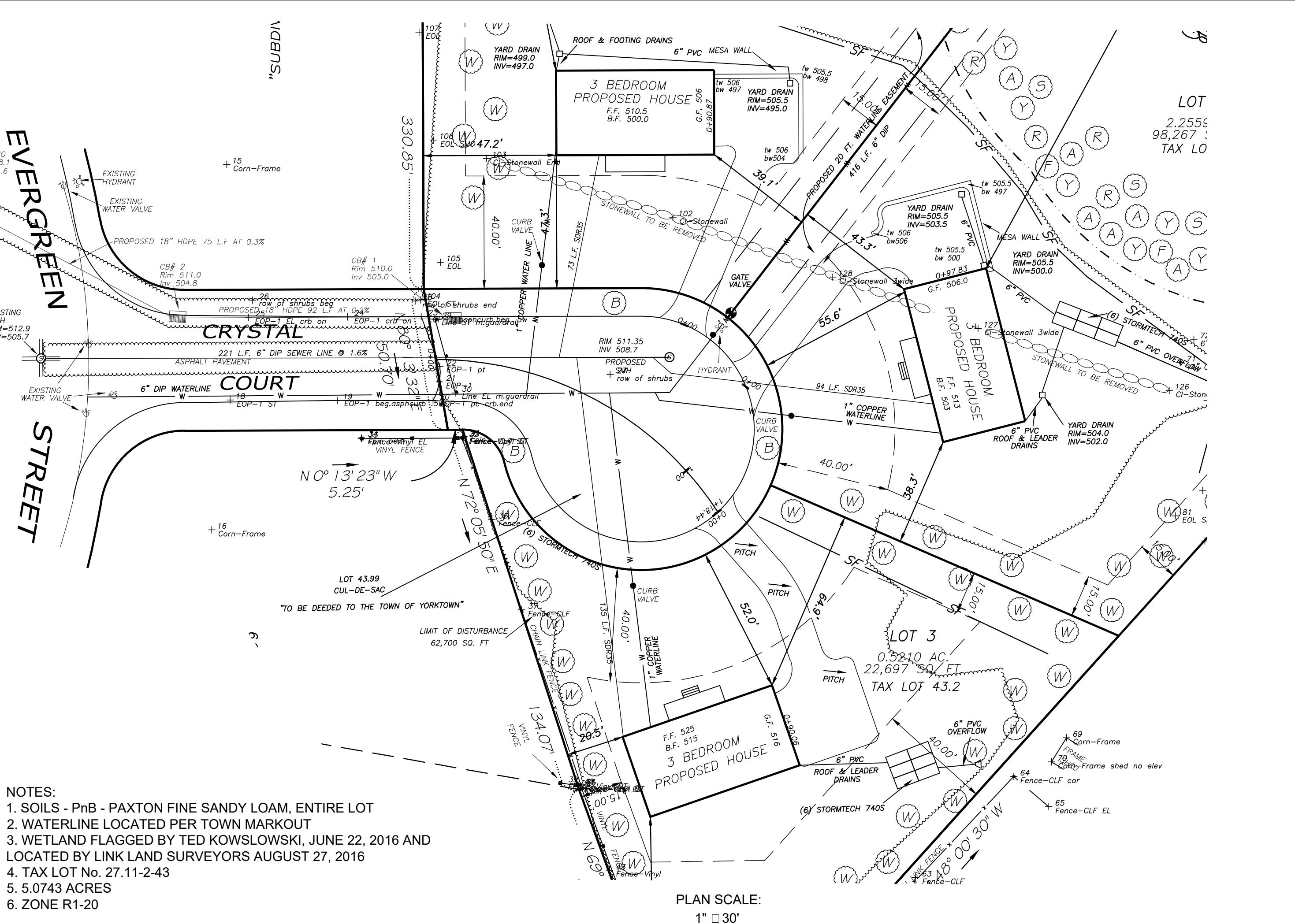
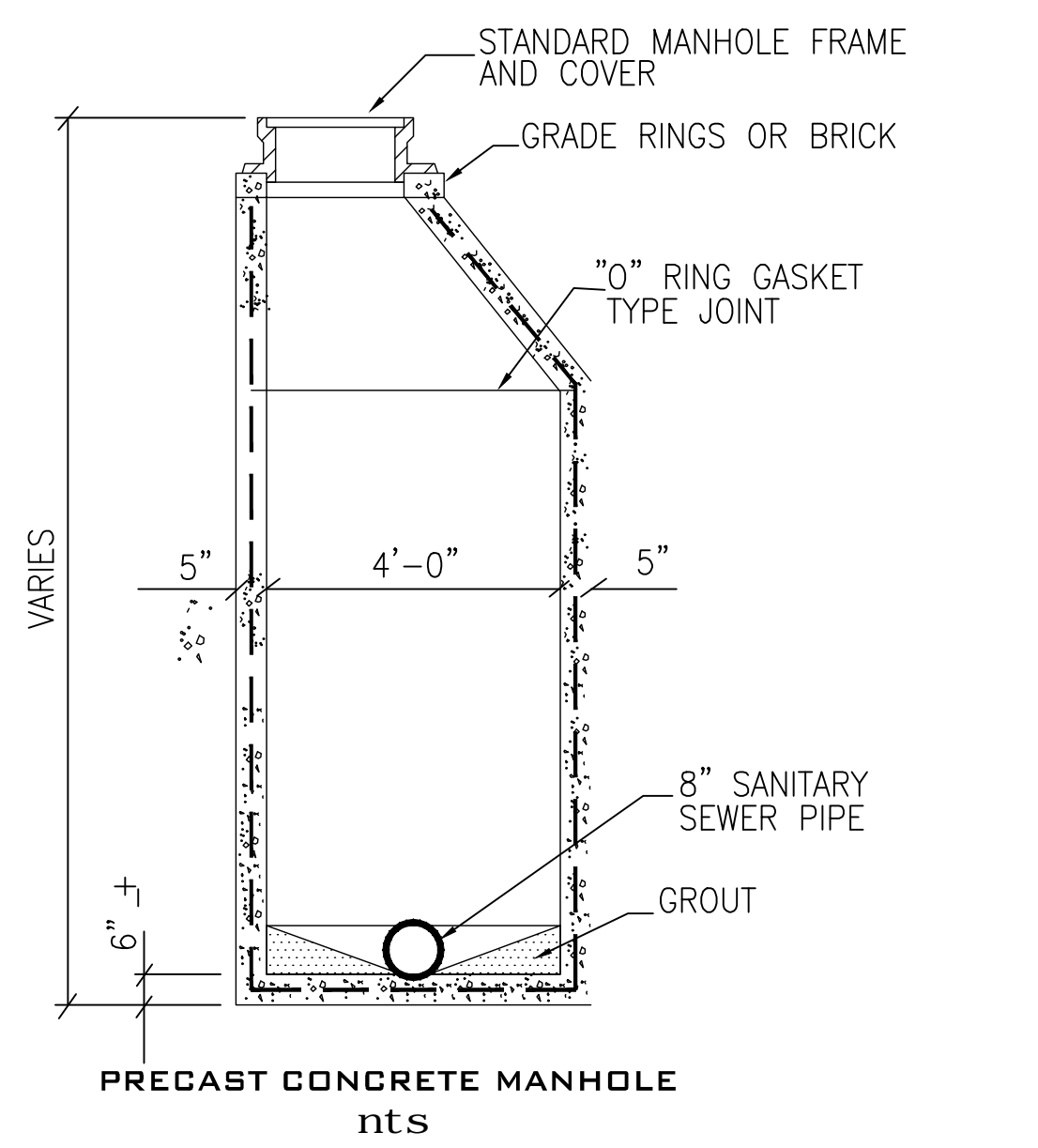
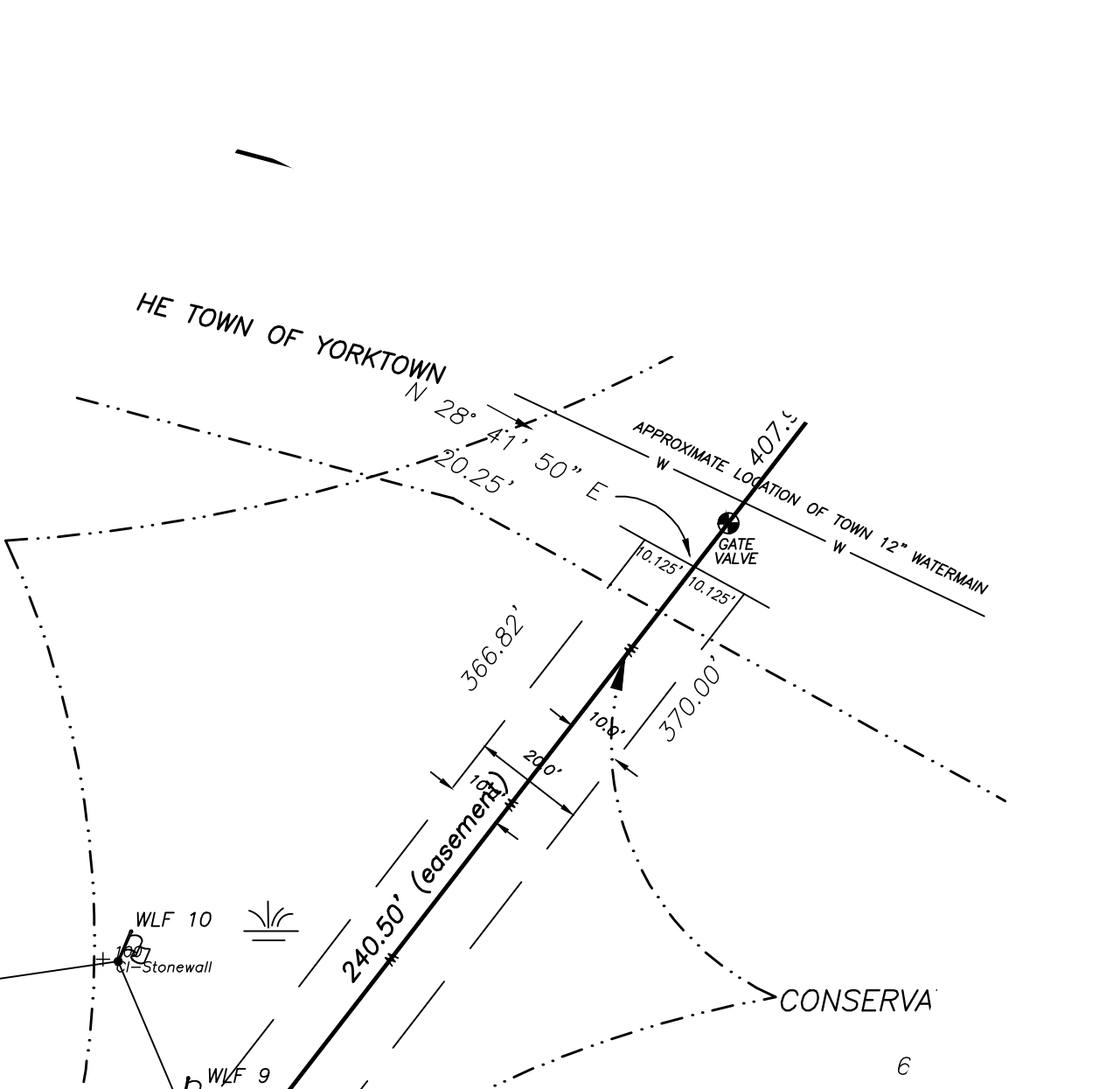
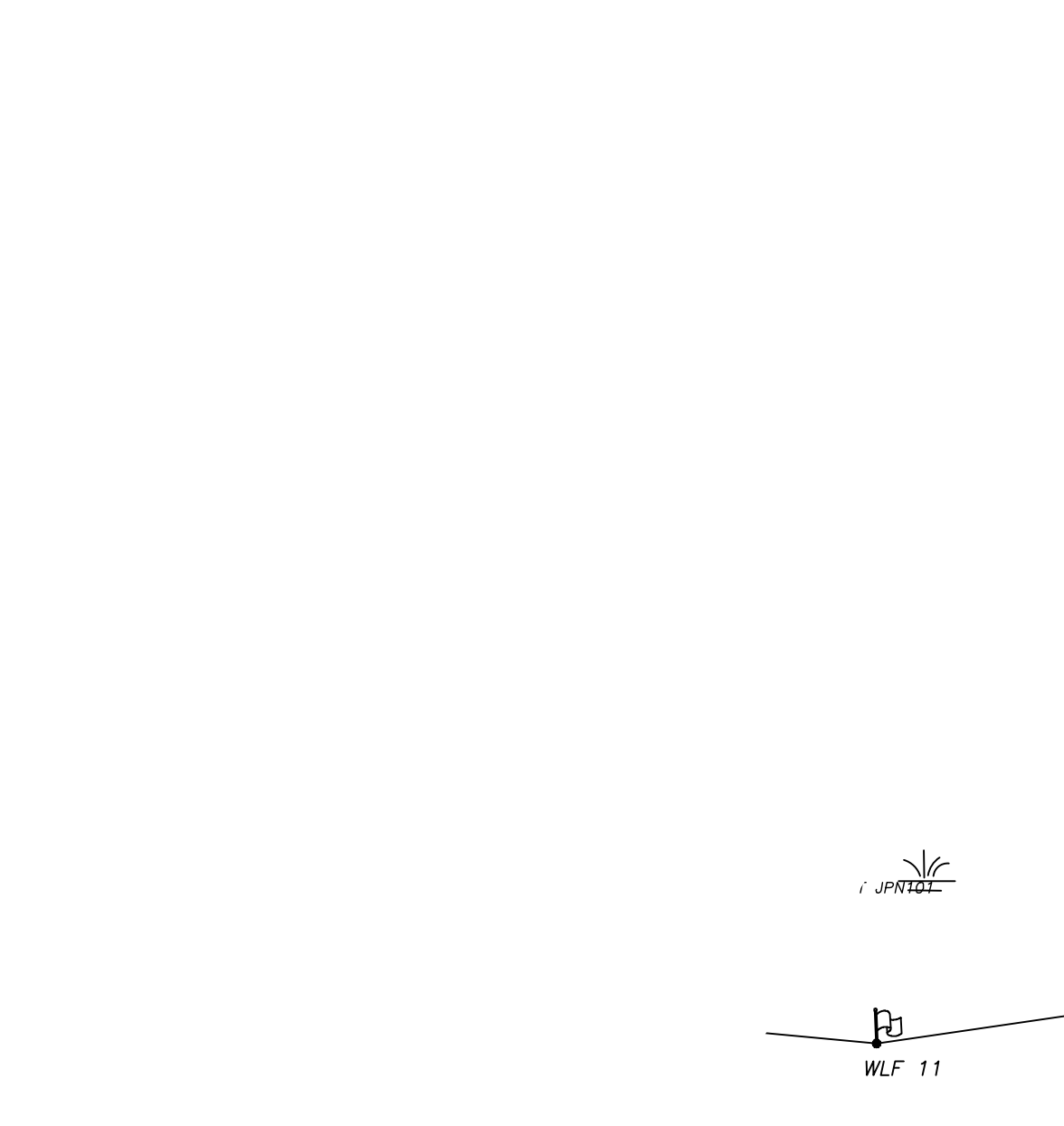
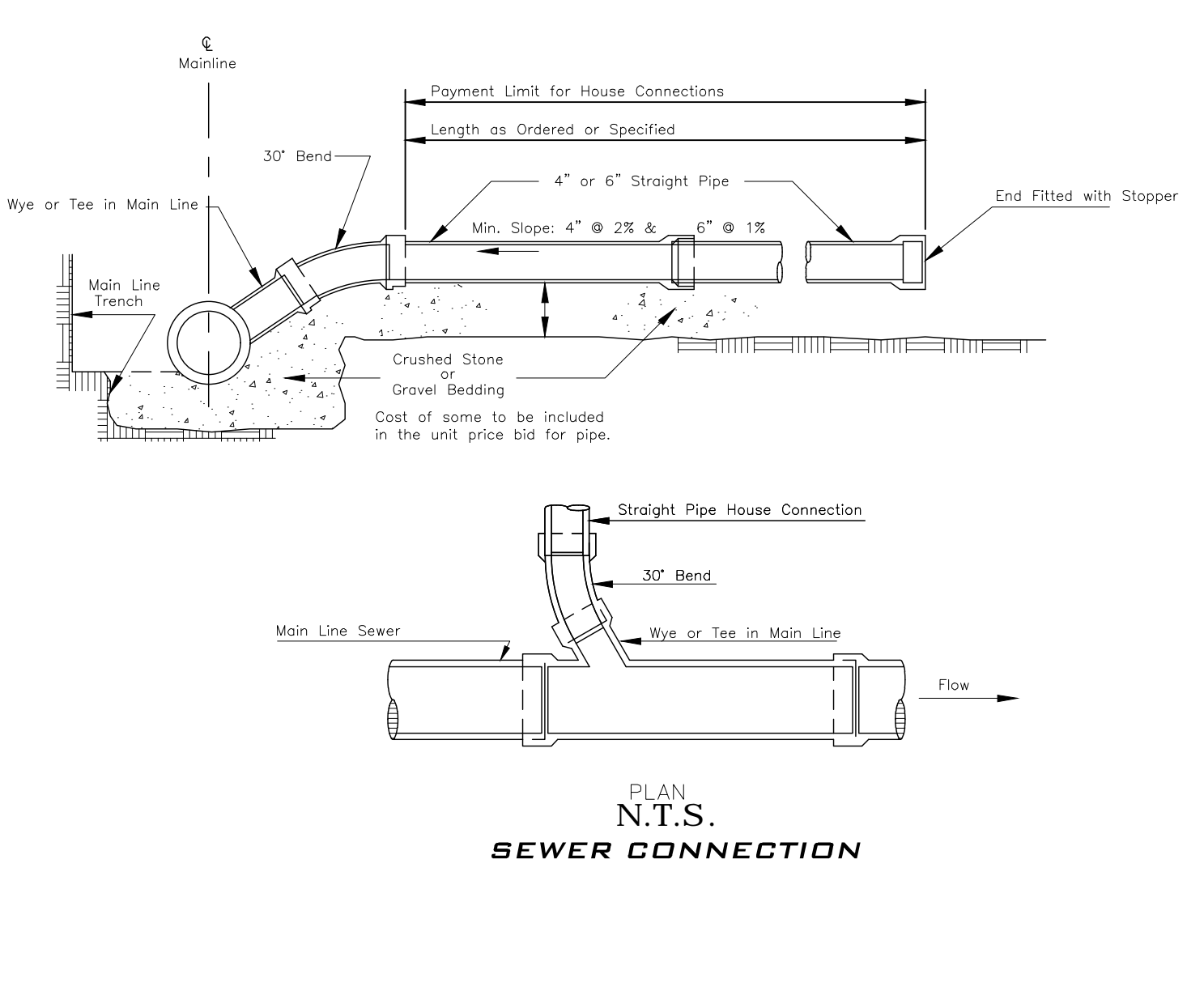
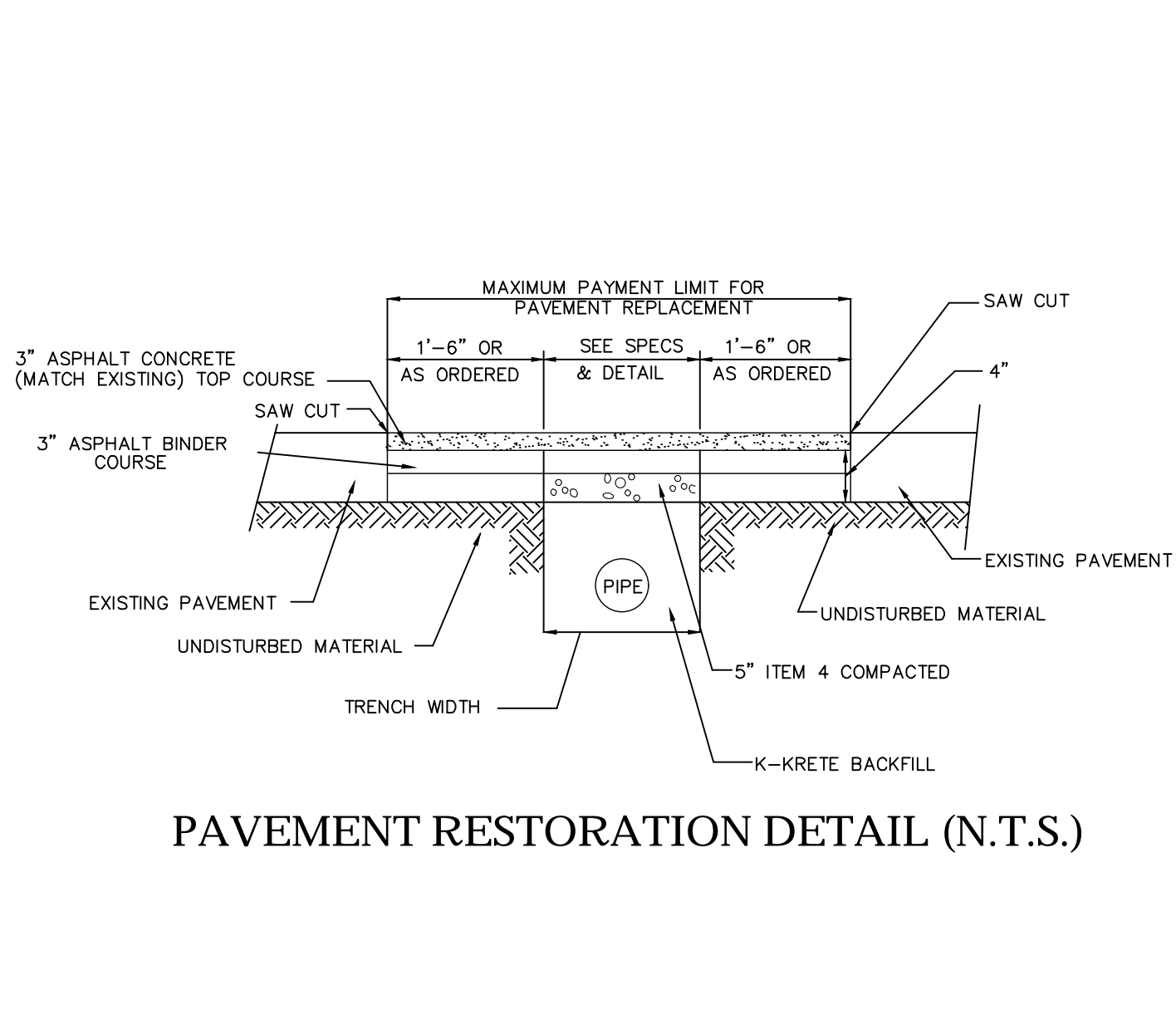


NOTES:

- ONE STANDARD FULL LENGTH OF WATER MAIN PIPE IS TO BE CENTERED ON SEWER PIPE SO THAT BOTH JOINTS OF WATER MAIN PIPE WILL BE AS FAR FROM SEWER PIPE AS POSSIBLE.
- THRUST BLOCKS AND PIPE/Joint RESTRAINTS ARE TO BE PROVIDED AT ALL BENDS. SEE DETAILS S900-5, S900-7, S900-8 AND S900-10.
- WHERE WATER MAIN PIPE PASSES UNDER SEWER PIPE THERE IS TO BE MINIMUM 18 INCHES OF VERTICAL SEPARATION BETWEEN WATER MAIN PIPE AND SEWER PIPE.
- WHERE VERTICAL SEPARATION IS LESS THAN 18 INCHES, WATER MAIN PIPE JOINTS LOCATED WITHIN 18 FEET OF BOTH SIDES OF SEWER PIPE MUST BE ENCASED WITHIN CONTROLLED DENSITY FILL MATERIAL OR SEWER PIPE CONSTRUCTED WITH WATER MAIN STANDARD PIPE AND TESTED TO 150 PSI.
- WHERE WATER MAIN PIPE PASSES UNDER SEWER PIPE THERE IS TO BE MINIMUM OF 6 INCHES OF CLASS X CONCRETE OR CRUSHED STONE BEDDING MATERIAL FOR SEWER PIPE.



PROFILE SCALE:
HORIZ: 1"=30'
VERT: 1"=5'



No.	DATE	COMMENTS	DATE	COMMENTS	
5	11-5-19	COMMENTS			
4	10-15-19	COMMENTS			
3	10-5-18	COMMENTS			
2	5-3-18	TREE REPLACEMENT LAYOUT			
1	5-31-17	PROPOSED HOUSE REVISION	7	2-23-21	ADDITIONAL DRAINAGE IN CRYSTAL CT.
			6	11-22-19	COMMENTS FROM PLANNING BOARD

JOHN KARELL, JR. P.E.
121 CUSHMAN ROAD
PATTERSON, NEW YORK 12563

OWNER: PANBAR REALTY, LLC
LOUIS PANNY, PRESIDENT
CRYSTAL COURT, YORKTOWN (T)

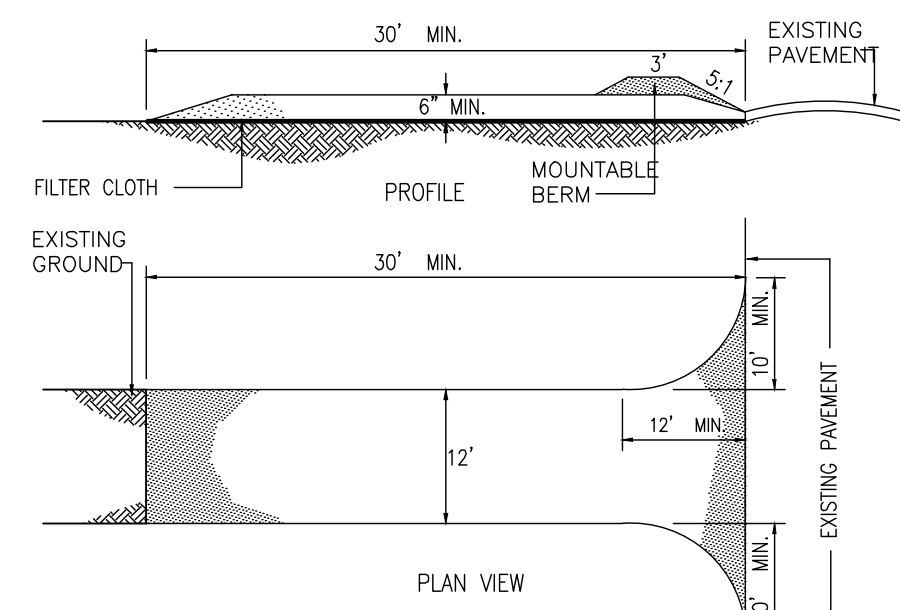
SCALE: AS SHOWN
LATEST REVISION: SHEET No. WS-1

DATED: AUGUST 27, 2016
CHECKED:

NOTES:

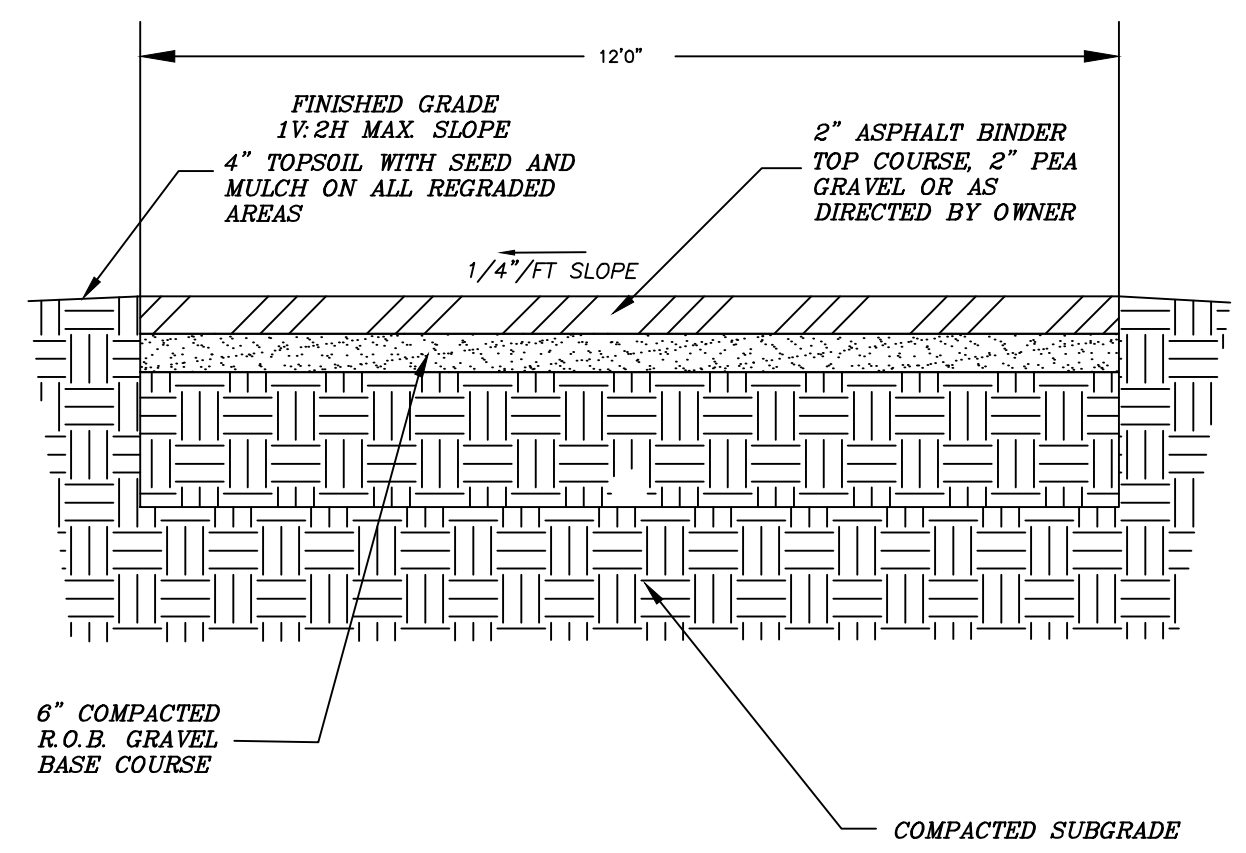
- SOILS - PnB - PAXTON FINE SANDY LOAM, ENTIRE LOT
- WATERLINE LOCATED PER TOWN MARKOUT
- WETLAND FLAGGED BY TED KOWSLOWSKI, JUNE 22, 2016 AND LOCATED BY LINK LAND SURVEYORS AUGUST 27, 2016
- TAX LOT No. 27.11-2-43
- 5.0743 ACRES
- ZONE R1-20



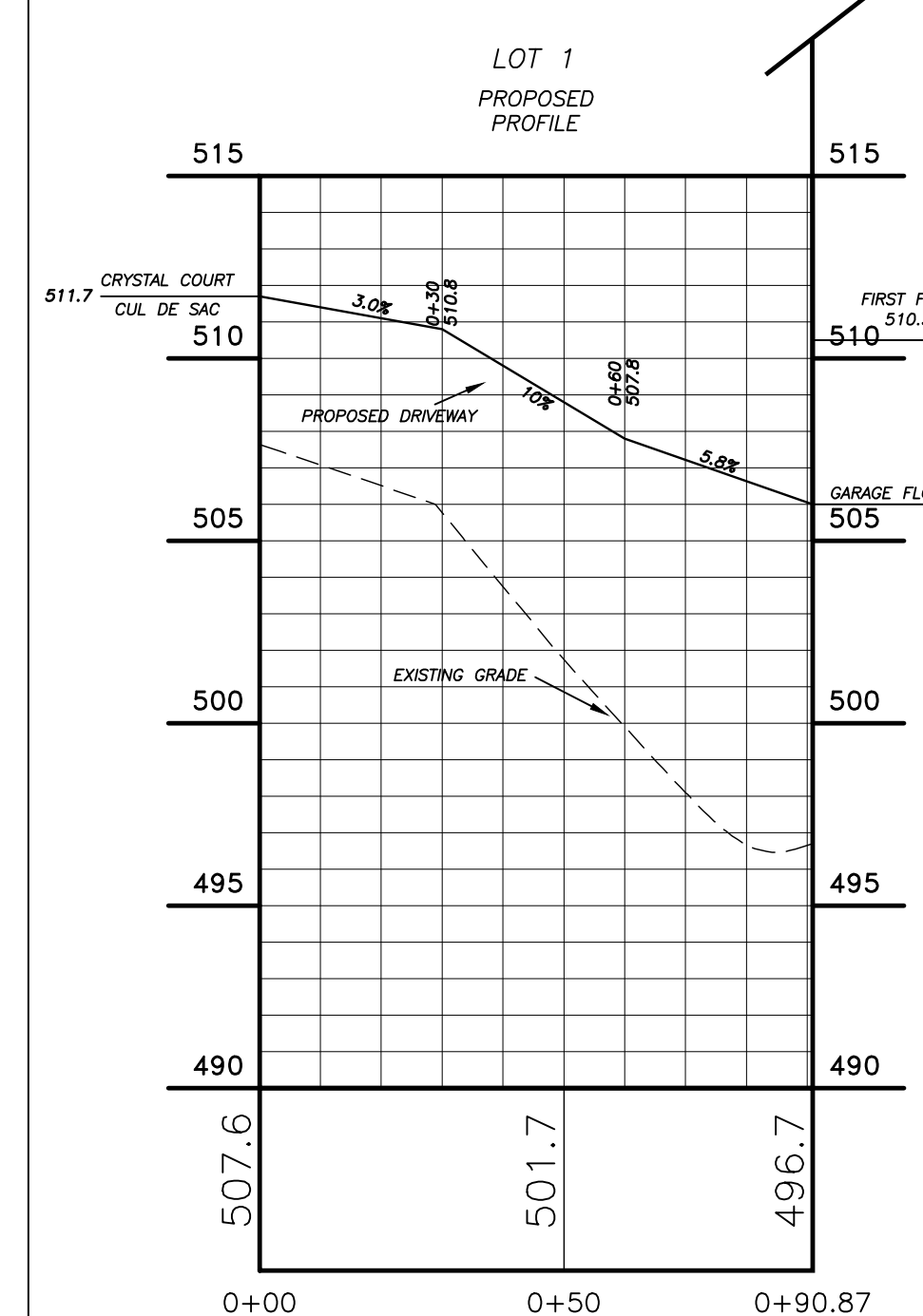


- CONSTRUCTION SPECIFICATIONS:**
- STONE SIZE - USE 2" STONE OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
 - LENGTH - NOT LESS THAN 30 FEET.
 - THICKNESS - NOT LESS THAN SIX (6) INCHES.
 - WIDTH - TWELVE (12) FEET MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS AND EGRESS OCCUR.
 - FILTER CLOTH - WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
 - 700X, OR APPROVED EQUAL.
 - SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED ACROSS THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
 - MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. ALL SEDIMENT SPILLED, DROPPED OR TRACED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
 - WASHING - WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
 - PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

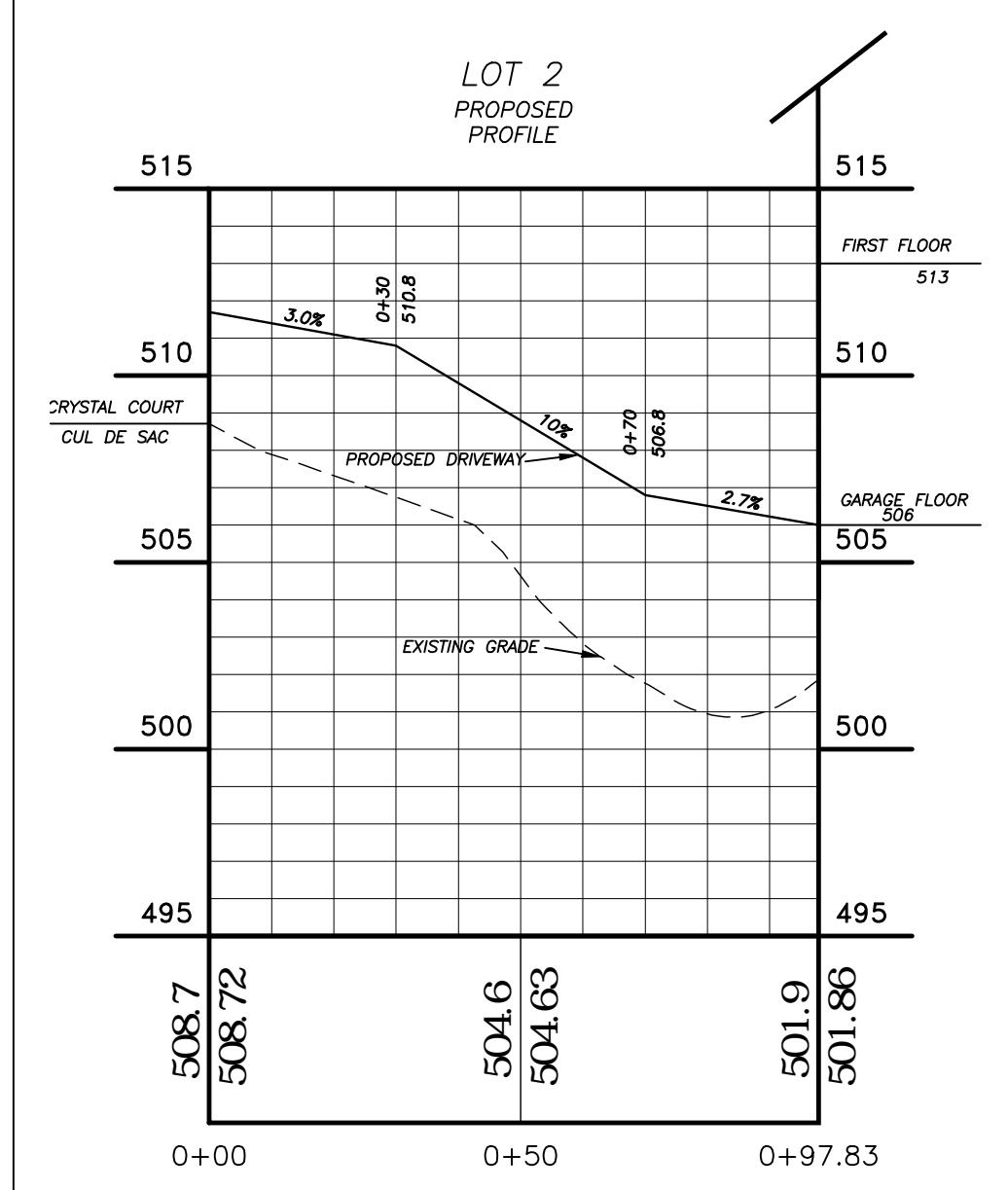
**STABILIZED CONSTRUCTION ENTRANCE
N.T.S.**



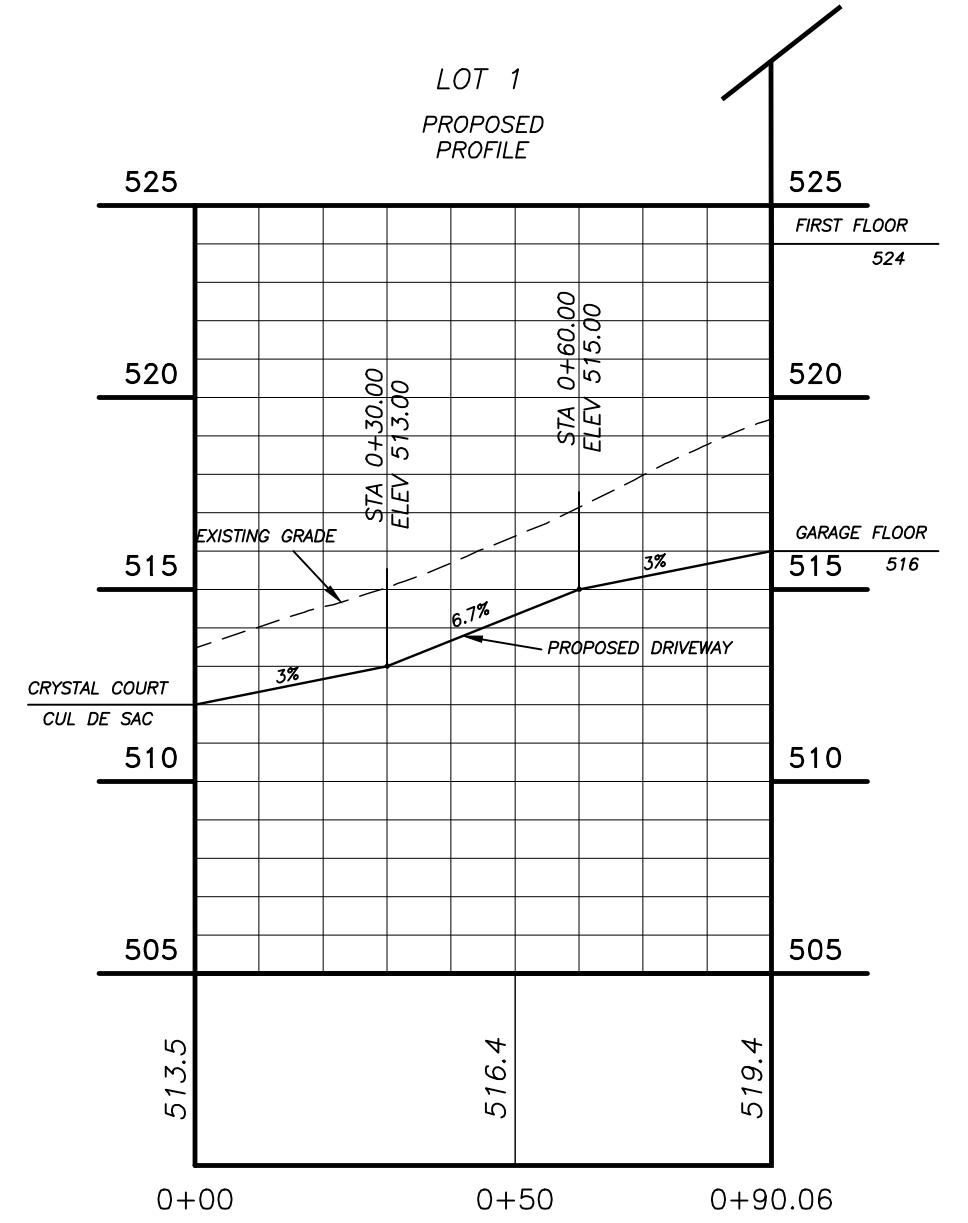
**DRIVEWAY DETAIL
(N.T.S.)**



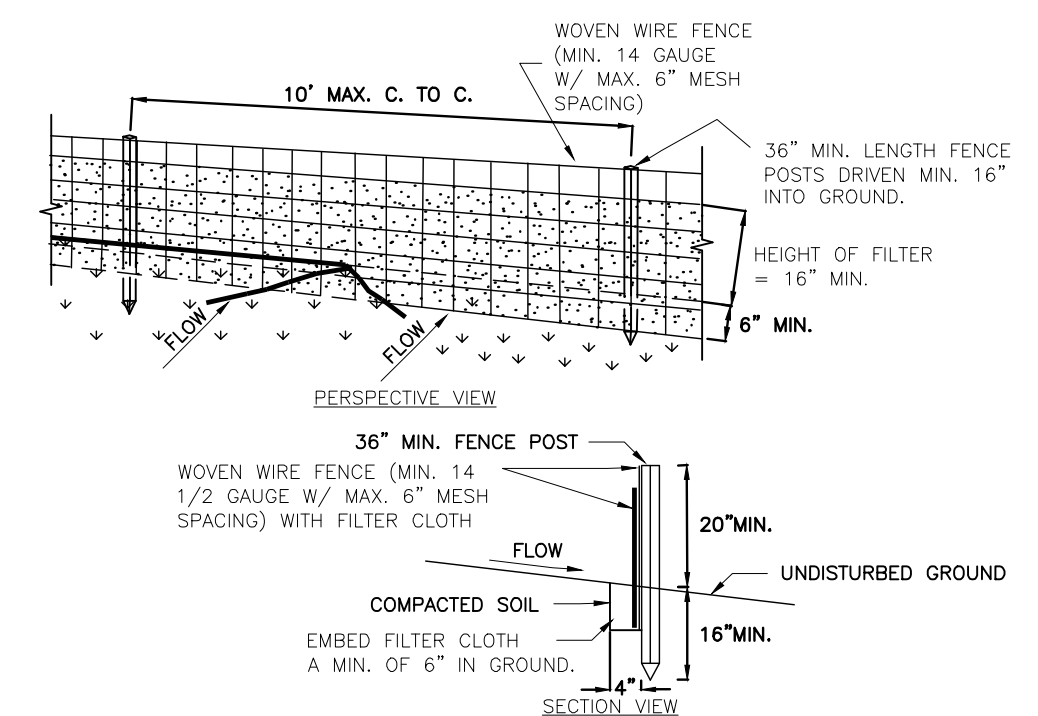
**PROFILE SCALE:
HORIZ: 1"=30'
VERT: 1"=5'**



**PROFILE SCALE:
HORIZ: 1"=30'
VERT: 1"=5'**



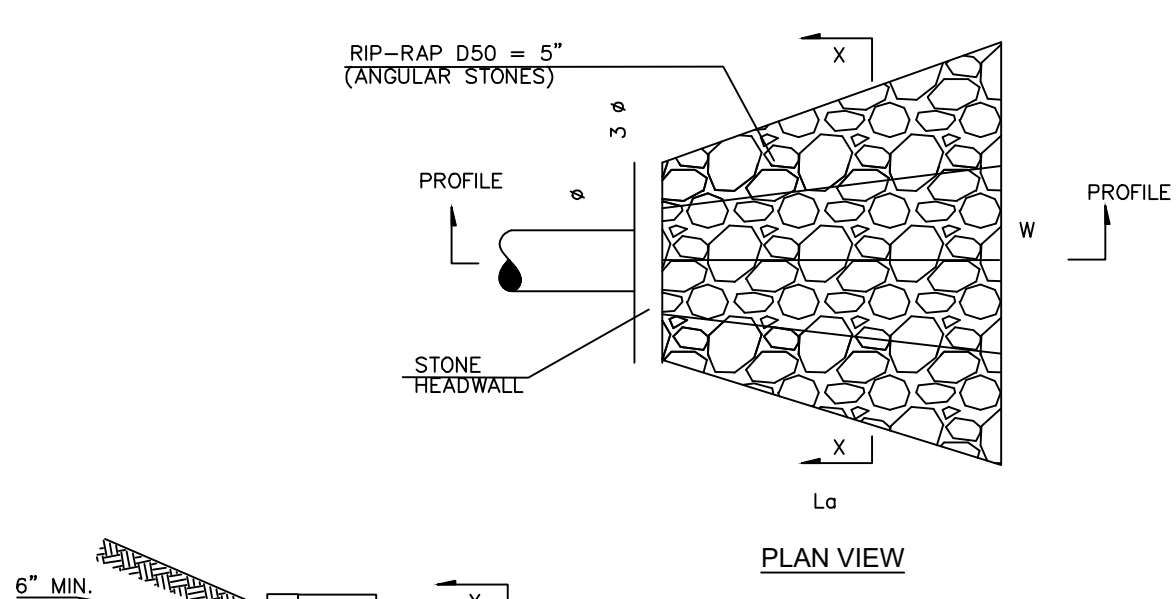
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VERT: 1"=5'**



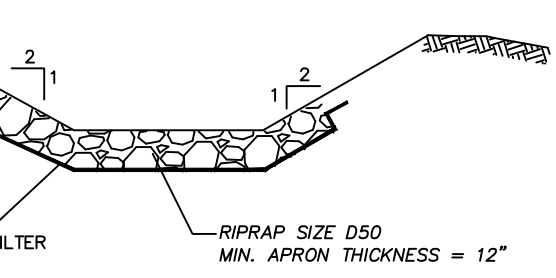
CONSTRUCTION SPECIFICATIONS

- WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES. POSTS SHALL BE STEEL EITHER "T" OR "U" TYPE OR HARDWOOD.
- FILTER CLOTH TO BE TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION. FENCE SHALL BE WOVEN WIRE, 6" MAXIMUM MESH OPENING.
- WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED. FILTER CLOTH SHALL BE EITHER FILTER X, MIRAFI 100X, STABILINKA T140N, OR APPROVED EQUIVALENT.
- PREFABRICATED UNITS SHALL BE GEOTAF, ENVROFENCE, OR APPROVED EQUIVALENT.
- MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.

SILT FENCE

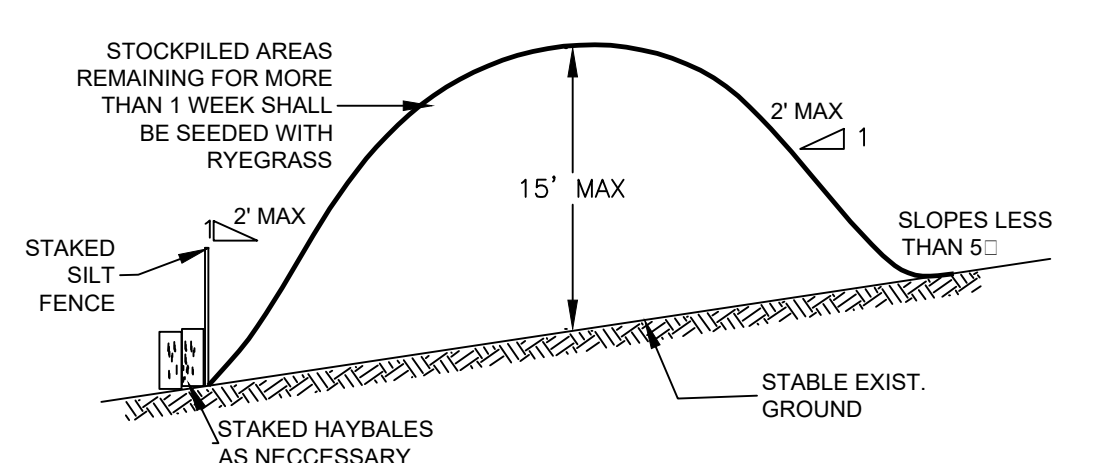


PROFILE VIEW



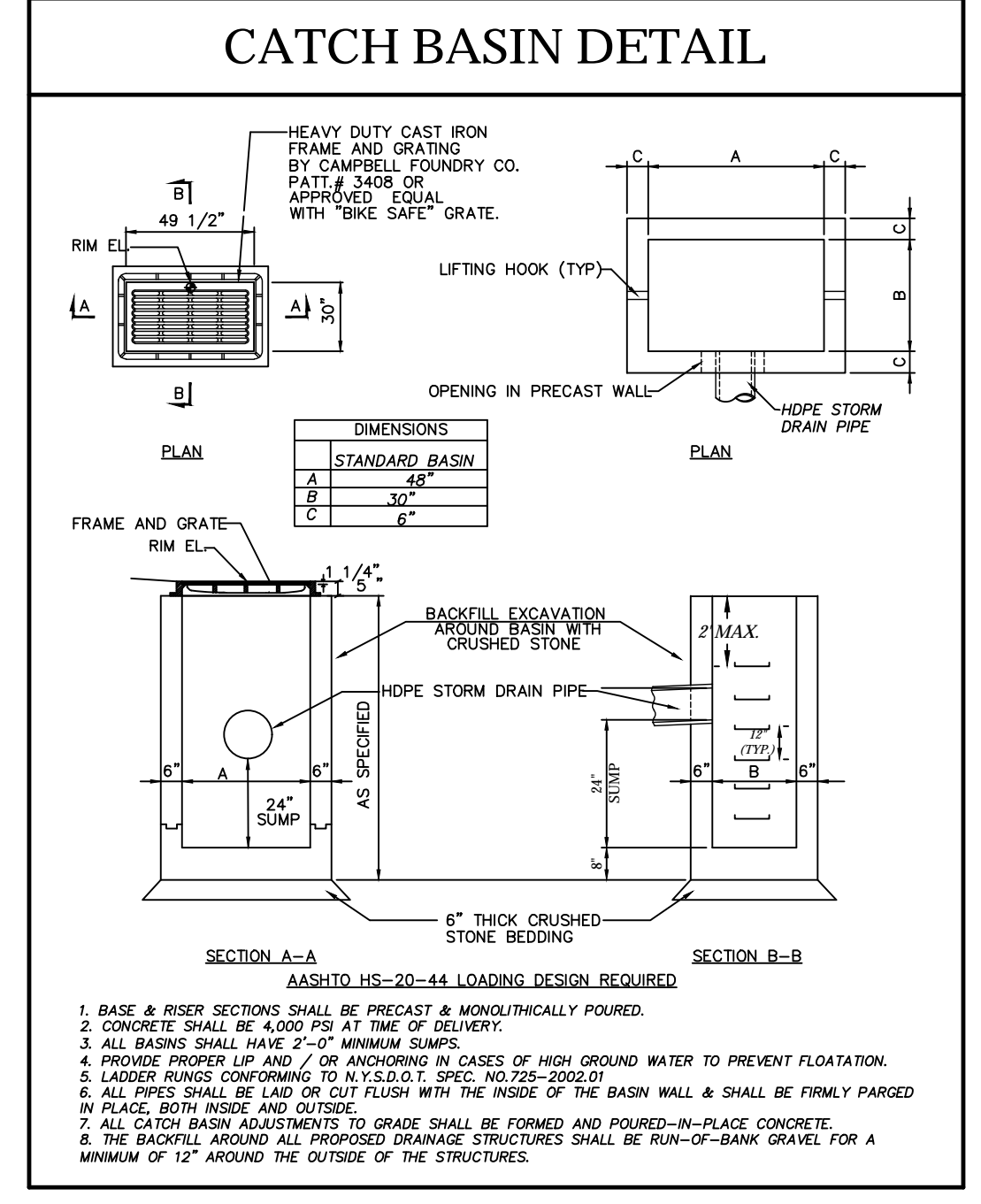
CROSS SECTION X-X

RIP-RAP OUTLET PROTECTION (N.T.S.)



**TYPICAL SOIL STOCKPILE DETAIL
N.T.S.**

- EROSION SEDIMENT PLAN
SITE & EROSION CONTROL NOTES**
- ALL SEDIMENT AND EROSION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH THE TOWN.
 - DISTURBED AREA SHALL NOT EXCEED ONE ACRE OF LAND, AND NO WORK SHALL BE DONE WITHIN 100 FEET OF A WETLAND OR WATERCOURSE.
 - ADJOINING PROPERTY SEPTIC SYSTEMS WILL NOT BE IMPACTED OR DISTURBED BY CONSTRUCTION, ACCESS TO CONSTRUCTION, OR POST CONSTRUCTION.
 - THERE WILL BE NO POST CONSTRUCTION INCREASE IN WATER LEAVING THE SITE.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH ALL SEDIMENT AND EROSION CONTROL PRACTICES. THE SEDIMENT AND EROSION CONTROL PRACTICES ARE TO BE INSTALLED PRIOR TO ANY MAJOR SOIL DISTURBANCE, AND MAINTAINED UNTIL PERMANENT PROTECTION IS ESTABLISHED.
 - EXCAVATING OR FILLING DOES NOT EXCEED A TOTAL OF 100 CUBIC YARDS OF MATERIAL; CUT AND FILL WILL BE UNDER 80 CUBIC YARDS.
 - TIMELY MAINTENANCE OF SEDIMENT CONTROL STRUCTURES IS RESPONSIBILITY OF THE CONTRACTOR. ALL STRUCTURES SHALL BE MAINTAINED IN GOOD WORKING ORDER AT ALL TIMES. THE SEDIMENT LEVEL IN ALL SEDIMENT TRAPS SHALL BE CLOSELY MONITORED AND SEDIMENT REMOVED PROMPTLY WHEN MAXIMUM LEVELS ARE REACHED OR AS ORDERED BY THE ENGINEER. ALL SEDIMENT CONTROL STRUCTURES SHALL BE INSPECTED ON A REGULAR BASIS, AND AFTER EACH HEAVY RAIN TO INSURE PROPER OPERATIONS DESIGNED. AN INSPECTION SCHEDULE SHALL BE SET FORTH PRIOR TO THE START OF CONSTRUCTION.
 - THE LOCATIONS AND THE INSTALLATION TIMES OF THE SEDIMENT CAPTURING STANDARDS SHALL BE AS ORDERED BY THE ENGINEER, AND IN ACCORDANCE WITH THE STANDARDS SET FORTH BY THE TOWN.
 - ALL TOP SOIL NOT TO BE USED FOR FINAL GRADING SHALL BE REMOVED FROM THE SITE IMMEDIATELY AND PLACED IN A STABILIZED STOCKPILE OR FILL AREA. ALL TOP SOIL REQUIRED FOR FINAL GRADING AND STORED ON SITE SHALL BE LIMED, FERTILIZED, TEMPORARILY SEEDED AND MULCHED WITHIN 14 DAYS.
 - ANY DISTURBED AREAS THAT WILL BE LEFT EXPOSED MORE THAN 21 DAYS AND NOT SUBJECT TO CONSTRUCTION TRAFFIC, SHALL BE IMMEDIATELY RECEIVE TEMPORARY SEEDING. MULCH SHALL BE USED IF THE SEASON PREVENTS THE ESTABLISHMENT OF A TEMPORARY COVER. DISTURBED AREAS SHALL BE LIMED AND FERTILIZED PRIOR TO TEMPORARY SEEDING. IF THE SLOPE OF THE DISTURBED AREA IS GREATER THEN 1:3 EROSION BLANKETS SHALL BE USED.
 - ALL DISTURBED AREAS WITHIN 500 FEET OF AN INHABITED DWELLING SHALL BE WETTED AS NECESSARY TO PROVIDE DUST CONTROL.
 - THE CONTRACTOR SHALL KEEP THE ROADWAYS WITHIN THE PROJECT CLEAR OF SOIL AND DEBRIS AND IS RESPONSIBLE FOR ANY STREET CLEANING NECESSARY DURING THE COURSE OF THE PROJECT.
 - SEDIMENT AND EROSION CONTROL STRUCTURES SHALL BE REMOVED AND THE AREA STABILIZED WHEN THE DRAINAGE AREA HAS BEEN PROPERLY STABILIZED BY PERMANENT MEASURES.
 - SPECIAL ADDITIONAL SEDIMENT AND EROSION CONTROL MEASURES, AS WARRANTED BY FIELD CONDITIONS, AND AS SPECIFIED BY THE TOWN BUILDING INSPECTOR OR THE TOWN ENGINEER SHALL BE INSTALLED BY THE CONTRACTOR WHEN SO DIRECTED.



CATCH BASIN DETAIL

- BASE & RISER SECTIONS SHALL BE PRECAST & MONOLITHICALLY POURED. CONCRETE SHALL BE 4000 PSI AT TIME OF DELIVERY.
- ALL BASINS SHALL HAVE 2"-0" MINIMUM SLUMPS.
- PROVIDE PROPER LIP AND / OR ANCHORING IN CASES OF HIGH GROUND WATER TO PREVENT FLOATION.
- LAIDER RINGS CONFORMING TO N.E.S.I.01.01 SPEC. NO.250-2000.01
- ALL PIPES SHALL BE LAID ON CUT FLUSH WITH THE INSIDE OF THE BASIN WALL & SHALL BE FIRMLY PARGED IN PLACE, BOTH INSIDE AND OUT.
- ALL CATCH BASIN ADJUSTMENTS TO GRADE SHALL BE FORMED AND POURED-IN-PLACE CONCRETE.
- THE BACKFILL AROUND ALL PROPOSED DRAINAGE STRUCTURES SHALL BE RUN-OF-BANK GRAVEL FOR A MINIMUM OF 12" AROUND THE OUTSIDE OF THE STRUCTURES.

- NOTES:**
- SOILS - PhB - PAXTON FINE SANDY LOAM, ENTIRE LOT
 - WATERLINE LOCATED PER TOWN MARKOUT
 - WETLAND FLAGGED BY TED KOWSLOWSKI, JUNE 22, 2016 AND LOCATED BY LINK LAND SURVEYORS AUGUST 27, 2016
 - TAX LOT No. 27.11-2-43
 - 5.0743 ACRES
 - ZONE R1-20

ALTERATION OF THIS DRAWING EXCEPT BY A LICENSED P.E. OR ARCHITECT OR LICENSED LAND SURVEYOR IS ILLEGAL. ANY ALTERATION BY A P.E. OR ARCHITECT OR SURVEYOR MUST BE INDICATED AND BEAR HIS SEAL, SIGNATURE AND DATE OF ALTERATION.

No.	DATE	COMMENTS
5	11-5-19	COMMENTS
4	10-15-19	COMMENTS
3	10-5-18	COMMENTS
2	5-3-18	TREE REPLACEMENT LAYOUT
1	5-31-17	PROPOSED HOUSE REVISED
7	2-23-21	ADDITIONAL DRAINAGE IN CRYSTAL CT.
6	11-22-19	COMMENTS FROM PLANNING BOARD

JOHN KARELL, JR. P.E.
121 CUSHMAN ROAD
PATTERSON, NEW YORK 12563



OWNER: PANBAR REALTY, LLC LOUIS PANNY, PRESIDENT CRYSTAL COURT, YORKTOWN (T)	SCALE: AS SHOWN	LATEST REVISION:
DETAILS 3 LOT SUBDIVISION	DATED: AUGUST 27, 2016	SHEET No. D-1
	CHECKED:	

**13 CORNERSTONE MODULAR RETAINING WALL
SCALE: NTS**

CONSERVATION EASEMENT AND AGREEMENT

THIS AGREEMENT, made this [DATE] day of [MONTH], [YEAR], by and between [FIRST PARTY], hereinafter individually and/or collectively referred to as "Grantor", and THE TOWN OF YORKTOWN, as well as its assigns and successors-in-interest, all collectively hereinafter referred to as "Grantee". WHEREAS, in accordance with the Planning Board's Land Development Regulations, Town of Yorktown Town Code Chapter 195, adopted February 4, 1969 and as amended, a formal application for the approval of a subdivision plat titled, "[TITLE]," prepared by [SURVEYOR], dated [DATE] and last revised [DATE], was submitted to the Planning Board on behalf of Grantor; and

WHEREAS the Planning Board, by Resolution Number #00-00, dated [DATE], approved said application subject to certain modifications and conditions and requirements as set forth in said Resolution including, but not limited to, the grant by Grantor of a conservation easement;

NOW, THEREFORE, Grantor and Grantee hereby covenant and agree as follows:

1. Grantor, its successors, executors, agents, assigns, grantees or anyone claiming under or through said Grantor, shall not perform or permit to be performed on or in the area described in the annexed Schedule A, hereinafter the "Conservation Easement", any of the following acts, listed here by way of example and not limitation, without the express approval of the Grantee:
 - a. No building, swimming pool, tennis court, mobile home, storage shed, utility or other temporary or permanent structure, wheeled vehicle with or without a motor, or boat shall be constructed, placed or permitted to remain in the Conservation Easement.
 - b. No refuse, trash, rubbish, debris, junk, waste or offensive or unsightly material will be stored or dumped in the Conservation Easement.
 - c. No soil, sand, gravel, rock or other mineral resources or natural deposits shall be excavated, extracted, moved or removed from the Conservation Easement except as may be necessary and/or incident to landscaping of said Conservation Easement.
2. This covenant does not grant any immediate right to the Grantee, its officers, agents, employees, successors, executors, assigns, grantees or anyone claiming under or through said Grantee, to enter the Conservation Easement area.
3. This covenant shall run with the land and bind Grantor and Grantee, its successors, executors, agents, assigns, grantees or anyone claiming under or through said Grantor or Grantee.
4. Grantor shall maintain the Conservation Easement as the property currently exists.
5. This Conservation Easement is subject to all liens, encumbrances, covenants, conditions, restrictions, reservations, contracts, leases and licenses, easements, and rights of way pertaining to the Land, whether or not of record provided same do not conflict with or prevent the use of the Conservation Easement as intended herein.
6. The use of the word "grant" shall not imply any warranty on the part of the Grantor with respect to the Conservation Easement or the Conservation Easement area, except that Grantor warrants that it shall own the Conservation Easement area in fee simple on the date of this Agreement.
7. This instrument contains the entire agreement between the parties relating to the rights herein granted and the obligations herein assumed. Any oral representations or

modifications concerning this instrument shall be of no force or effect except in a subsequent modification in writing, signed by the party to be charged.

IN WITNESS WHEREOF, the parties hereto have executed this instrument the day and year first above written.

Dated: [MONTH], [YEAR]

GRANTOR:

[INSERT NAME]

GRANTEE:

TOWN OF YORKTOWN
BY: [TOWN SUPERVISOR NAME]
TOWN SUPERVISOR

**DESCRIPTION OF
PROPOSED CONSERVATION EASEMENT
prepared for
CRYSTAL COURT**

All that certain plot, piece or parcel of land, situate, lying and being in the Town of Yorktown, County of Westchester and State of New York, herein being referred to as the "Easement", being a portion of the premises described in a certain deed made by JAB Builders, Inc to Putnam/ Westchester Builders, Inc dated 6/10/2020 and recorded in the Office of the Westchester County Clerk on 6/18/2020 as Control No. 601603309, said Easement also being part of an un-numbered lot shown on a certain map entitled "Part of Sec. A, Irontown Estates, situate in Town of Yorktown, Westchester County, N.Y." made by J. Henry Carpenter & Co., dated Dec. 11, 1957 and filed in the Office of the County Clerk of Westchester County, Division of Land Records, on Feb. 6, 1958 as Map No. 11372, said "Easement" being bounded and described follows:

BEGINNING at a point on the southwesterly side of Granite Springs Road where the same is intersected by the division line between the shore line of Crystal Lake and the Beach Area as the same is shown on the afore mentioned filed Map No. 11372;

RUNNING THENCE along thence along said division line and along the easterly shore line of Crystal Lake as shown on filed Map No. 11372 the following courses and distances:

South 11°08'40" East 112.18 feet,
South 13°47'20" West 45.18 feet,
South 19°47'30" West 67.61 feet,
South 29°18'40" West 58.45 feet,
South 14°32'50" West 85.84 feet,
South 28°41'50" West 112.64 feet,
South 14°57'10" West 113.12 feet and

South 11°27'20" West 95.42 feet to the northeasterly line of Lot 19 as shown on a certain map entitled " Subdivision Map of Crystal Estates" filed in the Office of the County Clerk of Westchester County, Division of Land records, on June 19, 1986 as Map No. 22359;

THENCE along said northeasterly line of Lot No.19 South 27°57'03" East 120.76 feet to the northerly line of Lot No. 20 as shown on filed Map No. 22359;
THENCE along said northerly line of Lot No. 20 North 89°46'37" East 131.87 feet;
THENCE through the afore mentioned premises described in deed recorded as Control No.601603309 North 20°00'00" East 224.50 feet and North 26°30'00" East 198.18 feet to the southwesterly line of Lot No. 135 shown on the afore mentioned Filed Map N. 11372;

THENCE along the southwesterly line of Lot No. 135, 136 and 137 as shown on filed Map No. 11372, North 48°00'30" West 206.69 feet to the division line between Lot 137 and the "Beach Area" shown on filed Map No. 11372;

THENCE along said division line the following courses and distances:
North 19°47'30" East 68.42 feet,
North 13°47'20" East 58.85 feet and

North 11°08'40" West 62.00 feet to the southwesterly side of Granite Springs Road;
THENCE along the southwesterly side of Granite Springs Road
North 50°11'35" West 63.34 feet to the point and place of BEGINNING.



Link Land Surveyors, P.C.

New York State Licensed Land Surveyor

21 Clark Place, Suite 1B
Mahopac, New York 10541
Phone 845-628-5857

MEMBER OF THE NEW YORK STATE ASSOCIATION OF PROFESSIONAL LAND SURVEYORS
WESTCHESTER PUTNAM ASSOCIATION OF PROFESSIONAL LAND SURVEYORS

DESCRIPTION of PROPOSED CONSERVATION EASEMENT

All that certain plot, piece or parcel of land, situate, lying and being in the Town of Yorktown, County of Westchester and State of New York, herein being referred to as the "Easement", being a portion of the premises described in a certain deed made by JAB Builders, Inc to Putnam/ Westchester Builders, Inc dated 6/10/2020 and recorded in the Office of the Westchester County Clerk on 6/18/2020 as Control No. 601603309, said Easement also being part of an un-numbered lot shown on a certain map entitled "Part of Sec. A, Irontown Estates, situate in Town of Yorktown, Westchester County, N.Y." made by J. Henry Carpenter & Co., dated Dec. 11, 1957 and filed in the Office of the County Clerk of Westchester County, Division of Land Records, on Feb. 6, 1958 as Map No. 11372, said "Easement" being bounded and described follows:

BEGINNING at a point on the southwesterly side of Granite Springs Road where the same is intersected by the division line between the shore line of Crystal Lake and the Beach Area as the same is shown on the afore mentioned filed Map No. 11372;

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South 13°47'20" West 45.18 feet,

South 19°47'30" West 67.61 feet,

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120.76 feet to the northerly line of Lot No. 20 as shown on filed Mao No. 22359;

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THENCE through the afore mentioned premises described in deed recorded as Control No.601603309 North 20°00'00" East 224.50 feet and North 26°30'00" East 198.18 feet to the southwesterly line of Lot No. 135 shown on the afore mentioned Filed Map N. 11372;

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North 13°47'20" East 58.85 feet and
North 11°08'40" West 62.00 feet to the southwesterly side of Granite Springs Road;
THENCE along the southwesterly side of Granite Springs Road
North 50°11'35" West 63.34 feet to the point and place of BEGINNING.

CERTIFICATE OF ACKNOWLEDGEMENT OF NOTARY PUBLIC

STATE OF NEW YORK)
COUNTY OF WESTCHESTER)

On _____, before me, a notary public in and for said County and State, personally appeared _____ personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s), acted, executed the instrument.

WITNESS my hand and official seal.

(Signature of Notary Public)

CERTIFICATE OF ACKNOWLEDGEMENT OF NOTARY PUBLIC

STATE OF NEW YORK)
COUNTY OF WESTCHESTER)

On _____, before me, a notary public in and for said County and State, personally appeared _____ personally known to me (or proved to me on the basis of satisfactory evidence) to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s), acted, executed the instrument.

WITNESS my hand and official seal.

(Signature of Notary Public)

State Environmental Quality Review
NEGATIVE DECLARATION
Notice of Determination of Non-Significance

Project Number

Date:

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law.

The Town of Yorktown, Planning Board, as lead agency, has determined that the proposed action described below will not have a significant environmental impact and a Draft Impact Statement will not be prepared.

Name of Action:

Crystal Court Subdivision

SEQR Status: Type 1
Unlisted

Conditioned Negative Declaration: Yes
 No

Description of Action:

It is proposed to subdivide the existing 5.0743 acre property in the R1-20 zone into three building lots. The site is located on Crystal Court, also known as Tax ID Section 27.11, Block 2, Lot 43 on the Town of Yorktown Tax Map.

Location: Crystal Court, Yorktown Heights, NY 10598 Westchester County

Section 27.11, Block 2, Lot 43

Reasons Supporting This Determination:

(See 617.7(a)-(c) for requirements of this determination ; see 617.7(d) for Conditioned Negative Declaration)

- 1) This negative declaration is based on a Short Form Environmental Assessment Form dated October 17, 2019.
- 2) The plan conforms to the Town's Land Use and Zoning Policies.
- 3) The applicant has submitted a wetland planting plan and tree replacement plan to mitigate the impact of the proposed development.

If Conditioned Negative Declaration, provide on attachment the specific mitigation measures imposed, and identify comment period (not less than 30 days from date of publication in the ENB)

For Further Information:

Contact Person: Robyn Steinberg

Address: 1974 Commerce Street, Yorktown Heights, NY 10598

Telephone Number: 914-962-6565

For Type 1 Actions and Conditioned Negative Declarations, a Copy of this Notice is sent to:

Chief Executive Officer , Town / City / Village of

Other involved agencies (If any)

Applicant (If any)

Environmental Notice Bulletin, 625 Broadway, Albany, NY 12233-1750 (Type One Actions only)

**PLANNING BOARD
TOWN OF YORKTOWN**

**RESOLUTION APPROVING
SUBDIVISION PLAT, WETLAND PERMIT, STORMWATER POLLUTION
PREVENTION PLAN, AND TREE PERMIT FOR CRYSTAL COURT**

RESOLUTION NUMBER: #00-00

DATE:

On motion of _____, seconded by _____, and unanimously voted in favor by Fon, LaScala, Bock, and Garrigan, the following resolution was adopted:

WHEREAS, in accordance with the Planning Board's Land Development Regulations, Town of Yorktown Town Code Chapter 195, adopted February 4, 1969 and as amended, a formal application for the approval of a subdivision plat titled "Subdivision Plat Crystal Court," prepared by Link Land Surveyors, P.C., dated September 1, 2021, was submitted to the Planning Board on behalf of PANBAR Realty LLC (hereinafter referred to as "the Applicant"); and

WHEREAS, the property owned by the Applicant is located at Crystal Court, Yorktown Heights, also known as Section 27.11, Block 2, Lot 43 on the Town of Yorktown Tax Map (hereinafter referred to as "the Property"), and the applicant has represented to this Board that they are the lawful owners of the land within said subdivision; and

WHEREAS, an application fee of \$1,890.00 covering 5.07 acres has been received by this Board; and

WHEREAS, pursuant to SEQRA:

1. The action has been identified as an Unlisted action.
2. The Planning Board has been declared lead agency on _____.
3. A negative declaration has been adopted on _____ on the basis of a Short Environmental Assessment Form dated October 17, 2019.

WHEREAS, the applicant has submitted as part of his application the following maps and documents:

Plat

1. A plat titled, "Subdivision Plat Crystal Court," prepared by Link Land Surveyors, P.C., dated September 1, 2021;

Improvement Plans

2. A drawing, Sheet S-1, titled "Preliminary Integrated Plot Plan 3-Lot Subdivision,"

prepared by John Karell, Jr., P.E., dated August 16, 2016, and last revised February 23, 2021;

3. A drawing, Sheet E-1, titled "Erosion & Sediment Control Subdivision," prepared by John Karell, Jr., P.E., dated December 29, 2016, and last revised February 23, 2021;
4. A drawing, Sheet WS-1, titled "Water & Sewer Plan," prepared by John Karell, Jr., P.E., dated August 27, 2016, and last revised February 23, 2021;
5. A drawing, Sheet D-1, titled "Details," prepared by John Karell, Jr., P.E., dated August 27, 2016, and last revised February 23, 2021;

Tree Mitigation

6. A drawing, Sheet T-1, "Tree Plan," prepared by prepared by John Karell, Jr., P.E., dated December 29, 2016, and last revised February 23, 2021;
7. A drawing, Sheet T-2, "Tree Replacement Plan," prepared by prepared by John Karell, Jr., P.E., dated December 29, 2016, and last revised February 23, 2021;

Wetland Mitigation

8. A drawing, "Existing Conditions Map," prepared by Paul J. Jaehnig Wetland & Soils Consulting, dated May 3, 2021, and last revised August 30, 2021; and
9. A drawing, "Mitigation Planting Plan," prepared by Paul J. Jaehnig Wetland & Soils Consulting, dated May 3, 2021, and last revised August 30, 2021; and

Additional Documents & Reports

10. A Stormwater Pollution Prevention Plan, prepared by John Karell, Jr., P.E., dated October 21, 2019; and
11. A Phase I Archaeological Investigation for the proposed Crystal Court subdivision, prepared by Alfred G. Cammisa, M.A., and Alexander Padilla, B.A., and dated March 2020; and
12. A draft Conservation Easement; and

WHEREAS, the Planning Board has reviewed the recreation needs created by the subject subdivision as well as the present and anticipated future needs of the surrounding area as analyzed and planned for in the Town's Recreation Plan adopted in 1978; and

WHEREAS, pursuant to Town Code Section §195-35(C), the Planning Board may accept money in lieu of parkland reservation upon written application from the subdivider and consideration of the following:

- (a) The relationship of the subdivision to the town Plan, and particularly as such plan may show proposed park and playground area;
- (b) The character and recreation needs of the neighborhood in which the subdivision is located;

- (c) The unsuitability of land in the subdivision for park and playground purposes by reason of location, access, grade or cost of development or maintenance;
- (d) The possibility that land immediately adjoining the subdivision will serve, in whole or in part, the park and playground needs of such subdivision; and

WHEREAS in accordance with Town Code Chapter 178, “Freshwater Wetlands” and Town Code Chapter 270, “Trees”, the applicant has proposed:

- 1. The removal of invasive multiflora rose;
- 2. The planting of herbaceous plants, shrubs, and trees in the wetland buffer;
- 3. A Conservation Easement on 1.43 acres of the Property;
- 4. A Tree Replacement Plan; and

WHEREAS, the Planning Board has referred this application to the following boards and agencies and has received and considered reports of the following:

Boards & Agencies	Report Date
ABACA	04/10/19
Advisory Committee on Open Space	10/31/19
Conservation Board	04/04/19, 11/07/19, 07/09/21
Fire Inspector	04/05/19, 08/12/19
Highway Superintendent	05/09/19
Planning Department	10/31/18, 11/01/18, 06/21/19, 07/11/19, 05/01/20
Recreation Commission	10/30/19
Town Engineer	10/20/17, 11/02/18, 05/02/19, 12/15/20
Tree Conservation Advisory Commission	06/19/19, 03/05/21, 07/11/21
Water Department	11/06/19, 10/15/20
NYS DEC	01/10/20
NYS OPRHP	11/22/19, 03/20/20
NYC DEP	11/25/19

WHEREAS, the requirements of this Board's Land Development Regulations, *inter alia* Town Code Chapter 195, have been met; and

WHEREAS, a Public Informational Hearing was held in accordance with Town Code Section §195-22A(5) of the Yorktown Town Code on the said subdivision application and plat at the Town Hall in Yorktown Heights, New York on August 12, 2019; and

WHEREAS, having reviewed all current site plans, building plans, environmental plans and reports, comments and reports from Town professional staff, the public, and other interested and involved agencies associated with the application before it; and having conducted a public hearing on the said site plan application in accordance with Town Code Section §195-22E

commencing and closing on December 16, 2019 at Town Hall in Yorktown Heights, New York;

BE IT THEREFORE NOW RESOLVED that the application of PANBAR Realty LLC for approval of a subdivision plat titled "Subdivision Plat Crystal Court," prepared by Link Land Surveyors, dated September 1, 2021, be approved subject to the following modifications and conditions and that the Chairman and Secretary of this board be and hereby are authorized to endorse this board's approval on said plat upon compliance by the applicant with such modification and additional requirements as noted. If such modifications are not made and such conditions are not fulfilled within 180 days from the date of this resolution the plat shall be deemed disapproved.

RESOLVED, the plat shall be modified to show:

1. Add proposed 20 ft wide water line easement between Lots 1 and 2.
2. _____

RESOLVED, the improvement plans shall be modified to show:

1. On Sheets T-2 and WS-1, remove trees shown to be planted in the wetland buffer.
2. _____
3. _____

RESOLVED, based on an assessment of the recreation needs created by the subject subdivision, the recreation needs of the surrounding area reflected in the Town's Recreation Plan, and the recommendation of the Recreation Commission via their memo dated October 30, 2019, the Applicant shall provide \$10,000.00 per 2 new lots (TOTAL \$20,000.00) in lieu of recreation lands to satisfy the recreational needs created by the subject subdivision and to help meet the present and anticipated needs of the surrounding neighborhood; and

BE IT FURTHER RESOLVED, said plat map shall not be endorsed by the Planning Board until:

1. The plat has been reviewed by the Town Assessor.
2. Approval of a Stormwater Pollution Prevention Permit from the NYCDEP.
3. Submission of a Final Stormwater Pollution Prevention Plan acceptable to the Town Engineer and to the satisfaction of the Planning Board.

4. Submission of fees as per town requirements in the form of separate checks made payable to the Town of Yorktown:

ABACA	\$400.00
Recreation Fee	\$20,000.00
General Development	\$1,440.00

5. Submission of the plat signed by the Westchester County Health Department.
6. Submission of a statement signed by the Town's Tax Collector that all taxes due on this parcel have been paid.

BE IT FURTHER RESOLVED, the following additional requirements shall be met:

1. Deed or conveyance giving rights of easement and use for easements shown on said plat, have been tendered to the town to be held in escrow until formal acceptance by resolution of the Town Board.
2. The deeds offer of dedication and certificate of title insured by an approved title company for the fee title to all streets has been tendered to the town to be held in escrow until formal acceptance of the roads by resolution of the Town Board.
3. Applicant must submit final plat in AutoCAD DWG readable format.
4. Provide monuments at all points of curvature and points of tangency as directed by the Town Engineer at right-of-way/property line, for all lots.

BE IT THEREFORE RESOLVED, said plat shall not be endorsed by the Planning Board until the improvements shown on the construction detail improvement plans, as modified, are completed by the applicant to the satisfaction of the Superintendent of Highway, Town Engineer and Town Board within one (1) year from the date of this resolution or alternatively:

The applicant shall post 5% of the estimated costs of improvements in the form of a letter of credit or other security acceptable by the Town Board and additionally a letter credit for 95% of the estimated costs of improvements with the term of one year approved by the Town Board as to manner of execution, form and sufficiency to guarantee and assure full compliance by the applicant with all the terms, conditions, requirements and provisions as set forth in this resolution.

RESOLVED, that Letters of Credit shall have an automatic renewal for additional terms of one (1) year. Both the issuing agent for the Letter of Credit and the applicant must notify the Town of Yorktown if Letter of Credit will not be renewed for any reason, and

BE IT FURTHER RESOLVED, that the Letter of Credit shall contain language requiring its issuing agent to notify the Town, in writing, at least thirty (30) days prior to the letter's expiration date if the drawer of the letter will not renew it. (Letter to be mailed to the Town of Yorktown Engineering Department, 363 Underhill Avenue, Yorktown Heights, NY 10598.)

BE IT THEREFORE RESOLVED, that: Said letter of credit should contain the provisions that when the principals have fully and properly completed all of the work and improvements as required by this resolution and the work has been accepted by the Town Board for maintenance and repair, after recommendation of the Highway Superintendent and the Town Engineer and upon the request of the applicant the same be canceled in the manner provided for by law. Said letter of credit shall not be cancelled or reduced to less than 5% of the estimated cost of improvements and that the letter of credit so reduced and the deposit of cash surety remain in full force and effect to assure the satisfactory condition of said work and improvements until released by the town at the request of the applicant. Such release shall not be earlier than one (1) year from the date of acceptance of the work and improvements. The taking over of the roads in the subdivision as town highways shall in no way impede the effectiveness of either or both letter(s) of credit.

BE IT FURTHER RESOLVED, that in accordance with Town Code Chapter 178, Chapter 248, and Chapter 270, the application of PANBAR Realty for the approval of a Stormwater Pollution Prevention Plan, Wetland, and Tree Removal Permit **#WP-FSWPP-T-018-19** is approved subject to the conditions listed therein; and

RESOLVED, Permit **#WP-FSWPP-T-018-19** shall not be valid until it has been signed by the Chairman of this Board;

RESOLVED, the Applicant will retain an independent third-party Environmental Systems Planner, a "Qualified Inspector" as defined by the New York State Department of Environmental Conservation in the SPDES General Permit for Stormwater Discharges from Construction Activity, to supervise and be present during the construction of the erosion control measures, and which Environmental Systems Planner will provide bi-weekly inspection reports regarding the status of erosion control measures to the approval authority via the Environmental Inspector and the Planning Department throughout construction; and

RESOLVED, the Applicant must notify the Planning Board in writing stating the name of the Environmental Systems Planner or Firm that will be completing the bi-weekly inspection reports and shall notify the Planning Board in writing if this Planner or Firm changes; and

BE IT FURTHER RESOLVED, that upon submission of a building permit for each lot of this subdivision, the owner shall submit a site plan or plot plan, to ABACA, at a minimum scale of 1" = 20' showing the following:

- a. The location of the proposed house.
- b. The proposed finished floor elevation of the first floor, garage, and basement.
- c. The proposed grade at the garage entrance.
- d. The percentage slope of the proposed driveway.
- e. All existing and proposed topographic contour lines. All contour lines must extend a minimum of 10'-0" beyond the property line.
- f. The line of all delineated wetland, wetland buffers, easements, etc.
- g. A line indicating the limit of the area which will be disturbed by construction.
- h. Any other pertinent information as shown on the subdivision and improvement plan.

BE IT FURTHER RESOLVED, that no tree cutting on individual lots shall be permitted unless and until each lot has been reviewed by the ABACA; and

BE IT FURTHER RESOLVED that upon application for a Building Permit for lots in this subdivision, the Building Inspector shall review the proposed building elevations to determine the requisite grading. Should the Building Inspector determine that the requisite grading exceeds by plus or minus two (2) feet the finished floor elevations the Planning Board approved on the signed improvement plans, the applicant shall apply to the Planning Board for approval of the proposed building plan. The Planning Board shall review such application to determine whether the proposed excavation is limited to the greatest extent practicable and does not create adverse environmental or aesthetic impacts. The Board shall approve or deny the proposed grading by resolution.

BE IT FURTHER RESOLVED, that no building permit for individual lots which require driveways in excess of ten (10) percent shall be issued by the Building Department unless approved by the Town Board; and

BE IT FURTHER RESOLVED, that no building permits be issued for any lot unless and until the Environmental Inspector has reported that all required erosion control measures are in place and functioning properly on entire site; and

BE IT FURTHER RESOLVED, that no certificate of occupancy will be issued unless an as-built survey of lot is filed with the Building Inspector and Planning Department; and

BE IT FURTHER RESOLVED, pursuant to Town Code Section §195-15, and upon consideration by the Board of the proposed three lots on a cul-de-sac, the installation of street

trees is reduced to one street tree per lot and pursuant to Section §195-31 the installation of sidewalks are waived; and

BE IT FURTHER RESOLVED, that upon due consideration by the Board no other requirements of these regulations be modified; and

BE IT FURTHER RESOLVED, that the approved plat shall be recorded and filed in the County Clerk's office within 30 days from the signature on the plat, otherwise said approval shall become null and void.

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Draft

Foothill Solar

See Seperate PDF

Taco Bell
Mohegan Lake



May 26, 2021

Town Supervisor Matthew Slater
Town of Yorktown
363 Underhill Avenue
Yorktown Heights, NY 10598

Taco Bell Mohegan Lake

Dear Supervisor Slater:

My name is Raghav Patel and I am an owner of the Kai Restaurant Group and a Taco Bell franchisee. On behalf of our group, I would first and foremost like to say that we are excited to be a part of the Yorktown community and look forward to opening both the Crompond Road and Mohegan Lake locations. We are experienced operators and own a number of Dunkin Donuts restaurants in the area.

We first filed our Site Plan Application in August of last year and have diligently worked with our consultants to respond to all comments and concerns of the Town and its residents. As future property owners in the Town, we take our role in the community seriously and pride ourselves on being good neighbors and maintaining a clean property. As discussed at the May 10th Planning Board meeting, we understand that the Mohegan Lake Improvement District recently organized an event cleaning litter that has collected on Mohegan Avenue extending to the culvert at the lake. We also understand that the Mohegan Lake Improvement District has expressed concerns regarding the potential for additional litter to be generated from the Taco Bell site.

We are writing this letter to express our commitment to keeping Mohegan Avenue clean. As we stated at the Planning Board meeting, multiple trash receptacles will be placed throughout the parking lot and members of our staff routinely patrol the property to collect any stray garbage. Additionally, as part of our regular operations, we will be directing our staff to walk the both the Route 6 and Mohegan Avenue frontages of the property to pick up any litter in this area.

We are excited to be a part of Yorktown and are committed to maintaining a clean environment as the Mohegan Lake residents expect and enjoy. Should you have any questions or concerns and would like to reach me directly, please do not hesitate to call me at (201) 315-3670, thank you.

Sincerely,

Raghav Patel

A handwritten signature in black ink, appearing to read 'Raghav Patel', written over a white background.

Owner
Kai Restaurant Group

Nancy Calicchia

From: Stacy Williams <stacyjwilliams@gmail.com>
Sent: Friday, September 10, 2021 4:51 PM
To: John Tegeder; Robyn Steinberg; Planning Department
Subject: Questions for East Main Street / Route 6 Proposals

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Tegeder, Ms. Steinberg, Mr. Fon, and the Yorktown Planning Board,

Unfortunately, I cannot attend the 9/13 meeting due to COVID exposure concerns and previous commitments. But I have a few specific questions in regards to the proposed developments along Route 6 / East Main Street in Mohegan Lake:

Are the traffic studies for either Taco Bell or Envirogreen taking into consideration the proposed development across the street? I.e., is the traffic study for Taco Bell taking into account the future Envirogreen building, and is the Envirogreen proposal taking into account a future Taco Bell? Can a comprehensive traffic study be done that takes both projects into account? This is a very heavily trafficked and dangerous intersection already, and I highly recommend that the traffic impacts of the two proposed developments on opposite sides of the intersection be considered holistically instead of piecemeal—otherwise the Town and residents will not easily grasp the full impact of these developments.

Similarly, since the proposed building for Home & Hearth is just down the street from this intersection and is part of the most traffic-prone section of Route 6, I would suggest going one step further. Can a comprehensive traffic study also include the Home & Hearth relocation to consider how the three new developments, if all approved, would impact this stretch of Route 6?

Further, considering that these developments will add to the traffic along this often-standstill section of Route 6, what is being done to discourage drivers from using the center turn lane between Lexington and Mohegan Avenue as a passing lane? Can small bumps or roadblocks be installed at strategic areas?

Finally, if the only entrance to Taco Bell is from Mohegan Avenue, there will be more cars turning left from westbound Route 6 onto Mohegan Avenue. What steps are being taken to mitigate this dangerous left-hand turn? Can the light be changed to be a left-on-green-arrow only to prevent left-hand-turning cars from getting stuck in the very long intersection when the lights change? Can the painted line for westbound traffic be moved up to make for an intersection that is not so surprisingly large and confusing, especially for people who do not make that left hand turn every day?

Thank you for the work you do for our town, and for answering the questions of the residents who have to commute on this stretch of road.

Sincerely,
Stacy Williams-Kerr
3383 Lakeshore Drive, Mohegan Lake

Stacy J. Williams, Ph.D.
Writer | Editor | Sociologist

Nancy Calicchia

From: Jaclyn Guerra <jaclynguerra@gmail.com>
Sent: Sunday, September 12, 2021 8:19 PM
To: Robyn Steinberg; John Tegeder; Planning Department
Subject: questions in regards to Taco Bell

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Tegeder, Ms. Steinberg, and the Yorktown Planning Board,

Unfortunately, I cannot attend tomorrow night's board meeting because I was unable to procure a babysitter for my two young children. Below are questions that I still have in regards to the Taco Bell project on East Main Street and Mohegan Avenue:

1. How will the deliveries for Taco Bell affect access to the development? The trucks are large and it would be very upsetting to parents if they were unable to pick up/drop off their children if the area was blocked by the delivery truck.
2. When the Yorktown Heights Taco Bell was reviewed by the board, it was deemed that they should close at 9:30pm. What is the objective difference between Mohegan Lake and Yorktown Heights that would warrant the difference in policy for Mohegan Lake closing at 2 a.m.?
3. How will the town prevent the increase in cut-through traffic on the following routes? Lexington Avenue to Amazon to Uncas to Mohegan Avenue and Lakeside to Clover to Ellis to Lexington. Currently, we have speed bumps and 15 mph signs. However, these do not do anything and neighbors are forced to park their cars practically in the middle of the road so that drivers will slow down.
4. How will the building affect visibility of the right turn on red going from East Main Street onto Mohegan Avenue? As it stands, the cars stop very far away from the curve before even being able to make the right turn on red at this location.
5. How will construction affect The Learning Experience? Will the children be exposed to unnecessary sound and air pollution?

Thank you for your time. I know that being on the board is a thankless and exhausting job.

Sincerely,
Jaclyn Guerra

September 2, 2021

Members of the Planning Board
Town of Yorktown
1974 Commerce Street, Room 222
Yorktown, NY 10598

RE: Proposed Taco Bell Restaurant at 3571 Mohegan Avenue, Yorktown, NY

Dear Members of the Planning Board:

At the request of the Town of Yorktown, Sam Schwartz Engineering, DPC (Sam Schwartz) has prepared a traffic engineering review of the materials submitted in support of the referenced application. Specifically, Sam Schwartz has reviewed the following documents. Unless otherwise noted, all documents reviewed were prepared by JMC Planning Engineering Landscape Architecture & Land Surveying, PLLC (“JMC”) on behalf of Keystone Mohegan Lake, LLC pertaining to traffic operations and safety.

- Report “Traffic Study – Route 6 II Development, 3571 Mohegan Avenue, Town of Yorktown, NY”, dated September 20, 2018
- Site Plan Set consisting of fifteen (15) sheets entitled “Site Plan Approval Drawings, Proposed Taco Bell Restaurant, Tax Map Section 15.16 | Block 1| Lot 21, 3571 Mohegan Avenue, Town of Yorktown, NY”, dated March 12, 2021
- Comment response letter to April 12, 2021, Public Hearing Comments dated April 21, 2021, which included the following attachments:
 - JMC Drawing C-100 “Layout Plan” Revision 3 – 4/21/2021
- Comment response letter to May 10, 2021. Public Hearing Comments dated June 2, 2021, which included the following attachments:
 - JMC Table D-1, “Daycare Count Summary Table”, dated 05/25/2021.
 - Taco Bell Port Chester Queuing Study Summary Tables dated 12/01/2020.
 - Taco Bell Carmel Queuing Study Summary Tables dated 05/20/2021.
- Police Crash Reports from 2017-2020, provided by Yorktown Police Department

Sam Schwartz offers the following traffic engineering and safety-related comments to the Town of Yorktown:

Site Plan Comments – Circulation, Operations, and Safety

1. It appears that per JMC Drawing C-130 that the bypass lane cannot accommodate a bypassing vehicle movement while there is a queue in the drive thru lane of more than one vehicle beyond the menu board (approximately 4-vehicles from the pickup window). Based on a 50% queue length of 4 vehicles (per the provided queuing survey from the Carmel, NY Taco Bell site), this would regularly become a bottleneck for vehicles parked within the proposed parking lot of the subject property. Additionally, congestion within the subject property parking lot may discourage customers from parking in the Taco Bell lot and encourage customers to use other shared parking spaces within the site. Sam Schwartz recommends that the Applicant widen the proposed bypass lane to

accommodate bypassing vehicles to accommodate times when there is a significant queue in the drive thru lane. Turning movement templates should be provided by the Applicant illustrating accommodation of simultaneous movements.

2. Applicant shall confirm that the subject property parking lot will contain one-way circulation and revise pavement markings to include arrows indicating circulation patterns. If one-way circulation is intended, Sam Schwartz recommends installation of one-way, and Do Not Enter signage at desired property ingress and egress points and consideration of angled parking in lieu of perpendicular parking to discourage wrong-way circulation.
3. The Applicant shall provide traffic control (stop signs and stop line markings) at egress points from the subject property onto site roadways.

Traffic Impact Study Comments

4. Two queue surveys were performed on typical weekdays at nearby existing Taco Bell locations in Carmel and Port Chester, NY and summarized in an attachment to the June 2, 2021, JMC Comment Response Letter. Based on a review of these surveys, it appears that queue lengths were significantly longer at the Carmel location. Additionally, of the two locations, the Carmel location has more similarities to the subject property, including surrounding land uses, proximity to each other, and proximity to US 6. Additionally, both the Carmel and Port Chester locations each have several fast-food establishments within close proximity while only one fast-food establishment (Dunkin Donuts) was identified within close proximity (1/4 mile) to the subject property. Sam Schwartz recommends that maximum queue lengths from the Carmel survey location should be assumed instead of the Port Chester location and recommends that the Applicant provide consideration to the impacts of similar fast-food establishments in close proximity to study sites in comparison to the subject property.
5. The June 2, 2021, JMC Comment Response Letter states that “the drive-thru lane can accommodate 8 cars, and the site can accommodate a 20-car queue length before reaching the driveway.” While it is understandable that queues may extend onto the site roadways on rare, infrequent circumstances, the subject property driveway and drive thru lane should accommodate maximum queues for a typical day. Based on the queue length assumption recommendations in the previous comment, Sam Schwartz recommends revising the proposed drive thru lane within the subject property to accommodate at least an 11-vehicle queue. The applicant should provide a drawing illustrating the maximum anticipated daily queue of passenger vehicles contained within the subject property.

Historical Crash Assessment

6. Sam Schwartz reviewed 29 police reports provided by the Yorktown Police Department from 2017-2020 for reported crashes occurring in the vicinity of the subject property. These crashes are summarized in Table 1 below. Additionally, a crash diagram illustrating locations and crash types of the 29 crashes is provided in Exhibit A. A large majority of crashes (26/29, 90%) occurred along East Main Street/US 6, either at or approaching the intersection with Mohegan Avenue and Lakeland Street. Rear-end crashes were the highest-occurring crash type (19/29 crashes, 66%), followed by right angle (4 crashes), left turn (3 crashes), and backing, sideswipe, and struck animal (1 crash). Only one crash (sideswipe) occurred along Mohegan Avenue but did not involve the site driveway. Per the police report, this crash involved an inexperienced driver who “overshot” a turn

onto Mohegan Avenue from East Main Street/US 6 and sideswiped a vehicle stopped in traffic. Police report narratives for crashes occurring at the East Main Street/US 6 and Mohegan Avenue intersection did not give any indication that congestion or circulation stemming from the site driveway was a contributing factor to crashes. Unless the subject property experiences queues that extend beyond the site driveway and impact traffic operations at Mohegan Avenue, it is our professional opinion that the proposed subject property will not have direct traffic safety impacts to the adjacent roadway network.

Table 1 - Summary of Crashes 2017-2021 (Source: Yorktown Police Department)

Date	Location			Crash Type	Vehicles	Injured	Killed
1/29/2017	E Main St/Rt 6	100' east of	Mohegan Ave	Right Angle	2	1	0
2/16/2017	E Main St/Rt 6	100' west of	Mohegan Ave	Rear End	2	1	0
2/22/2017	E Main St/Rt 6	100' east of	Mohegan Ave	Rear End	2	0	0
4/24/2017	Lakeland St	at	E Main St/Rt 6	Rear End	2	0	0
10/8/2017	E Main St/Rt 6	50' west of	Mohegan Ave	Rear End	2	0	0
10/15/2017	E Main St/Rt 6	at	Lakeland St	Struck Animal	1	0	0
10/19/2017	E Main St/Rt 6	75' east of	Mohegan Ave	Rear End	3	1	0
11/21/2017	E Main St/Rt 6	50' east of	Lakeland St	Rear End	2	1	0
11/25/2017	E Main St/Rt 6	at	Lakeland St	Rear End	2	0	0
12/15/2017	Mohegan Ave	50' south of	E Main St/Rt 6	Sideswipe	2	0	0
1/25/2018	E Main St/Rt 6	at	Lakeland St	Rear End	2	0	0
2/8/2018	E Main St/Rt 6	at	Mohegan Ave	Left Turn	2	2	0
3/6/2018	E Main St/Rt 6	at	Lakeland St	Rear End	2	0	0
4/7/2018	E Main St/Rt 6	at	Lakeland St	Rear End	2	0	0
1/19/2019	E Main St/Rt 6	100' west of	Mohegan Ave	Right Angle	2	0	0
1/28/2019	E Main St/Rt 6	at	Mohegan Ave	Rear End	2	0	0
2/9/2019	E Main St/Rt 6	100' east of	Lakeland St	Left Turn	2	0	0
5/26/2019	E Main St/Rt 6	50' west of	Mohegan Ave	Rear End	2	0	0
7/29/2019	E Main St/Rt 6	100' west of	Mohegan Ave	Rear End	2	1	0
8/22/2019	E Main St/Rt 6	at	Mohegan Ave	Rear End	2	0	0
9/29/2019	E Main St/Rt 6	at	Lakeland St	Rear End	2	0	0
11/12/2019	E Main St/Rt 6	at	Lakeland St	Rear End	2	0	0
12/19/2019	E Main St/Rt 6	75' west of	Lakeland St	Right Angle	2	0	0
12/28/2019	E Main St/Rt 6	50' west of	Mohegan Ave	Rear End	2	0	0
2/15/2020	Lakeland St	at	E Main St/Rt 6	Backing	2	0	0
3/20/2020	E Main St/Rt 6	at	Mohegan Ave	Left Turn	2	0	0
8/12/2020	E Main St/Rt 6	100' east of	Lakeland St	Rear End	2	0	0
9/3/2020	E Main St/Rt 6	50' east of	Mohegan Ave	Right Angle	2	0	0
11/13/2020	E Main St/Rt 6	75' west of	Lakeland St	Rear End	4	0	0

RE: Proposed Taco Bell Restaurant at 3571 Mohegan
Avenue, Yorktown, NY
September 2, 2021

**Sam
Schwartz**

If you have any questions or require additional information regarding the information provided above, please do not hesitate to contact me at 201-805-8819.

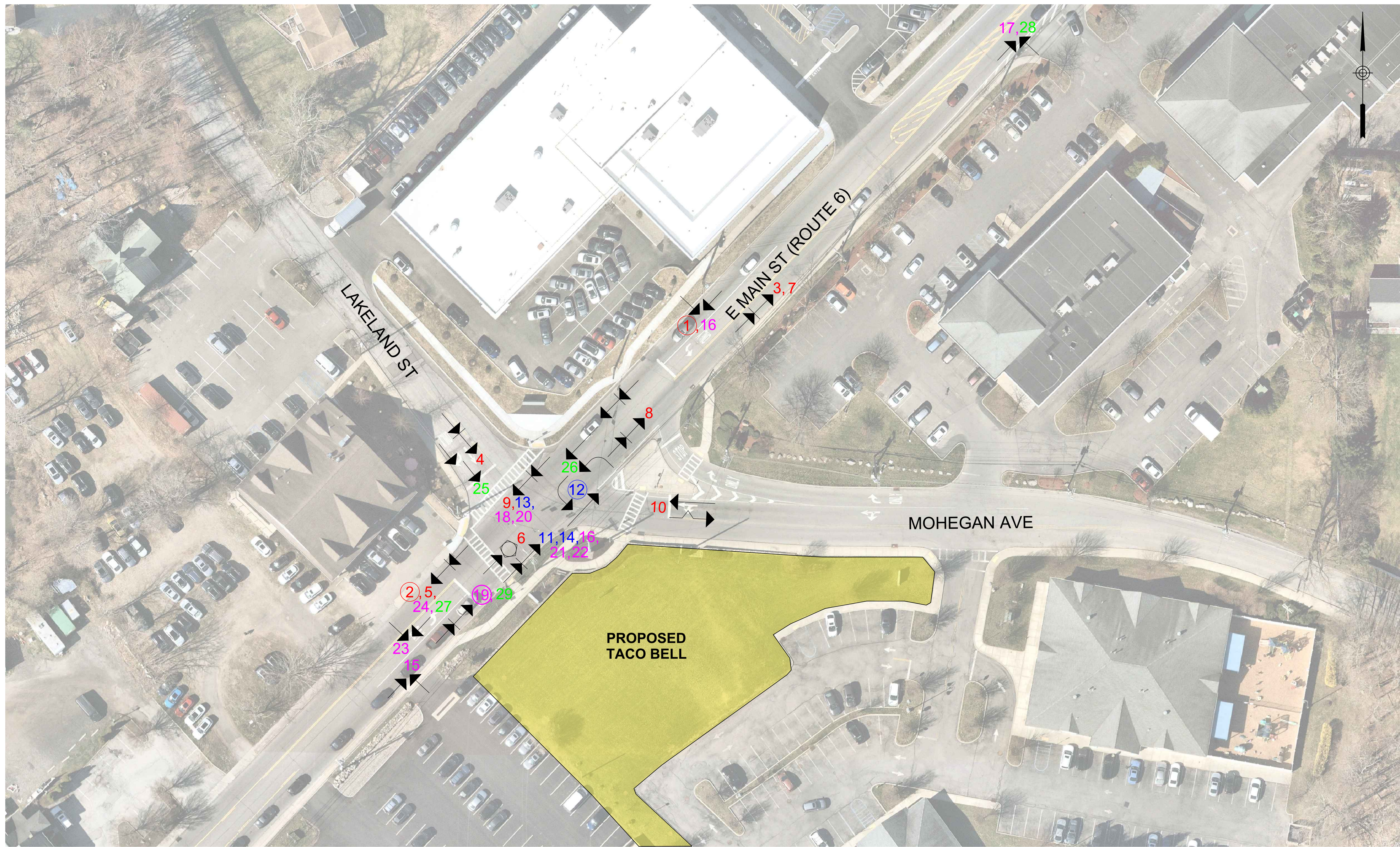
Sincerely,



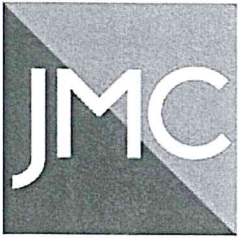
Lou Luglio, P.E.
Vice President
Engineering + Transportation Planning
Cell: (201) 805-8819



Joe Milanese, P.E., AICP, PTOE, RSP2I
Associate
Transportation Engineering + Planning
Cell: (908) 472-4812



TYPES OF CRASH		YEAR	CRASH ID	SEVERITY	Title:	Date:	Drawing:
→→	Rear End	2017 Crashes	#	○ Injury Crashes	YORKTOWN TACO BELL CRASH DIAGRAM	August 20, 2021	1 of 1
→←	Head On	2018 Crashes					
↔	Side Swipe	2019 Crashes					
↔	Side Swipe (Opposite Direction)	2020 Crashes					
↘↙	Right Angle					1" = 30'	
↘↙	Left Turn						
↙↘	Left Turn						
↔	Backing						
→○	Struck Animal						



Site Planning
Civil Engineering
Landscape Architecture
Land Surveying
Transportation Engineering

Environmental Studies
Entitlements
Construction Services
3D Visualization
Laser Scanning

June 2, 2021

Chairman Richard Fon
& Members of the Planning Board
Town of Yorktown Planning Board
1974 Commerce Street, Room 222
Yorktown, NY 10598

RECEIVED
PLANNING DEPARTMENT
JUN 2 2021
TOWN OF YORKTOWN

RE: JMC Project 20045
Proposed Taco Bell Restaurant
3571 Mohegan Avenue
Town of Yorktown, NY

Dear Chairman Fon and Members of the Board:

On behalf of Keystone Mohegan Lake LLC, we are pleased to provide the following responses to comments discussed during the May 10th Public Hearing. Accordingly, herein we have provided materials and responses for your consideration.

Enclosed please find a copy of the below listed materials for your review:

1. JMC Table D-I, "Daycare Count Summary Table", dated 05/25/2021.
2. Taco Bell Port Chester Queuing Study Summary Tables, prepared by JMC, dated 12/01/2020.
3. Taco Bell Carmel Queuing Study Summary Tables, prepared by JMC, dated 05/20/2021.

Driveway Operations

When the site was originally designed and constructed in 2009, the access driveway and traffic operations were analyzed given the three uses on the property. In 2018 when the subject property was rezoned to the C-2 district, new counts were performed and the Traffic Study was updated to analyze a fast-food use for the third lot. The access drive provides an organized way to filter vehicles in and out of the site, and the studies performed demonstrate that the access drive can accommodate volumes during peak periods of traffic. Each business has its own parking area with access from the main driveway which separates the uses and prevents potential conflicts between patrons.

Based on the discussion at the last meeting, our office performed a count of the daycare in order to better understand the daycare's operations and pickup timing during the afternoon hours. The counts were conducted on a weekday between the hours of 2:30 and 6:30 PM. We have attached Table D-I which depicts the counted daycare traffic volumes. Parents pick up their children

throughout the afternoon, with most children being picked up by 5:00-5:30 PM and some children staying until 6:30 PM. Parents picking up children must drive to the main entrance of the Learning Experience building, park their car, walk inside the building to pick up their children, and then proceed to walk out to their car with their children. The maximum observed daycare traffic volumes occurred between 5:15 and 5:30 PM with 19 vehicles entering and 15 vehicles exiting during the 15-minute period. There is adequate parking adjacent to the daycare where all parents were able to park and enter the building without queuing in the driveway.

With regard to Taco Bell's queuing operations, the menu board placement and queue length have been designed to Taco Bell's prototypical standards which are developed based on Taco Bell's extensive experience in this region. In addition, our office conducted queuing counts at the existing Taco Bell Drive-Thru locations in Port Chester, NY and Carmel, NY. Both locations are recently constructed sites based on a similar prototype as the proposed Taco Bell. Each site was counted on a weekday from 4:00 PM to 7:00 PM.

The below paragraphs summarize the results of the queuing counts:

During the Port Chester count, a total of 60 vehicles entered the drive-thru lane during a 3 hour period from 4-7 PM period. The flow of vehicles was steady and averaged approximately 20 vehicles per hour entering the drive-thru. The maximum queue observed was 3 cars, which occurred during the 4:45-5:00 PM, 5:00-5:15 PM and 5:15-5:30 PM periods. The 50th percentile queue length was 1 car.

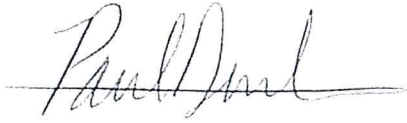
During the Carmel count, a total of 112 vehicles entered the drive-thru lane during a 3 hour period from 4-7 PM period. The flow of vehicles was steady and averaged approximately 37 vehicles per hour entering the drive-thru. The maximum queue observed was 11 cars, which occurred during the 5:30-5:45 PM and 5:45-6:00 PM periods. The 50th percentile queue length was 4 cars.

Given the above observations, it is our professional opinion that the Taco Bell traffic will not conflict with the day-care traffic. The drive-thru lane can accommodate 8 cars, and the site can accommodate a 20 car queue length before reaching the site driveway. We acknowledge that the queue lengths may be longer when the restaurant first opens as there will be excitement about the restaurant opening in addition to the staff becoming familiar with the operations. However, this is a temporary condition and the initial volume will stabilize over time.

We trust that this information is sufficient for you to continue your review of this Application and we look forward to discussing this matter with you further. If you have any questions or require additional information with regard to the information provided above, please do not hesitate to contact our office at 914-273-5225. Thank you for your consideration.

Sincerely,

JMC Planning Engineering Landscape Architecture & Land Surveying, PLLC

A handwritten signature in black ink, appearing to read "Paul J. Dumont", written over a horizontal line.

Paul J. Dumont, PE
Senior Designer II

p:\2020\20045\admin\lrfon_2021-06-02.docx

TABLE D-1

JMC COUNTED DAYCARE DRIVEWAY VOLUMES

TIME	ENTER	EXIT	TOTAL
2:30 - 2:45 PM	4	9	13
2:45 - 3:00 PM	2	1	3
3:00 - 3:15 PM	4	2	6
3:15 - 3:30 PM	8	7	15
3:30 - 3:45 PM	3	5	8
3:45 - 4:00 PM	3	4	7
4:00 - 4:15 PM	2	4	6
4:15 - 4:30 PM	4	1	5
4:30 - 4:45 PM	2	5	7
4:45 - 5:00 PM	9	7	16
5:00 - 5:15 PM	5	4	9
5:15 - 5:30 PM	19	15	34
5:30 - 5:45 PM	6	15	21
5:45 - 6:00 PM	5	7	12
6:00 - 6:15 PM	0	0	0
6:15 - 6:30 PM	5	5	10

Notes:

(1) JMC counted the entering and exiting traffic volumes for the existing The Learning Experience located at 3555 Mohegan Avenue, Mohegan Lake, NY on Tuesday, May 25, 2021.

Table TB-1

Taco Bell Drive-Thru Processing Time Duration Survey

Vehicle No.	Time Enter	Time Exit	Time Duration (Minutes)
1	4:00 PM	4:04 PM	4
2	4:01 PM	4:05 PM	4
3	4:03 PM	4:07 PM	4
4	4:06 PM	4:09 PM	3
5	4:07 PM	4:11 PM	4
6	4:09 PM	4:13 PM	4
7	4:12 PM	4:18 PM	6
8	4:13 PM	4:19 PM	6
9	4:16 PM	4:20 PM	4
10	4:17 PM	4:22 PM	5
11	4:18 PM	4:22 PM	4
12	4:22 PM	4:28 PM	6
13	4:23 PM	4:30 PM	7
14	4:26 PM	4:32 PM	6
15	4:27 PM	4:33 PM	6
16	4:30 PM	4:34 PM	4
17	4:33 PM	4:38 PM	5
18	4:36 PM	4:40 PM	4
19	4:43 PM	4:48 PM	5
20	4:45 PM	4:49 PM	4
21	4:46 PM	4:50 PM	4
22	4:46 PM	4:51 PM	5
23	4:48 PM	4:52 PM	4
24	4:51 PM	4:55 PM	4
25	4:52 PM	4:56 PM	4
26	4:52 PM	4:56 PM	4
27	4:54 PM	4:58 PM	4
28	5:00 PM	5:04 PM	4
29	5:01 PM	5:07 PM	6
30	5:01 PM	5:07 PM	6
31	5:01 PM	5:08 PM	7
32	5:02 PM	5:09 PM	7
33	5:03 PM	5:11 PM	8
34	5:04 PM	5:12 PM	8
35	5:06 PM	5:16 PM	10
36	5:09 PM	5:17 PM	8
37	5:09 PM	5:19 PM	10
38	5:10 PM	5:20 PM	10
39	5:13 PM	5:22 PM	9
40	5:15 PM	5:25 PM	10
41	5:16 PM	5:26 PM	10
42	5:19 PM	5:27 PM	8

Vehicle No.	Time Enter	Time Exit	Time Duration (Minutes)
59	5:42 PM	5:50 PM	8
60	5:45 PM	5:51 PM	6
61	5:47 PM	5:55 PM	8
62	5:47 PM	5:56 PM	9
63	5:47 PM	5:57 PM	10
64	5:49 PM	5:59 PM	10
65	5:50 PM	6:01 PM	11
66	5:51 PM	6:02 PM	11
67	5:52 PM	6:03 PM	11
68	5:52 PM	6:05 PM	13
69	5:52 PM	6:05 PM	13
70	5:54 PM	6:06 PM	12
71	5:54 PM	6:08 PM	14
72	5:56 PM	6:10 PM	14
73	5:58 PM	6:12 PM	14
74	6:01 PM	6:13 PM	12
75	6:02 PM	6:13 PM	11
76	6:05 PM	6:14 PM	9
77	6:06 PM	6:16 PM	10
78	6:11 PM	6:15 PM	4
79	6:12 PM	6:17 PM	5
80	6:14 PM	6:20 PM	6
81	6:14 PM	6:21 PM	7
82	6:15 PM	6:23 PM	8
83	6:17 PM	6:24 PM	7
84	6:18 PM	6:24 PM	6
85	6:18 PM	6:25 PM	7
86	6:19 PM	6:26 PM	7
87	6:19 PM	6:27 PM	8
88	6:20 PM	6:27 PM	7
89	6:21 PM	6:28 PM	7
90	6:24 PM	6:29 PM	5
91	6:26 PM	6:31 PM	5
92	6:28 PM	6:32 PM	4
93	6:28 PM	6:33 PM	5
94	6:30 PM	6:36 PM	6
95	6:33 PM	6:37 PM	4
96	6:34 PM	6:38 PM	4
97	6:36 PM	6:39 PM	3
98	6:37 PM	6:40 PM	3
99	6:39 PM	6:44 PM	5
100	6:42 PM	6:47 PM	5

Table TB-1

Taco Bell Drive-Thru Processing Time Duration Survey

Vehicle No.	Time Enter	Time Exit	Time Duration (Minutes)
43	5:20 PM	5:28 PM	8
44	5:20 PM	5:30 PM	10
45	5:22 PM	5:32 PM	10
46	5:26 PM	5:33 PM	7
47	5:27 PM	5:36 PM	9
48	5:27 PM	5:40 PM	13
49	5:27 PM	5:42 PM	15
50	5:28 PM	5:43 PM	15
51	5:28 PM	5:45 PM	17
52	5:29 PM	5:45 PM	16
53	5:32 PM	5:46 PM	14
54	5:33 PM	5:47 PM	14
55	5:33 PM	5:47 PM	14
56	5:34 PM	5:48 PM	14
57	5:35 PM	5:49 PM	14
58	5:41 PM	5:49 PM	8

Vehicle No.	Time Enter	Time Exit	Time Duration (Minutes)
101	6:44 PM	6:49 PM	5
102	6:45 PM	6:51 PM	6
103	6:49 PM	6:53 PM	4
104	6:50 PM	6:55 PM	5
105	6:51 PM	6:57 PM	6
106	6:51 PM	6:59 PM	8
107	6:54 PM	7:00 PM	6
108	6:55 PM	7:02 PM	7
109	6:58 PM	7:03 PM	5
110	6:58 PM	7:05 PM	7
111	6:59 PM	7:07 PM	8
112	7:00 PM	7:07 PM	7

****Average Time Duration Per Vehicle: 7.6 Minutes****

Notes:

(1) JMC performed counts of the existing Taco Bell Drive-Thru located at 1081 Stoneleigh Avenue, Carmel, NY on Thursday, May 20, 2020.

Table TB-2

Taco Bell Drive-Thru Queue Length Survey

Time	Vehicles Entering Queue	Vehicles Exiting Queue	Vehicle Queue Length
4:00 PM	-	-	1
4:01 PM	1	0	2
4:02 PM	0	0	2
4:03 PM	1	0	3
4:04 PM	0	1	2
4:05 PM	0	1	1
4:06 PM	1	0	2
4:07 PM	1	1	2
4:08 PM	0	0	2
4:09 PM	1	1	2
4:10 PM	0	0	2
4:11 PM	0	1	1
4:12 PM	1	0	2
4:13 PM	1	1	2
4:14 PM	0	0	2
4:15 PM	0	0	2
4:16 PM	1	0	3
4:17 PM	1	0	4
4:18 PM	1	1	4
4:19 PM	0	1	3
4:20 PM	0	1	2
4:21 PM	0	0	2
4:22 PM	1	2	1
4:23 PM	1	0	2
4:24 PM	0	0	2
4:25 PM	0	0	2
4:26 PM	1	0	3
4:27 PM	1	0	4
4:28 PM	0	1	3
4:29 PM	0	0	3
4:30 PM	1	1	3
4:31 PM	0	0	3
4:32 PM	0	1	2
4:33 PM	1	1	2
4:34 PM	0	1	1
4:35 PM	0	0	1
4:36 PM	1	0	2
4:37 PM	0	0	2
4:38 PM	0	1	1
4:39 PM	0	0	1
4:40 PM	0	1	0
4:41 PM	0	0	0
4:42 PM	0	0	0
4:43 PM	1	0	1
4:44 PM	0	0	1

Time	Vehicles Entering Queue	Vehicles Exiting Queue	Vehicle Queue Length
4:45 PM	1	0	2
4:46 PM	2	0	4
4:47 PM	0	0	4
4:48 PM	1	1	4
4:49 PM	0	1	3
4:50 PM	0	1	2
4:51 PM	1	1	2
4:52 PM	2	1	3
4:53 PM	0	0	3
4:54 PM	1	0	4
4:55 PM	0	1	3
4:56 PM	0	2	1
4:57 PM	0	0	1
4:58 PM	0	1	0
4:59 PM	0	0	0
5:00 PM	1	0	1
5:01 PM	3	0	4
5:02 PM	1	0	5
5:03 PM	1	0	6
5:04 PM	1	1	6
5:05 PM	0	0	6
5:06 PM	1	0	7
5:07 PM	0	2	5
5:08 PM	0	1	4
5:09 PM	2	1	5
5:10 PM	1	0	6
5:11 PM	0	1	5
5:12 PM	0	1	4
5:13 PM	1	0	5
5:14 PM	0	0	5
5:15 PM	1	0	6
5:16 PM	1	1	6
5:17 PM	0	1	5
5:18 PM	0	0	5
5:19 PM	1	1	5
5:20 PM	2	1	6
5:21 PM	0	0	6
5:22 PM	1	1	6
5:23 PM	0	0	6
5:24 PM	0	0	6
5:25 PM	0	1	5
5:26 PM	1	1	5
5:27 PM	3	1	7
5:28 PM	2	1	8
5:29 PM	1	0	9

Table TB-2

Taco Bell Drive-Thru Queue Length Survey

Time	Vehicles Entering Queue	Vehicles Exiting Queue	Vehicle Queue Length
5:30 PM	0	1	8
5:31 PM	0	0	8
5:32 PM	1	1	8
5:33 PM	2	1	9
5:34 PM	1	0	10
5:35 PM	1	0	11
5:36 PM	0	1	10
5:37 PM	0	0	10
5:38 PM	0	0	10
5:39 PM	0	0	10
5:40 PM	0	1	9
5:41 PM	1	0	10
5:42 PM	1	1	10
5:43 PM	0	1	9
5:44 PM	0	0	9
5:45 PM	1	2	8
5:46 PM	0	1	7
5:47 PM	3	2	8
5:48 PM	0	1	7
5:49 PM	1	2	6
5:50 PM	1	1	6
5:51 PM	1	1	6
5:52 PM	3	0	9
5:53 PM	0	0	9
5:54 PM	2	0	11
5:55 PM	0	1	10
5:56 PM	1	1	10
5:57 PM	0	1	9
5:58 PM	1	0	10
5:59 PM	0	1	9
6:00 PM	0	0	9
6:01 PM	1	1	9
6:02 PM	1	1	9
6:03 PM	0	1	8
6:04 PM	0	0	8
6:05 PM	1	2	7
6:06 PM	1	1	7
6:07 PM	0	0	7
6:08 PM	0	1	6
6:09 PM	0	0	6
6:10 PM	0	1	5
6:11 PM	1	0	6
6:12 PM	1	1	6
6:13 PM	0	2	4
6:14 PM	2	1	5

Time	Vehicles Entering Queue	Vehicles Exiting Queue	Vehicle Queue Length
6:15 PM	1	1	5
6:16 PM	0	1	4
6:17 PM	1	1	4
6:18 PM	2	0	6
6:19 PM	2	0	8
6:20 PM	1	1	8
6:21 PM	1	1	8
6:22 PM	0	0	8
6:23 PM	0	1	7
6:24 PM	1	2	6
6:25 PM	0	1	5
6:26 PM	1	1	5
6:27 PM	0	2	3
6:28 PM	2	1	4
6:29 PM	0	1	3
6:30 PM	1	0	4
6:31 PM	0	1	3
6:32 PM	0	1	2
6:33 PM	1	1	2
6:34 PM	1	0	3
6:35 PM	0	0	3
6:36 PM	1	1	3
6:37 PM	1	1	3
6:38 PM	0	1	2
6:39 PM	1	1	2
6:40 PM	0	1	1
6:41 PM	0	0	1
6:42 PM	1	0	2
6:43 PM	0	0	2
6:44 PM	1	1	2
6:45 PM	1	0	3
6:46 PM	0	0	3
6:47 PM	0	1	2
6:48 PM	0	0	2
6:49 PM	1	1	2
6:50 PM	1	0	3
6:51 PM	2	1	4
6:52 PM	0	0	4
6:53 PM	0	1	3
6:54 PM	1	0	4
6:55 PM	1	1	4
6:56 PM	0	0	4
6:57 PM	0	1	3
6:58 PM	2	0	5
6:59 PM	1	1	5
7:00 PM	1	1	5

Notes:

(1) JMC performed counts of the existing Taco Bell Drive-Thru located at 1081 Stoneleigh Avenue, Carmel, NY on Thursday, May 20, 2020.

Table TB-3

Taco Bell Drive-Thru Queue Length Survey Summary

Time	Queue Length (Vehicles)		
	50th Percentile	95th Percentile	Maximum
4:00 PM - 4:15 PM	2.0	2.3	3
4:15 PM - 4:30 PM	3.0	4.0	4
4:30 PM - 4:45 PM	1.0	3.0	3
4:45 PM - 5:00 PM	3.0	4.0	4
5:00 PM - 5:15 PM	5.0	6.3	7
5:15 PM - 5:30 PM	6.0	8.3	9
5:30 PM - 5:45 PM	10.0	10.3	11
5:45 PM - 6:00 PM	9.0	10.3	11
6:00 PM - 6:15 PM	7.0	9.0	9
6:15 PM - 6:30 PM	5.0	8.0	8
6:30 PM - 6:45 PM	2.0	3.3	4
6:45 PM - 7:00 PM	3.5	5.0	5
4:00 - 7:00 PM	4.0	10.0	11

Notes:

(1) JMC performed counts of the existing Taco Bell Drive-Thru located at 1081 Stoneleigh Avenue, Carmel, NY on Thursday, May 20, 2020.

Table TB-1

Taco Bell Drive-Thru Processing Time Duration Survey

Vehicle No.	Time Enter	Time Exit	Time Duration (Minutes)
1	4:03 PM	4:05 PM	2
2	4:05 PM	4:07 PM	2
3	4:10 PM	4:12 PM	2
4	4:13 PM	4:15 PM	2
5	4:15 PM	4:17 PM	2
6	4:16 PM	4:19 PM	3
7	4:18 PM	4:19 PM	1
8	4:19 PM	4:20 PM	1
9	4:22 PM	4:23 PM	1
10	4:24 PM	4:26 PM	2
11	4:27 PM	4:30 PM	3
12	4:33 PM	4:36 PM	3
13	4:39 PM	4:40 PM	1
14	4:39 PM	4:42 PM	3
15	4:48 PM	4:51 PM	3
16	4:56 PM	5:00 PM	4
17	4:57 PM	5:01 PM	4
18	4:58 PM	5:02 PM	4
19	5:01 PM	5:03 PM	2
20	5:03 PM	5:06 PM	3
21	5:06 PM	5:08 PM	2
22	5:06 PM	5:08 PM	2
23	5:07 PM	5:09 PM	2
24	5:08 PM	5:10 PM	2
25	5:08 PM	5:11 PM	3
26	5:10 PM	5:12 PM	2
27	5:13 PM	5:16 PM	3
28	5:18 PM	5:21 PM	3
29	5:18 PM	5:23 PM	5
30	5:20 PM	5:25 PM	5

Vehicle No.	Time Enter	Time Exit	Time Duration (Minutes)
31	5:27 PM	5:30 PM	3
32	5:29 PM	5:32 PM	3
33	5:29 PM	5:35 PM	6
34	5:32 PM	5:39 PM	7
35	5:35 PM	5:40 PM	5
36	5:39 PM	5:41 PM	2
37	5:44 PM	5:48 PM	4
38	5:45 PM	5:51 PM	6
39	5:50 PM	5:52 PM	2
40	5:54 PM	5:56 PM	2
41	5:57 PM	5:59 PM	2
42	5:57 PM	6:00 PM	3
43	6:03 PM	6:05 PM	2
44	6:04 PM	6:06 PM	2
45	6:08 PM	6:10 PM	2
46	6:12 PM	6:14 PM	2
47	6:15 PM	6:17 PM	2
48	6:18 PM	6:20 PM	2
49	6:19 PM	6:21 PM	2
50	6:19 PM	6:23 PM	4
51	6:20 PM	6:24 PM	4
52	6:22 PM	6:25 PM	3
53	6:26 PM	6:29 PM	3
54	6:29 PM	6:31 PM	2
55	6:37 PM	6:39 PM	2
56	6:43 PM	6:46 PM	3
57	6:48 PM	6:50 PM	2
58	6:51 PM	6:53 PM	2
59	6:52 PM	6:54 PM	2
60	6:56 PM	6:59 PM	3

****Average Time Duration Per Vehicle: 2.8 Minutes****

Notes:

(1) JMC performed counts of the existing Taco Bell Drive-Thru located at 303 Boston Post Road, Port Chester, NY 10573 on Tuesday, December 1, 2020.

Table TB-2

Taco Bell Drive-Thru Queue Length Survey

Time	Vehicles Entering Queue	Vehicles Exiting Queue	Vehicle Queue Length
4:00 PM	-	-	0
4:01 PM	0	0	0
4:02 PM	0	0	0
4:03 PM	1	0	1
4:04 PM	0	0	1
4:05 PM	1	1	1
4:06 PM	0	0	1
4:07 PM	0	1	0
4:08 PM	0	0	0
4:09 PM	0	0	0
4:10 PM	1	0	1
4:11 PM	0	0	1
4:12 PM	0	1	0
4:13 PM	1	0	1
4:14 PM	0	0	1
4:15 PM	1	1	1
4:16 PM	1	0	2
4:17 PM	0	1	1
4:18 PM	1	0	2
4:19 PM	1	2	1
4:20 PM	0	1	0
4:21 PM	0	0	0
4:22 PM	1	0	1
4:23 PM	0	1	0
4:24 PM	1	0	1
4:25 PM	0	0	1
4:26 PM	0	1	0
4:27 PM	1	0	1
4:28 PM	0	0	1
4:29 PM	0	0	1
4:30 PM	0	1	0
4:31 PM	0	0	0
4:32 PM	0	0	0
4:33 PM	1	0	1
4:34 PM	0	0	1
4:35 PM	0	0	1
4:36 PM	0	1	0
4:37 PM	0	0	0
4:38 PM	0	0	0
4:39 PM	2	0	2
4:40 PM	0	1	1
4:41 PM	0	0	1
4:42 PM	0	1	0
4:43 PM	0	0	0
4:44 PM	0	0	0

Time	Vehicles Entering Queue	Vehicles Exiting Queue	Vehicle Queue Length
4:45 PM	0	0	0
4:46 PM	0	0	0
4:47 PM	0	0	0
4:48 PM	1	0	1
4:49 PM	0	0	1
4:50 PM	0	0	1
4:51 PM	0	1	0
4:52 PM	0	0	0
4:53 PM	0	0	0
4:54 PM	0	0	0
4:55 PM	0	0	0
4:56 PM	1	0	1
4:57 PM	1	0	2
4:58 PM	1	0	3
4:59 PM	0	0	3
5:00 PM	0	1	2
5:01 PM	1	1	2
5:02 PM	0	1	1
5:03 PM	1	1	1
5:04 PM	0	0	1
5:05 PM	0	0	1
5:06 PM	2	1	2
5:07 PM	1	0	3
5:08 PM	2	2	3
5:09 PM	0	1	2
5:10 PM	1	1	2
5:11 PM	0	1	1
5:12 PM	0	1	0
5:13 PM	1	0	1
5:14 PM	0	0	1
5:15 PM	0	0	1
5:16 PM	0	1	0
5:17 PM	0	0	0
5:18 PM	2	0	2
5:19 PM	0	0	2
5:20 PM	1	0	3
5:21 PM	0	1	2
5:22 PM	0	0	2
5:23 PM	0	1	1
5:24 PM	0	0	1
5:25 PM	0	1	0
5:26 PM	0	0	0
5:27 PM	1	0	1
5:28 PM	0	0	1
5:29 PM	2	0	3

Table TB-2

Taco Bell Drive-Thru Queue Length Survey

Time	Vehicles Entering Queue	Vehicles Exiting Queue	Vehicle Queue Length
5:30 PM	0	1	2
5:31 PM	0	0	2
5:32 PM	1	1	2
5:33 PM	0	0	2
5:34 PM	0	0	2
5:35 PM	1	1	2
5:36 PM	0	0	2
5:37 PM	0	0	2
5:38 PM	0	0	2
5:39 PM	1	1	2
5:40 PM	0	1	1
5:41 PM	0	1	0
5:42 PM	0	0	0
5:43 PM	0	0	0
5:44 PM	1	0	1
5:45 PM	1	0	2
5:46 PM	0	0	2
5:47 PM	0	0	2
5:48 PM	0	1	1
5:49 PM	0	0	1
5:50 PM	1	0	2
5:51 PM	0	1	1
5:52 PM	0	1	0
5:53 PM	0	0	0
5:54 PM	1	0	1
5:55 PM	0	0	1
5:56 PM	0	1	0
5:57 PM	2	0	2
5:58 PM	0	0	2
5:59 PM	0	1	1
6:00 PM	0	1	0
6:01 PM	0	0	0
6:02 PM	0	0	0
6:03 PM	1	0	1
6:04 PM	1	0	2
6:05 PM	0	1	1
6:06 PM	0	1	0
6:07 PM	0	0	0
6:08 PM	1	0	1
6:09 PM	0	0	1
6:10 PM	0	1	0
6:11 PM	0	0	0
6:12 PM	1	0	1
6:13 PM	0	0	1
6:14 PM	0	1	0

Time	Vehicles Entering Queue	Vehicles Exiting Queue	Vehicle Queue Length
6:15 PM	1	0	1
6:16 PM	0	0	1
6:17 PM	0	1	0
6:18 PM	1	0	1
6:19 PM	2	0	3
6:20 PM	1	1	3
6:21 PM	0	1	2
6:22 PM	1	0	3
6:23 PM	0	1	2
6:24 PM	0	1	1
6:25 PM	0	1	0
6:26 PM	1	0	1
6:27 PM	0	0	1
6:28 PM	0	0	1
6:29 PM	1	1	1
6:30 PM	0	0	1
6:31 PM	0	1	0
6:32 PM	0	0	0
6:33 PM	0	0	0
6:34 PM	0	0	0
6:35 PM	0	0	0
6:36 PM	0	0	0
6:37 PM	1	0	1
6:38 PM	0	0	1
6:39 PM	0	1	0
6:40 PM	0	0	0
6:41 PM	0	0	0
6:42 PM	0	0	0
6:43 PM	1	0	1
6:44 PM	0	0	1
6:45 PM	0	0	1
6:46 PM	0	1	0
6:47 PM	0	0	0
6:48 PM	1	0	1
6:49 PM	0	0	1
6:50 PM	0	1	0
6:51 PM	1	0	1
6:52 PM	1	0	2
6:53 PM	0	1	1
6:54 PM	0	1	0
6:55 PM	0	0	0
6:56 PM	1	0	1
6:57 PM	0	0	1
6:58 PM	0	0	1
6:59 PM	0	1	0
7:00 PM	0	0	0

Notes:

(1) JMC performed counts of the existing Taco Bell Drive-Thru located at 303 Boston Post Road, Port Chester, NY 10573 on Tuesday, December 1, 2020.

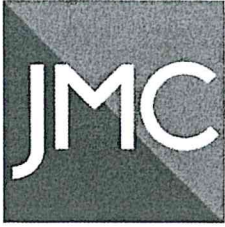
Table TB-3

Taco Bell Drive-Thru Queue Length Survey Summary

Time	Queue Length (Vehicles)		
	50th Percentile	95th Percentile	Maximum
4:00 PM - 4:15 PM	1.0	1.0	1
4:15 PM - 4:30 PM	1.0	2.0	2
4:30 PM - 4:45 PM	0.0	1.3	2
4:45 PM - 5:00 PM	0.0	3.0	3
5:00 PM - 5:15 PM	1.0	3.0	3
5:15 PM - 5:30 PM	1.0	3.0	3
5:30 PM - 5:45 PM	2.0	2.0	2
5:45 PM - 6:00 PM	1.0	2.0	2
6:00 PM - 6:15 PM	0.0	1.3	2
6:15 PM - 6:30 PM	1.0	3.0	3
6:30 PM - 6:45 PM	0.0	1.0	1
6:45 PM - 7:00 PM	1.0	1.3	2
4:00 - 7:00 PM	1.0	2.0	3

Notes:

(1) JMC performed counts of the existing Taco Bell Drive-Thru located at 303 Boston Post Road, Port Chester, NY 10573 on Tuesday, December 1, 2020.



Site Planning	Environmental Studies
Civil Engineering	Entitlements
Landscape Architecture	Construction Services
Land Surveying	3D Visualization
Transportation Engineering	Laser Scanning

April 21, 2021

Chairman Richard Fon
& Members of the Planning Board
Town of Yorktown Planning Board
1974 Commerce Street, Room 222
Yorktown, NY 10598

RECEIVED
PLANNING DEPARTMENT
APR 21 2021
TOWN OF YORKTOWN

RE: JMC Project 20045
Proposed Taco Bell Restaurant
3571 Mohegan Avenue
Town of Yorktown, NY

Dear Chairman Fon and Members of the Board:

On behalf of Keystone Mohegan Lake LLC, we are pleased to provide the following responses to comments discussed during the April 12th Public Hearing. Accordingly, herein we have provided materials and responses for your consideration.

Enclosed please find a copy of the below listed materials for your review:

I. JMC Drawings:

<u>Dwg. No.</u>	<u>Title</u>	<u>Rev. #/Date</u>
C-100	“Layout Plan”	3 04/21/2020

For the Board’s convenience, we have indicated each comment in italics, followed by the Applicant’s responses:

Comments Received during the April 12th Public Hearing

Comment No. 1

The proposed Taco Bell restaurant will share a parking lot with The Learning Experience day care facility. How will safety be ensured for the children who attend The Learning Experience?

Response No. 1

The Learning Experience, Hudson Valley Credit union, and the proposed Taco Bell restaurant will all share a driveway onto Mohegan Avenue but each building has its own parking lot. The Taco Bell restaurant has an independent access on the main access drive and does not conflict with the existing parking lot and drop off areas behind The Learning Experience building.

JMC Planning Engineering Landscape Architecture & Land Surveying, PLLC | JMC Site Development Consultants, LLC

Additionally, The Learning Experience closes at 6:30 PM during the week (Monday through Friday) and is closed on the weekends which further reduces potential conflicts between the two uses.

Comment No. 2

This segment of Route 6 becomes very congested during the peak hours. Many drivers run red lights and cut-through the adjacent shopping centers in order to bypass traffic.

Response No. 2

As discussed during the Public Hearing, an extensive traffic study was performed and significant roadway improvements were constructed in coordination with the New York State Department of Transportation (NYSDOT) to permit the original subdivision and site plan approvals. Additionally, a new traffic study was prepared in 2018 which analyzed the change from the approved bank use to a fast-food restaurant use. The Traffic Study concludes that there are no appreciable changes in delays in the studied intersections during all peak hours analyzed.

Comment No. 3

Has the applicant explored having an entrance on Route 6?

Response No. 3

A driveway on Route 6 would not be ideal and would likely not be permitted by the NYSDOT due to the proximity of a potential driveway to the intersection.

Comment No. 4

The queue at the Mohegan Avenue approach sometimes extends to the site driveway. How will this be impacted by the proposed development?

Response No. 4

The operations of the northbound Mohegan Avenue approach were studied as part of the 2018 traffic study that was previously prepared. Should the queue on Mohegan Avenue extend to the site driveway, vehicles exiting the site driveway will wait within the site driveway until there is room to turn onto Mohegan Avenue.

Comment No. 5

Can the applicant provide data from a comparable Taco Bell showing how many customers are expected during peak time on a typical weekday and weekend?

Response No. 5

The traffic study which was prepared in 2018 projected the number of vehicle trips for a fast-food restaurant with a drive-through window based on an industry standard publication from the

Institute of Transportation Engineers (ITE). The ITE publication is based on over 100 studies that were conducted during peak weekday and weekend hours at fast-food restaurants with drive-through windows.

Comment No. 6

What are the proposed hours of operation?

Response No. 6

The Taco Bell restaurant will be open from 7 AM until 2 AM.

Comment No. 7

Does the proposed restaurant require one or two Special Permits for the drive-thru / outdoor dining area.

Response No. 7

The proposed restaurant requires a Special Permit for the drive-thru aspect of the use. The outdoor dining area does not require a Special Permit from the Planning Board as it will contain 12 seats or less.

Comment No. 8

Does the outdoor dining area count toward the required parking calculation?

Response No. 8

We have confirmed with the Planning Department that the calculation of required parking does not include the outdoor dining area.

Comment No. 9

A loading area is not identified on the site plan.

Response No. 9

The proposed loading area has been delineated on JMC Drawing C-100, "Layout Plan", and is consistent with the truck turning maneuvers that were demonstrated within the plan set.

Comment No. 10

The Traffic Study was performed in 2018 and COVID has changed traffic patterns. A new study should be prepared.

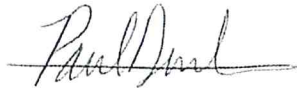
Response No. 10

This comment is noted. We acknowledge that the traffic patterns and levels as a result of the COVID-19 pandemic are different than what was observed in 2018. However, traffic engineers and reviewers (including the NYSDOT) are viewing this as a temporary condition which will eventually return to pre-COVID conditions. If a new study were prepared today, the NYSDOT would require that we either use prior roadway count data (adjusted using general growth factors) or would require that any counts conducted be factored up to pre-COVID levels.

We trust that this information is sufficient for you to continue your review of this Application and we look forward to discussing this matter with you further. If you have any questions or require additional information with regard to the information provided above, please do not hesitate to contact our office at 914-273-5225. Thank you for your consideration.

Sincerely,

JMC Planning Engineering Landscape Architecture & Land Surveying, PLLC

A handwritten signature in black ink, appearing to read "Paul J. Dumont", with a horizontal line extending to the right.

Paul J. Dumont, PE
Senior Designer II

p:\2020\20045\admin\lftfon(comment-response)_2021-04-21.docx

TRAFFIC STUDY

ROUTE 6 II DEVELOPMENT

**3571 MOHEGAN AVENUE
TOWN OF YORKTOWN, NEW YORK**

Prepared for: **Celestial Route 6 Associates II, LLC**
222 Bloomingdale Road, Suite 115
White Plains, NY 10605

Prepared by:



JMC Project 18070

Date: September 20, 2018

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A.	TABLES												
	<table border="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>TABLE</u></th> <th style="text-align: left;"><u>TITLE</u></th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Proposed Retail Development Volume Comparison</td> </tr> <tr> <td>2</td> <td>Proposed Fast-Food Restaurant Development Volume Comparison</td> </tr> <tr> <td>3</td> <td>Intersection Operations-Peak Weekday AM Hour</td> </tr> <tr> <td>4</td> <td>Intersection Operations-Peak Weekday PM Hour</td> </tr> <tr> <td>5</td> <td>Intersection Operations-Peak Saturday Midday Hour</td> </tr> </tbody> </table>	<u>TABLE</u>	<u>TITLE</u>	1	Proposed Retail Development Volume Comparison	2	Proposed Fast-Food Restaurant Development Volume Comparison	3	Intersection Operations-Peak Weekday AM Hour	4	Intersection Operations-Peak Weekday PM Hour	5	Intersection Operations-Peak Saturday Midday Hour
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B.	FIGURES												
	<table border="0" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>FIGURE</u></th> <th style="text-align: left;"><u>TITLE</u></th> </tr> </thead> <tbody> <tr> <td>1</td> <td>2018 Existing Volumes-Peak Weekday AM Hour</td> </tr> <tr> <td>2</td> <td>2018 Existing Volumes-Peak Weekday PM Hour</td> </tr> <tr> <td>3</td> <td>2018 Existing Volumes-Peak Saturday Midday Hour</td> </tr> </tbody> </table>	<u>FIGURE</u>	<u>TITLE</u>	1	2018 Existing Volumes-Peak Weekday AM Hour	2	2018 Existing Volumes-Peak Weekday PM Hour	3	2018 Existing Volumes-Peak Saturday Midday Hour				
<u>FIGURE</u>	<u>TITLE</u>												
1	2018 Existing Volumes-Peak Weekday AM Hour												
2	2018 Existing Volumes-Peak Weekday PM Hour												
3	2018 Existing Volumes-Peak Saturday Midday Hour												

- 4 2021 General Growth Volumes-Peak Weekday AM Hour
- 5 2021 General Growth Volumes-Peak Weekday PM Hour
- 6 2021 General Growth Volumes-Peak Saturday Midday Hour
- 7 Other Development Volumes-Cortlandt Crossing
- 8 Other Development Volumes-Shrub Oak International School
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- 11 Previously Approved Bank Primary Volumes-Peak Weekday AM Hour
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Midday Hour

C. TURNING MOVEMENT COUNTS

D. CAPACITY ANALYSES

I. INTRODUCTION

This Traffic Study has been prepared to assess existing conditions as well as future traffic operations in association with the proposed rezoning of one lot in an approved 4-lot subdivision located at 3571 Mohegan Avenue in the Town of Yorktown. The lot is proposed to be rezoned to the C-2 Commercial Hamlet Center Zoning District. Accordingly, this study assesses the potential traffic impacts of a 7,200 s.f. retail and a 2,000 s.f. fast-food restaurant, which are both uses that would be allowed under the C-2 Zoning.

The property was redeveloped as part of a previous approval dated 02/11/2008 from the Town of Yorktown Planning Board. The previous approval incorporated a 4 lot subdivision with a 4,000 s.f credit union constructed on one lot, a 10,000 s.f. day care constructed on a second lot, the third lot was to remain as open space and the fourth lot was to be a 4,000 s.f. bank with two drive-up lanes. The property was redeveloped as proposed in the previous approval; except that, the 4,000 s.f. bank with two drive-up lanes was never constructed.

Under the current proposal, the Applicant proposes to rezone the location of the previously approved bank, which was not constructed, to the C-2 Zoning District and when a tenant is secured, and construct a building. The other buildings on the property are proposed to remain. Access to the property will continue to be provided by a full movement driveway on Mohegan Avenue. The exact tenant for the proposed building is not known at this time. This study evaluates the proposed building up to a 7,200 s.f. retail building or the proposed building may be up to a 2,000 s.f. fast-food restaurant with a drive-thru window.

In conjunction with the 2008 redevelopment, the Applicant constructed substantial off-site improvements. Mohegan Avenue was widened along its entire frontage with the property and a sidewalk was constructed along Mohegan Avenue. At its intersection with US 6 (East Main Street), Mohegan Avenue was relocated to be opposite Lakeland Street, as recommended in a prior traffic planning study prepared for the Route 6 corridor. Mohegan Avenue was also widened to provide a separate right turn lane with a channelization island at US 6. A right of way

was dedicated to facilitate the intersection relocation. Sidewalks were installed along US 6 and a bench and flagpole were provided at the intersection. The traffic signal at the intersection of US 6/Mohegan Avenue/Lakeland Street was reconstructed. The stormwater collection system within Mohegan Avenue and US 6 was improved. In addition, the shopping center driveway on the east side of Mohegan Avenue (near CVS) was relocated to align with the site driveway.

Based on this study, the proposed retail building represents a reduction of traffic volumes compared to the previously approved bank on the property. The proposed fast-food restaurant represents a reduction of traffic volumes compared to the previously approved bank during the peak weekday PM hour. The studied intersections under future conditions with the proposed retail building or the proposed fast-food restaurant are projected to operate at similar or better levels of service as projected for future conditions with the previously approved bank.

II. EXISTING CONDITIONS

A. Existing Roadway Network

JMC performed field reconnaissance at the site and adjoining roadway network in order to gather existing conditions data. The field work included a determination of lane widths, striping, horizontal and vertical alignments, signs, traffic signal phasing and timings, speed limits, pedestrian activities, traffic flows, on street parking, sidewalks, curbing, etc.

US 6 (East Main Street) is generally an east-west roadway under the jurisdiction of the NYSDOT. It provides one travel in each direction within the study area and widens to provide additional lanes at various locations. Within the study area, US 6 has a posted speed limit of 35 mph.

Lexington Avenue is a town roadway which originates north of US 6 and extends in a southernly direction to its terminus at US 202/NY 35. Lexington Avenue generally provides one travel lane in each direction and widens at several intersections to provide

additional lanes within the study area. Lexington Avenue has a posted speed limit of 30 mph in the study area.

In order to evaluate the changes in traffic associated with the proposed redevelopment, the following intersections have been analyzed:

1. US 6 & Lexington Avenue
2. US 6 & Old Farm Lane
3. US 6 & Mohegan Avenue/Lakeland Street
4. Mohegan Avenue & Site Driveway/CVS Driveway

Lexington Avenue intersects US 6 at a signalized four-legged intersection. All approaches into the intersection provide a separate left turn lane and a shared thru/right turn lane. US 6 and southbound Lexington Avenue provide 12 foot wide lanes and northbound Lexington Avenue provides 11 foot wide lanes.

Old Farm Lane intersects US 6 at an unsignalized 'T' intersection. Old Farm Lane operates under stop control and provides a single approach lane with shared turning movements. A two way left turn lane is provided along US 6 from Lexington Avenue to Mohegan Avenue. US 6 provides a single lane in each direction for thru and right turning vehicles.

The intersection of US 6 & Mohegan Avenue/Lakeland Street is a four-legged signalized intersection. US 6 provides a 12 foot wide left turn lane and a 12 foot wide shared thru/right turn lane on both eastbound and westbound approaches. The Mohegan Avenue northbound approach provides a 12 foot wide single lane for left/thru movements and a 12 foot wide channelized right turn lane controlled by a stop sign. The Lakeland Street southbound approach provides an 11 foot wide left/thru lane and an 11 foot wide right turn lane.

The site driveway intersects Mohegan Avenue across from the driveway to CVS at an

unsignalized four-legged intersection. Mohegan Avenue westbound provides two 12 foot wide lanes for shared movements and Mohegan Avenue eastbound provides a single 12 foot wide lane for thru/turning movements. The site driveway northbound approach and CVS driveway southbound approach both provide a single 12 foot wide lane for shared movements controlled by stop signs.

B. Existing Volumes

Manual traffic counts were performed in order to quantify and analyze existing peak hour volumes as well as to establish base conditions for projecting future operations. The counts included pedestrian activities and truck traffic.

Traffic counts were conducted from 7:00 – 9:00 AM and 4:00 – 6:00 PM for all the studied intersections on Thursday, June 14, 2018. Additionally, the studied intersections were counted on Saturday, June 9, 2018 from 12:00 PM – 3:00 PM. The traffic counts were performed while school was in session. The peak hour volumes occurred between 8:00 – 9:00 AM during the weekday morning, 4:30 – 5:30 PM during the weekday afternoon and 12:00 – 1:00 PM during the Saturday midday. The volumes are shown on Figures 1 thru 3 "2018 Existing Volumes". All figures are included in Appendix B.

C. Intersection Analysis Methodology

The intersections have been analyzed based on the methodologies of the Highway Capacity Manual 6th Edition. Information derived from the manual relative to the level of service criteria is provided below.

I. Level-of-Service Criteria for Signalized Intersections

Levels of Service (LOS) for signalized intersections are defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time.

The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during ideal conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of any incidents, and when there are no other vehicles on the road. Only the portion of total delay attributed to the control facility is quantified. This delay is called control delay. Control delay includes the delays of initial deceleration, move-up time in the queue, stops, and reacceleration. In this chapter, control delay may also be referred to as signal delay. Specifically, LOS criteria for traffic signals are stated in terms of the average control delay per vehicle, typically for a peak 15-minute analysis period. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the volume/capacity (v/c) ratio for the lane group in question.

LOS A describes operations with very low control delay, up to 10 seconds per vehicle. This level of services occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

LOS B describes operations with control delay greater than 10 and up to 20 seconds per vehicle. This level generally occurs with good progression, short cycle lengths, or both.

LOS C describes operations with control delay greater than 20 and up to 35 seconds per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both.

LOS D describes operations with control delay greater than 35 and up to 55 seconds per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long

cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines.

LOS E describes operations with control delay greater than 55 and up to 80 seconds per vehicle. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with control delay in excess of 80 seconds per vehicle and/or the arrival flow rates exceed the capacity of the intersection. It will also occur at high v/c ratios below 1.0 with many individual cycle failures. If the volume-to-capacity (v/c) is greater than 1.0, the LOS is considered an F, even if the delays are lower than 80 seconds.

The LOS criteria for signalized intersections are presented below.

Signalized Level of Service Criteria		
Control Delay (Seconds/Vehicle)	LOS by Volume-to-Capacity Ratio	
	v/c ≤ 1.0	v/c > 1.0
≤10	A	F
>10 and ≤20	B	F
>20 and ≤35	C	F
>35 and ≤55	D	F
>55 and ≤80	E	F
>80	F	F

For approach-based and intersectionwide assessments, LOS is defined solely by control delay.

2. Level of Service for Unsignalized Intersections

The Levels of Service (LOS) for Two Way Stop Control (TWSC) and All Way Stop Control (AWSC) intersections and Roundabouts are determined by the computed or measured control delay and are defined for each minor movement. LOS is not defined for the intersection as a whole for TWSC intersections. LOS criteria are presented below.

Unsignalized Level of Service Criteria		
Control Delay (Seconds/Vehicle)	LOS by Volume-to-Capacity Ratio	
	$v/c \leq 1.0$	$v/c > 1.0$
≤ 10	A	F
> 10 and ≤ 15	B	F
> 15 and ≤ 25	C	F
> 25 and ≤ 35	D	F
> 35 and ≤ 50	E	F
> 50	F	F

For TWSC intersections, the LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or the intersection as a whole at TWSC intersections. For approach-based and intersectionwide assessments at AWSC intersections and roundabouts, LOS is defined solely by control delay.

Average control delay less than 10 seconds/vehicle are defined as LOS A. Follow-up times of less than 5 seconds/vehicle have been measured when there is no conflicting traffic, so control delays of less than 10 seconds/vehicle are appropriate for low flow conditions. If the volume-to-capacity (v/c) is greater than 1.0, the LOS is considered an F, even if the delays are lower than 50 seconds.

The LOS criteria for unsignalized intersections are somewhat different than the criteria used for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. A number of driver behavior considerations combine to make delays at signalized intersections less onerous than delays at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, whereas drivers on the minor approaches to unsignalized intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at an unsignalized intersections versus that at signalized intersections. For these reasons, it is considered that the control delay threshold for any given LOS would be less for an unsignalized intersection than it would be for a signalized intersection.

D. Existing Operations

The intersection capacity analyses based on existing volumes and conditions are shown on Tables 3 thru 5. The specific volume/capacity ratios, delay for average vehicle in seconds and the associated levels of service are summarized for each lane group, the approach as well as the overall intersection as applicable are depicted on Tables 3 - 5. All tables are included in Appendix A.

During the peak weekday morning hour, the overall intersection of US 6 and Lexington Avenue operates at a level of service C. The Lexington Avenue approaches and lanes operate at a level of service D. Old Farm Lane operates at a level of service C. The overall intersection of US 6 and Mohegan Avenue with Lakeland Street operate at a level of service B with the Mohegan Avenue and Lakeland Street approaches and lanes operating at a level of service E. All other movements at the studied intersections operate at a level of service C or better during the peak weekday AM hour.

During the peak weekday afternoon hour, the overall intersection of US 6 and Lexington Avenue operates at a level of service C. The northbound Lexington Avenue approach and lanes operate at a level of service D. The southbound Lexington Avenue left turn lane and approach operates at a level of service D while the thru/right lane operates at a level of service E. Old Farm Lane operates at a level of service D. The overall intersection of US 6 and Mohegan Avenue with Lakeland Street operate at a level of service C with the Mohegan Avenue and Lakeland Street approaches and lanes operating at a level of service E. All other movements at the studied intersections operate at a level of service C or better during the peak weekday PM hour.

During the peak Saturday midday hour, the overall intersection of US 6 and Lexington Avenue operates at a level of service D. The eastbound US 6 thru/right lane and approach operate at a level of service D. The northbound Lexington Avenue approach and lanes operate at a level of service D. The southbound Lexington Avenue left turn lane operates at a level of service D while the thru/right lane and approach operates at a level of service E. Old Farm Lane operates at a level of service C. The overall intersection of US 6 and Mohegan Avenue with Lakeland Street operate at a level of service B with the Mohegan Avenue and Lakeland Street approaches and lanes operating at a level of service E. All other movements at the studied intersections operate at a level of service C or better during the peak Saturday midday hour.

III. PROJECTED CONDITIONS

A. No-Build Volumes

In order to project future traffic increases to the 2021 design year, the existing volumes were increased by a general growth rate of 1% per year compounded annually. The average percentage population growth in the Mohegan Lake area from 2010 to 2016 is -0.36% per year based on 2017 American Community Survey data. Based on NYSDOT's 2016 Traffic Volume Report, the traffic volumes along US 6 decreased from 2015 to 2016

by 0.94% and 1.06% on either side of Mohegan Avenue. The growth rate utilized in this traffic study provides a conservative analysis based on the Mohegan Lake area's population growth and traffic volumes along US 6.

Based on discussions with Town staff, this study incorporates the traffic volumes associated with the Cortlandt Crossing, Envirogreen Associates, Shrub Oak International School, and Village Tradition developments. The proposed expansion for the Mohegan Lake Audi has not been quantified in this study since this proposal eliminated a small restaurant to accommodate the expansion and the dealership expansion is not anticipated to have a significant increase in traffic based on a discussion with the Town. The other development volumes are shown on figures contained within Appendix B. As part of the Cortlandt Crossing project, the traffic signals along US 6 from Jerome Drive to Mohegan Avenue were modified to implement adaptive traffic signals. Adaptive traffic signals provide demand responsive traffic signal operations with real-time changes made to the traffic signal timing for improved traffic flow through the intersections.

Additionally, this study also incorporates the traffic volumes associated with the previously approved bank. Table I located in Appendix A depicted the peak hour traffic volumes for the previously approved bank. Figures contained in Appendix B depict the previously approved bank traffic volumes routed through the studied intersections. The general growth volumes plus the other development volumes and the previously approved bank volumes result in the 2021 no-build volumes.

During the peak weekday AM hour, all movements at the studied intersections under the no-build conditions are projected to operate at the same levels of service as experienced under existing conditions except for one movement. The southbound thru/right lane at the intersection of US 6 and Lexington Avenue is projected to increase in delay from a level of service D under existing conditions to a level of service E under no-build conditions during the peak weekday AM hour.

During the peak weekday PM hour, the overall intersection of US 6 and Lexington Avenue is projected to increase in delay to operate at a level of service D under no-build conditions. The US 6 left turn lanes at its intersection with Lexington Avenue are projected to increase in delay to operate at a level of service C while the US 6 eastbound approach and thru/right lane are projected to increase in delay to operate at a level of service D. The Old Farm Lane approach to its intersection with US 6 is projected to increase in delay to operate at a level of service E under no-build conditions. The overall intersection of US 6 and Mohegan Avenue with Lakeland Street is projected to increase in delay to operate at a level of service D while the US 6 left turns are projected to increase in delay to operate at a level of service C. The southbound and northbound approaches and thru/right lanes are projected to increase in delay to operate at a level of service D under no-build conditions. All other movements at the studied intersections under no-build conditions are projected to operate at the same levels of service as experienced under existing conditions during the peak weekday PM hour.

During the peak Saturday midday hour, the overall intersection of US 6 and Lexington Avenue is projected to increase in delay from a level of service D under existing conditions to a level of service E under no-build conditions. The US 6 eastbound approach and thru/right lane at its intersection with Lexington Avenue is projected to increase in delay from a level of service D under existing conditions to a level of service F under no-build conditions. The US 6 westbound approach is projected to increase in delay to operate at a level of service E while the westbound thru/right lane is projected to increase in delay to operate at a level of service F under no-build conditions. The Old Farm Lane approach to US 6 is projected to increase in delay from a level of service C under existing conditions to a level of service D under no-build conditions. The overall intersection of US 6 and Mohegan Avenue with Lakeland Street is projected to increase in delay to operate at a level of service C while the eastbound approach, eastbound thru/right lane, westbound approach, westbound left turn lane, and westbound thru/right lane are projected to increase in delay to operate at a level of service C under no-build conditions. All other movements at the

studied intersections under no-build conditions are projected to operate at the same levels of service as experienced under existing conditions during the peak Saturday midday hour.

B. Build Volumes With Retail

The projected traffic associated with the proposed retail redevelopments are based on information published by ITE in its publication “Trip Generation Manual, 10th Edition.” Table I shows the traffic volumes associated with the proposed retail development compared to the previously approved development of Lot I on the property. As shown in the table, the proposed retail building is anticipated to generate substantially fewer vehicle trips than the previously proposed bank. For example, the driveway volumes with the proposed retail use would be 31, 55 and 73 fewer trips than the previously approved bank during the peak weekday AM and PM hours and peak Saturday hour, respectively.

Table I incorporates pass-by trips for retail use which are trips that typically drive past or near the subject property and will patronize the development when it is completed. The proposed primary volumes were routed through the studied intersections based on existing driveway distributions and consideration of the area roadways. The pass-by volumes were routed through the studied intersections based on traffic volume data. The projected trips for the development have been shown in the figures in Appendix B. Adding the proposed retail development related traffic and subtracting the previously approved bank traffic volumes results in 2021 Build Volumes with the proposed retail building which reflect projected volumes after the completion and occupancy of the proposed retail development.

Intersection capacity analysis computed based on the 2021 Build Volumes with proposed retail building indicate that the intersections will operate at the same or better levels of service as projected for the No-Build Volumes with the previously approved bank. Projected operations with the proposed retail redevelopment are shown on Tables 3 thru 5.

The levels of service projected under build conditions for all studied turning movements remain the same as projected under no-build conditions during all studied peak hours except for six movements that are projected to improve under build conditions compared to the no-build condition. During the peak weekday PM Hour, the Old Farm Lane approach to US 6 is projected to operate at a level of service D under build conditions compared to a level of service E under no-build conditions. At the intersection of US 6 & Mohegan Avenue with Lakeland Street, the eastbound approach, eastbound thru/right lane, and westbound approach are projected to operate at a level of service C under build conditions compared to a level of service D under no-build conditions during the peak weekday PM hour. During the peak Saturday hour, the westbound right/thru lane at the intersection of US 6 & Lexington Avenue is projected to operate at a level of service E under build conditions compared to a level of service F under no-build conditions. At the intersection of US 6 & Mohegan Avenue with Lakeland Street, the westbound left turn lane is projected to operate at a level of service B under build conditions compared to a level of service C under no-build conditions during the peak Saturday hour.

C. Build Volumes With Fast-Food Restaurant

As mentioned previously, the proposed building may be a 2,000 s.f. fast-food restaurant with a drive-thru instead of the 7,200 s.f. retail building. The projected traffic associated with the proposed fast-food restaurant is based on information published by ITE in its publication “Trip Generation Manual, 10th Edition.” Table 2 shows the traffic volumes associated with the proposed fast-food restaurant development compared to the previously approved bank development of Lot 1 on the property. As shown in the table, the proposed fast-food restaurant is anticipated to generate 42 additional driveway trips during the peak weekday AM hour, 17 less driveway trips during the peak weekday PM hour and 5 additional driveway trips during the peak Saturday midday hour than the previously proposed bank.

Similar to the proposed retail building, Table 2 incorporates pass-by trips for the proposed fast-food restaurant. The primary volumes were routed through the studied intersections based on existing driveway distributions and consideration of the area roadways. The pass-by volumes were routed through the studied intersections based on traffic volume data. The projected trips for the fast-food restaurant have been shown in the figures in Appendix B. Adding the fast-food restaurant related traffic and subtracting the previously approved bank traffic volumes results in 2021 Build Volumes with the proposed fast-food restaurant.

Intersection capacity analysis computed based on the 2021 Build Volumes with proposed fast-food restaurant indicate that the intersections will operate at similar levels of service as projected for the No-Build Volumes with the previously approved bank. Projected operations with the proposed retail redevelopment are shown on Tables 3 thru 5.

During the peak weekday AM hour, the levels of service projected under build conditions for all studied turning movements remain the same as projected under no-build conditions except for one movement. At the intersection of US 6 and Mohegan Avenue with Lakeland Street, the US 6 westbound left turn lane is projected to increase in delay by 1.3 seconds to operate at a level of service B under build conditions from a level of service A under no-build conditions during the peak weekday AM hour.

During the peak weekday PM hour, the levels of service projected under build conditions for all studied turning movements remain the same as projected under no-build conditions except for two movements. At the intersection of US 6 and Mohegan Avenue with Lakeland Street, the US 6 eastbound approach and thru/right lane are projected to improve in delay to operate at a level of service C under build conditions compared to a level of service D under no-build conditions during the peak weekday PM hour.

During the peak Saturday midday hour, the levels of service projected under build conditions for all studied turning movements remain the same as projected under no-build conditions.

IV. FINDINGS & CONCLUSION

Overall, under both the retail and fast-food restaurant uses, traffic operations at the studied intersections are projected to operate at similar or better levels of service as compared to projected future conditions with the previously approved bank. The only decrease in level of service is under the fast-food restaurant use for the US 6 westbound left turn movement at the intersection of US 6 and Mohegan Avenue with Lakeland Street during the peak weekday AM hour and this decrease is insignificant. Specifically, this left turn movement is projected to operate at a level of service B under build conditions from a level of service A under no-build conditions which is a result of an incremental increase in delay of 1.3 seconds. In JMC's professional opinion, this incremental delay is not significant. In any event, as set forth below, the implementation of common phasing at the intersection of US 6 and Mohegan Avenue with Lakeland Street will maintain and/or improve levels of service at the intersection including maintaining the level of service A for the US 6 westbound left turn movement, consistent with no-build conditions.

As previously mentioned, Mohegan Avenue was widened and realigned as part of the previously approved redevelopment. This realignment of Mohegan Avenue and reconstructed traffic signal was designed to provide common traffic signal phasing for the Mohegan Avenue and Lakeland Street approaches to their intersection with US 6. The traffic signal currently operates in split phasing which processes the Mohegan Avenue and Lakeland Street approaches separately. We reviewed the intersection of US 6 and Mohegan Avenue with Lakeland Street for the State's consideration to implement common phasing for the side road approaches to the intersection as previously designed. The operations with these potential improvements at the intersection are shown on Tables 3 thru 5. With the common phasing, the overall intersection level of service improves from a level of service of D under no-build conditions to a level of service C under build conditions with the proposed retail building and with the proposed fast-food restaurant during the peak weekday PM hour. Additionally, the overall level of service improves from a C under no-build conditions to a B under build conditions with the proposed retail building during

the peak Saturday midday hour. This analysis and potential improvement have been provided for NYSDOT's consideration for implementation.

The addition of the adaptive traffic signals by the Cortlandt Crossing project has been implemented and is currently operational at the signals. The adaptive traffic signals provide demand responsive timing changes beyond the signal timing utilized in this study. The adaptive traffic system will optimize the signal operations within the study area.

It is the professional opinion of JMC that the proposed redevelopment of the property to a 7,200 s.f. retail building or a 2,000 s.f. fast-food restaurant will not have a significant impact on traffic operations in the study area compared to the previously approved bank.

Respectfully submitted,

JMC Planning Engineering Landscape Architecture & Land Surveying, PLLC

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APPENDIX A

TABLES

TABLE 1**PROPOSED RETAIL DEVELOPMENT VOLUME COMPARISON⁽¹⁾**

DESCRIPTION	PEAK WEEKDAY AM HOUR			PEAK WEEKDAY PM HOUR			PEAK SATURDAY MIDDAY HOUR		
	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
a. Previously Approved 4,000 S.F. Bank Driveway Volumes (ITE Code 912) ⁽²⁾	22	16	38	41	41	82	54	51	105
b. Previously Approved 4,000 S.F. Bank Pass-By Volumes (AM = 25%; PM = 25%; SAT = 25%)	6	4	10	10	10	20	14	13	27
c. Previously Approved 4,000 S.F. Bank Primary Volumes (Row c = Row a - Row b)	16	12	28	31	31	62	40	38	78
d. Proposed 7,200 S.F. Retail Driveway Volumes (ITE Code 820) ⁽³⁾	4	3	7	13	14	27	17	15	32
e. Proposed 7,200 S.F. Retail Pass-By Volumes (AM = 25%; PM = 25%; SAT = 25%)	1	1	2	3	4	7	4	4	8
f. Proposed 7,200 S.F. Retail Primary Volumes (Row f = Row d - Row e)	3	2	5	10	10	20	13	11	24
g. Net Additional Driveway Volumes (Row e = Row d - Row a)	(18)	(13)	(31)	(28)	(27)	(55)	(37)	(36)	(73)
h. Net Additional Pass-By Volumes (Row h = Row e - Row b)	(5)	(3)	(8)	(7)	(6)	(13)	(10)	(9)	(19)
i. Net Additional Primary Volumes (Row i = Row f - Row c)	(13)	(10)	(23)	(21)	(21)	(42)	(27)	(27)	(54)

Notes:

(1) Trip Generation based on ITE (Institute of Transportation Engineers) Trip Generation Manual, 10th Edition.

(2) Drive-In Bank (ITE Code 912) is defined by ITE as a building providing bank facilities for motorists who conduct financial transactions from their vehicles; many also serve patrons who walk into the building.

(3) Shopping Center (ITE Code 820) is defined by ITE as an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit.

TABLE 2**PROPOSED FAST-FOOD RESTAURANT DEVELOPMENT VOLUME COMPARISON⁽¹⁾**

DESCRIPTION	PEAK WEEKDAY AM HOUR			PEAK WEEKDAY PM HOUR			PEAK SATURDAY MIDDAY HOUR		
	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
a. Previously Approved 4,000 S.F. Bank Driveway Volumes (ITE Code 912) ⁽²⁾	22	16	38	41	41	82	54	51	105
b. Previously Approved 4,000 S.F. Bank Pass-By Volumes (AM = 25%; PM = 25%; SAT = 25%)	6	4	10	10	10	20	14	13	27
c. Previously Approved 4,000 S.F. Bank Primary Volumes (Row c = Row a - Row b)	16	12	28	31	31	62	40	38	78
d. Proposed 2,000 S.F. Fast-Food Restaurant with Drive-Through Window Driveway Volumes (ITE Code 820) ⁽³⁾	41	39	80	34	31	65	56	54	110
e. Proposed 2,000 S.F. Fast-Food Restaurant with Drive-Through Window Pass-By Volumes (AM = 25%; PM = 25%; SAT = 25%)	10	10	20	9	8	17	14	14	28
f. Proposed 2,000 S.F. Fast-Food Restaurant with Drive-Through Window Primary Volumes (Row f = Row d - Row e)	31	29	60	25	23	48	42	40	82
g. Net Additional Driveway Volumes (Row e = Row d - Row a)	19	23	42	(7)	(10)	(17)	2	3	5
h. Net Additional Pass-By Volumes (Row h = Row e - Row b)	4	6	10	(1)	(2)	(3)	0	1	1
i. Net Additional Primary Volumes (Row i = Row f - Row c)	15	17	32	(6)	(8)	(14)	2	2	4

Notes:

(1) Trip Generation based on ITE (Institute of Transportation Engineers) Trip Generation Manual, 10th Edition.

(2) Drive-In Bank (ITE Code 912) is defined by ITE as a building providing bank facilities for motorists who conduct financial transactions from their vehicles; many also serve patrons who walk into the building.

(3) Fast-Food Restaurant with Drive-Through Window (ITE Code 934) is defined by ITE as a restaurant with a large drive-through clientele, long hours of service, and high turnover rates for eat-in customers.

TABLE 3

INTERSECTION OPERATIONS-PEAK WEEKDAY AM HOUR

INTERSECTION	APPROACH	LANE GROUP	2018 EXISTING			2021 NO BUILD WITH APPROVED BANK			2021 BUILD WITH RETAIL			2021 BUILD WITH FAST-FOOD RESTAURANT		
			V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎
1. US 6 (East Main Street) & Lexington Avenue (Signalized)	EASTBOUND	LEFT	0.14	12.3	B	0.17	13.5	B	0.16	13.4	B	0.17	13.7	B
		THRU/RIGHT	0.73	23.6	C	0.79	27.6	C	0.79	27.2	C	0.80	27.9	C
		COMPOSITE	-	22.8	C	-	26.5	C	-	26.2	C	-	26.8	C
	WESTBOUND	LEFT	0.25	16.2	B	0.30	19.0	B	0.29	18.7	B	0.31	19.2	B
		THRU/RIGHT	0.54	17.5	B	0.59	19.5	B	0.59	19.4	B	0.60	19.7	B
		COMPOSITE	-	17.4	B	-	19.4	B	-	19.3	B	-	19.6	B
	NORTHBOUND	LEFT	0.52	42.2	D	0.54	41.4	D	0.54	41.4	D	0.54	41.5	D
		THRU/RIGHT	0.69	50.4	D	0.69	50.2	D	0.69	50.0	D	0.69	50.3	D
		COMPOSITE	-	47.3	D	-	46.8	D	-	46.7	D	-	46.9	D
	SOUTHBOUND	LEFT	0.26	44.6	D	0.26	44.0	D	0.26	44.0	D	0.26	44.0	D
		THRU/RIGHT	0.81	54.2	D	0.82	55.9	E	0.82	55.9	E	0.82	55.9	E
COMPOSITE		-	52.1	D	-	53.3	D	-	53.3	D	-	53.2	D	
INTERSECTION	COMPOSITE	-	27.9	C	-	30.0	C	-	29.8	C	-	30.1	C	
2. US 6 (East Main Street) & Old Farm Lane (Unsignalized)	EASTBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-	-	-	
	WESTBOUND	LEFT	0.03	9.4	A	0.03	9.7	A	0.03	9.6	A	0.03	9.7	A
		THRU	-	-	-	-	-	-	-	-	-	-	-	-
	NORTHBOUND	LEFT/RIGHT	0.30	19.2	C	0.33	21.0	C	0.33	20.9	C	0.33	21.2	C
3. US 6 (East Main Street) & Mohegan Avenue / Lakeland Street (Signalized)	EASTBOUND	LEFT	0.11	6.8	A	0.13	7.7	A	0.13	7.5	A	0.13	8.0	A
		THRU/RIGHT	0.61	11.8	B	0.67	13.9	B	0.65	13.0	B	0.68	14.9	B
		COMPOSITE	-	11.5	B	-	13.5	B	-	12.6	B	-	14.4	B
	WESTBOUND	LEFT	0.07	8.0	A	0.11	9.6	A	0.09	9.0	A	0.14	10.3	B
		THRU/RIGHT	0.52	10.7	B	0.56	12.0	B	0.56	11.6	B	0.56	12.4	B
		COMPOSITE	-	10.6	B	-	11.8	B	-	11.5	B	-	12.2	B
	NORTHBOUND	LEFT/THRU	0.75	61.6	E	0.76	60.6	E	0.75	61.2	E	0.77	59.9	E
		RIGHT	-	-	-	-	-	-	-	-	-	-	-	-
		COMPOSITE ₍₄₎	-	61.6	E	-	60.6	E	-	61.2	E	-	59.9	E
	SOUTHBOUND	LEFT/THRU	0.47	57.9	E	0.51	58.1	E	0.47	57.9	E	0.52	58.2	E
		RIGHT	0.31	56.9	E	0.35	57.0	E	0.35	57.1	E	0.35	57.0	E
		COMPOSITE	-	57.5	E	-	57.7	E	-	57.6	E	-	57.7	E
	INTERSECTION	COMPOSITE ₍₄₎	-	14.6	B	-	16.4	B	-	15.6	B	-	17.2	B
3a. US 6 (East Main Street) & Mohegan Avenue / Lakeland Street (Signalized with Potential Improvement)	EASTBOUND	LEFT							0.11	4.3	A	0.11	4.9	A
		THRU/RIGHT							0.59	8.1	A	0.62	9.7	A
		COMPOSITE							-	7.8	A	-	9.3	A
	WESTBOUND	LEFT							0.07	5.2	A	0.11	6.4	A
		THRU/RIGHT							0.51	7.3	A	0.51	8.1	A
		COMPOSITE							-	7.2	A	-	8.0	A
	NORTHBOUND	LEFT/THRU		N/A			N/A		0.48	56.2	E	0.53	55.6	E
		RIGHT							-	-	-	-	-	-
		COMPOSITE							-	56.2	E	-	55.6	E
	SOUTHBOUND	LEFT/THRU							0.23	53.3	D	0.22	51.6	D
		RIGHT							0.21	53.2	D	0.17	51.3	D
COMPOSITE								-	53.3	D	-	51.5	D	
INTERSECTION	COMPOSITE							-	11.0	B	-	12.5	B	

TABLE 3**INTERSECTION OPERATIONS-PEAK WEEKDAY AM HOUR**

INTERSECTION	APPROACH	LANE GROUP	2018 EXISTING			2021 NO BUILD WITH APPROVED BANK			2021 BUILD WITH RETAIL			2021 BUILD WITH FAST-FOOD RESTAURANT		
			V/C ⁽¹⁾	DELAY ⁽²⁾	LOS ⁽³⁾	V/C ⁽¹⁾	DELAY ⁽²⁾	LOS ⁽³⁾	V/C ⁽¹⁾	DELAY ⁽²⁾	LOS ⁽³⁾	V/C ⁽¹⁾	DELAY ⁽²⁾	LOS ⁽³⁾
4. Mohegan Avenue & Site Driveway / CVS Driveway (Unsignalized)	EASTBOUND	LEFT/THRU/RIGHT	0.02	7.6	A	0.02	7.6	A	0.02	7.6	A	0.02	7.6	A
	WESTBOUND	LEFT/THRU/RIGHT	0.01	7.4	A	0.01	7.5	A	0.01	7.4	A	0.01	7.5	A
	NORTHBOUND	LEFT/THRU/RIGHT	0.06	10.0	B	0.09	10.4	B	0.07	10.1	B	0.14	10.8	B
	SOUTHBOUND	LEFT/THRU/RIGHT	0.03	9.5	A	0.03	9.6	A	0.03	9.6	A	0.03	9.7	A

Notes:

- (1) V/C represents volume/capacity ratio
- (2) Delay is average seconds delay per vehicle
- (3) LOS represents level of service
- (4) Operations do not include the unsignalized right turn movement operations from Mohegan Avenue onto US 6

TABLE 4

INTERSECTION OPERATIONS-PEAK WEEKDAY PM HOUR

INTERSECTION	APPROACH	LANE GROUP	2018 EXISTING			2021 NO BUILD WITH APPROVED BANK			2021 BUILD WITH RETAIL			2021 BUILD WITH FAST-FOOD RESTAURANT		
			V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎
1. US 6 (East Main Street) & Lexington Avenue (Signalized)	EASTBOUND	LEFT	0.25	15.2	B	0.40	20.9	C	0.39	20.5	C	0.40	20.8	C
		THRU/RIGHT	0.76	25.1	C	0.92	39.1	D	0.91	38.1	D	0.91	38.7	D
		COMPOSITE	-	24.1	C	-	37.3	D	-	36.3	D	-	36.9	D
	WESTBOUND	LEFT	0.32	17.5	B	0.54	26.5	C	0.52	25.9	C	0.53	26.3	C
		THRU/RIGHT	0.69	21.9	C	0.82	29.9	C	0.82	29.5	C	0.82	29.8	C
		COMPOSITE	-	21.4	C	-	29.5	C	-	29.1	C	-	29.4	C
	NORTHBOUND	LEFT	0.61	42.3	D	0.65	41.3	D	0.65	41.3	D	0.65	41.3	D
		THRU/RIGHT	0.65	48.7	D	0.63	47.8	D	0.62	47.7	D	0.63	47.8	D
		COMPOSITE	-	45.7	D	-	44.6	D	-	44.5	D	-	44.6	D
	SOUTHBOUND	LEFT	0.28	45.9	D	0.28	44.8	D	0.28	44.8	D	0.28	44.7	D
THRU/RIGHT		0.64	56.9	E	0.85	56.4	E	0.85	56.4	E	0.85	56.4	E	
COMPOSITE		-	53.7	D	-	53.1	D	-	53.1	D	-	53.1	D	
INTERSECTION	COMPOSITE	-	28.9	C	-	36.7	D	-	36.2	D	-	36.6	D	
2. US 6 (East Main Street) & Old Farm Lane (Unsignalized)	EASTBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-	-	-	
	WESTBOUND	LEFT	0.13	11.5	B	0.15	12.4	B	0.15	12.4	B	0.15	12.4	B
		THRU	-	-	-	-	-	-	-	-	-	-	-	-
	NORTHBOUND	LEFT/RIGHT	0.36	27.0	D	0.45	35.5	E	0.45	34.8	D	0.45	35.3	E
3. US 6 (East Main Street) & Mohegan Avenue / Lakeland Street (Signalized)	EASTBOUND	LEFT	0.08	16.3	B	0.18	25.3	C	0.17	24.7	C	0.18	24.9	C
		THRU/RIGHT	0.77	21.6	C	0.92	35.7	D	0.90	32.0	C	0.92	34.4	C
		COMPOSITE	-	21.5	C	-	35.5	D	-	31.8	C	-	34.1	C
	WESTBOUND	LEFT	0.15	15.5	B	0.35	25.5	C	0.25	23.1	C	0.32	24.7	C
		THRU/RIGHT	0.80	22.5	C	0.93	36.9	D	0.93	35.3	D	0.93	35.9	D
		COMPOSITE	-	22.2	C	-	36.3	D	-	34.8	C	-	35.3	D
	NORTHBOUND	LEFT/THRU	0.84	64.9	E	0.86	69.1	E	0.85	67.5	E	0.85	68.4	E
		RIGHT	-	-	-	-	-	-	-	-	-	-	-	-
		COMPOSITE ₍₄₎	-	64.9	E	-	69.1	E	-	67.5	E	-	68.4	E
	SOUTHBOUND	LEFT/THRU	0.49	57.0	E	0.53	56.6	E	0.53	56.7	E	0.53	56.7	E
RIGHT		0.22	55.3	E	0.26	54.8	D	0.26	54.9	D	0.26	54.9	D	
COMPOSITE		-	56.5	E	-	56.1	E	-	56.2	E	-	56.2	E	
INTERSECTION	COMPOSITE ₍₄₎	-	26.2	C	-	39.1	D	-	36.6	D	-	38.0	D	
3a. US 6 (East Main Street) & Mohegan Avenue / Lakeland Street (Signalized with Potential Improvement)	EASTBOUND	LEFT							0.12	18.0	B	0.12	18.3	B
		THRU/RIGHT							0.83	21.7	C	0.84	23.1	C
		COMPOSITE							-	21.6	C	-	23.0	C
	WESTBOUND	LEFT							0.19	16.9	B	0.24	18.3	B
		THRU/RIGHT							0.85	23.2	C	0.85	23.7	C
		COMPOSITE							-	22.9	C	-	23.4	C
	NORTHBOUND	LEFT/THRU		N/A			N/A		0.70	56.0	E	0.70	56.2	E
		RIGHT							-	-	-	-	-	-
		COMPOSITE							-	56.0	E	-	56.2	E
	SOUTHBOUND	LEFT/THRU							0.16	43.0	D	0.16	42.6	D
RIGHT								0.08	42.3	D	0.08	41.9	D	
COMPOSITE								-	42.8	D	-	42.4	D	
INTERSECTION	COMPOSITE							-	25.5	C	-	26.3	C	

TABLE 4**INTERSECTION OPERATIONS-PEAK WEEKDAY PM HOUR**

INTERSECTION	APPROACH	LANE GROUP	2018 EXISTING			2021 NO BUILD WITH APPROVED BANK			2021 BUILD WITH RETAIL			2021 BUILD WITH FAST-FOOD RESTAURANT		
			V/C ⁽¹⁾	DELAY ⁽²⁾	LOS ⁽³⁾	V/C ⁽¹⁾	DELAY ⁽²⁾	LOS ⁽³⁾	V/C ⁽¹⁾	DELAY ⁽²⁾	LOS ⁽³⁾	V/C ⁽¹⁾	DELAY ⁽²⁾	LOS ⁽³⁾
4. Mohegan Avenue & Site Driveway / CVS Driveway (Unsignalized)	EASTBOUND	LEFT/THRU/RIGHT	0.04	7.5	A	0.04	7.5	A	0.04	7.5	A	0.04	7.5	A
	WESTBOUND	LEFT/THRU/RIGHT	0.01	7.4	A	0.01	7.5	A	0.01	7.5	A	0.01	7.5	A
	NORTHBOUND	LEFT/THRU/RIGHT	0.10	11.1	B	0.17	12.1	B	0.13	11.5	B	0.16	11.9	B
	SOUTHBOUND	LEFT/THRU/RIGHT	0.11	9.6	A	0.11	9.8	A	0.11	9.7	A	0.11	9.8	A

Notes:

- (1) V/C represents volume/capacity ratio
- (2) Delay is average seconds delay per vehicle
- (3) LOS represents level of service
- (4) Operations do not include the unsignalized right turn movement operations from Mohegan Avenue onto US 6

TABLE 5

INTERSECTION OPERATIONS-PEAK SATURDAY MIDDAY HOUR

INTERSECTION	APPROACH	LANE GROUP	2018 EXISTING			2021 NO BUILD WITH APPROVED BANK			2021 BUILD WITH RETAIL			2021 BUILD WITH FAST-FOOD RESTAURANT		
			V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎
1. US 6 (East Main Street) & Lexington Avenue (Signalized)	EASTBOUND	LEFT	0.37	20.9	C	0.75	31.4	C	0.75	31.4	C	0.75	31.4	C
		THRU/RIGHT	0.97	47.7	D	1.17	117.0	F	1.16	112.9	F	1.17	117.0	F
		COMPOSITE	-	45.4	D	-	109.6	F	-	105.8	F	-	109.6	F
	WESTBOUND	LEFT	0.53	29.4	C	0.65	30.7	C	0.65	30.7	C	0.65	30.7	C
		THRU/RIGHT	0.82	30.0	C	1.01	60.4	F	1.00	57.8	E	1.01	60.9	F
		COMPOSITE	-	30.0	C	-	58.1	E	-	55.7	E	-	58.6	E
	NORTHBOUND	LEFT	0.70	43.6	D	0.74	44.4	D	0.74	44.4	D	0.74	44.4	D
		THRU/RIGHT	0.51	44.0	D	0.50	42.2	D	0.49	42.0	D	0.50	42.2	D
		COMPOSITE	-	43.8	D	-	43.5	D	-	43.4	D	-	43.5	D
	SOUTHBOUND	LEFT	0.17	47.6	D	0.17	46.3	D	0.17	46.3	D	0.17	46.3	D
THRU/RIGHT		0.82	57.3	E	0.84	56.7	E	0.84	56.7	E	0.84	56.7	E	
COMPOSITE		-	55.1	E	-	54.4	D	-	54.5	D	-	54.4	D	
INTERSECTION	COMPOSITE	-	40.1	D	-	77.4	E	-	74.9	E	-	77.5	E	
2. US 6 (East Main Street) & Old Farm Lane (Unsignalized)	EASTBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-	-	-	
	WESTBOUND	LEFT	0.06	10.2	B	0.07	10.9	B	0.07	10.8	B	0.07	10.9	B
		THRU	-	-	-	-	-	-	-	-	-	-	-	-
	NORTHBOUND	LEFT/RIGHT	0.26	22.2	C	0.33	27.9	D	0.32	27.5	D	0.33	28.0	D
3. US 6 (East Main Street) & Mohegan Avenue / Lakeland Street (Signalized)	EASTBOUND	LEFT	0.04	11.2	B	0.08	17.7	B	0.08	17.0	B	0.08	17.8	B
		THRU/RIGHT	0.74	16.9	B	0.90	29.2	C	0.87	25.0	C	0.90	29.6	C
		COMPOSITE	-	16.8	B	-	29.0	C	-	24.9	C	-	29.4	C
	WESTBOUND	LEFT	0.09	12.4	B	0.27	22.8	C	0.17	19.5	B	0.28	23.0	C
		THRU/RIGHT	0.71	15.4	B	0.84	23.5	C	0.83	22.3	C	0.84	23.7	C
		COMPOSITE	-	15.4	B	-	23.5	C	-	22.2	C	-	23.6	C
	NORTHBOUND	LEFT/THRU	0.80	58.3	E	0.82	57.1	E	0.81	57.7	E	0.83	57.0	E
		RIGHT	-	-	-	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	COMPOSITE ₍₄₎	-	58.3	E	-	57.1	E	-	57.7	E	-	57.0	E
		LEFT/THRU	0.34	57.1	E	0.39	57.1	E	0.38	57.0	E	0.39	57.1	E
RIGHT		0.28	56.9	E	0.35	57.0	E	0.35	57.0	E	0.35	57.0	E	
INTERSECTION	COMPOSITE ₍₄₎	-	57.0	E	-	57.0	E	-	57.0	E	-	57.0	E	
3a. US 6 (East Main Street) & Mohegan Avenue / Lakeland Street (Signalized with Potential Improvement)	EASTBOUND	LEFT							0.06	11.5	B	0.06	12.4	B
		THRU/RIGHT							0.79	16.5	B	0.83	19.5	B
		COMPOSITE							-	16.4	B	-	19.3	B
	WESTBOUND	LEFT							0.13	13.3	B	0.21	16.2	B
		THRU/RIGHT							0.77	14.9	B	0.78	16.1	B
		COMPOSITE							-	14.8	B	-	16.1	B
	NORTHBOUND	LEFT/THRU		N/A			N/A		0.62	53.9	D	0.65	53.2	D
		RIGHT							-	-	-	-	-	-
		COMPOSITE							-	53.9	D	-	53.2	D
	SOUTHBOUND	LEFT/THRU							0.12	47.4	D	0.11	46.1	D
RIGHT								0.12	47.4	D	0.11	46.0	D	
COMPOSITE								-	47.4	D	-	46.1	D	
INTERSECTION	COMPOSITE							-	18.5	B	-	20.6	C	

TABLE 5**INTERSECTION OPERATIONS-PEAK SATURDAY MIDDAY HOUR**

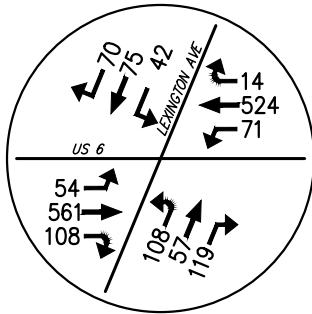
INTERSECTION	APPROACH	LANE GROUP	2018 EXISTING			2021 NO BUILD WITH APPROVED BANK			2021 BUILD WITH RETAIL			2021 BUILD WITH FAST-FOOD RESTAURANT		
			V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎
4. Mohegan Avenue & Site Driveway / CVS Driveway (Unsignalized)	EASTBOUND	LEFT/THRU/RIGHT	0.04	7.5	A	0.04	7.6	A	0.04	7.6	A	0.04	7.6	A
	WESTBOUND	LEFT/THRU/RIGHT	-	-	-	0.00	7.5	A	0.00	7.4	A	0.00	7.5	A
	NORTHBOUND	LEFT/THRU/RIGHT	0.01	10.1	B	0.11	11.2	B	0.04	10.7	B	0.12	11.4	B
	SOUTHBOUND	LEFT/THRU/RIGHT	0.11	9.4	A	0.11	9.6	A	0.11	9.5	A	0.11	9.6	A

Notes:

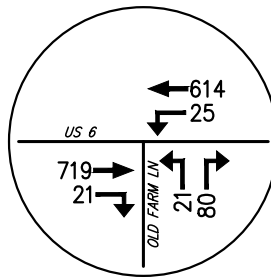
- (1) V/C represents volume/capacity ratio
- (2) Delay is average seconds delay per vehicle
- (3) LOS represents level of service
- (4) Operations do not include the unsignalized right turn movement operations from Mohegan Avenue onto US 6

APPENDIX B

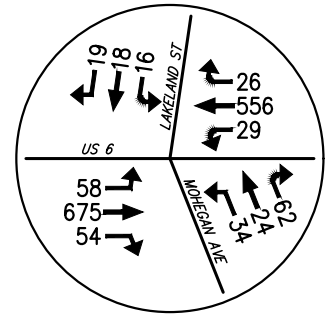
FIGURES



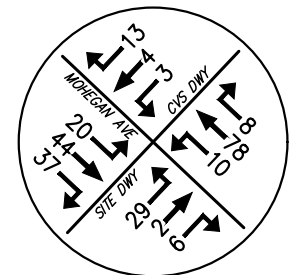
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE

TOWN OF YORKTOWN, NEW YORK

2018 EXISTING VOLUMES

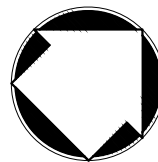
PEAK WEEKDAY AM HOUR (8:00 - 9:00)

DATE: 09/11/2018

JMC PROJECT: 18070

FIGURE: 01

SCALE: 1" = 450'



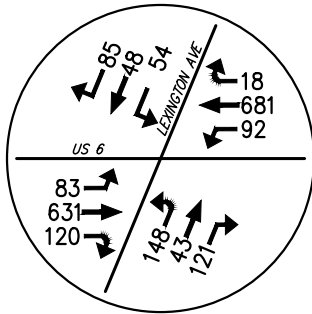
120 BEDFORD RD
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NY 10504

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fax 273-2102

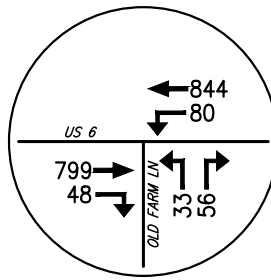
JMCP LLC.COM

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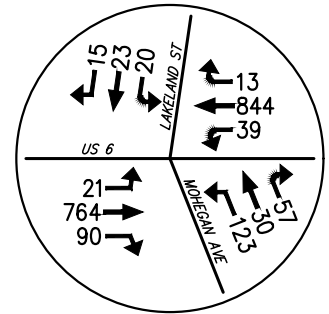
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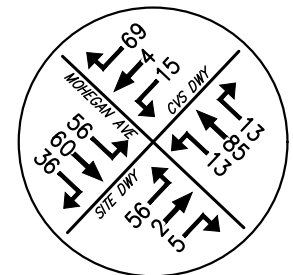
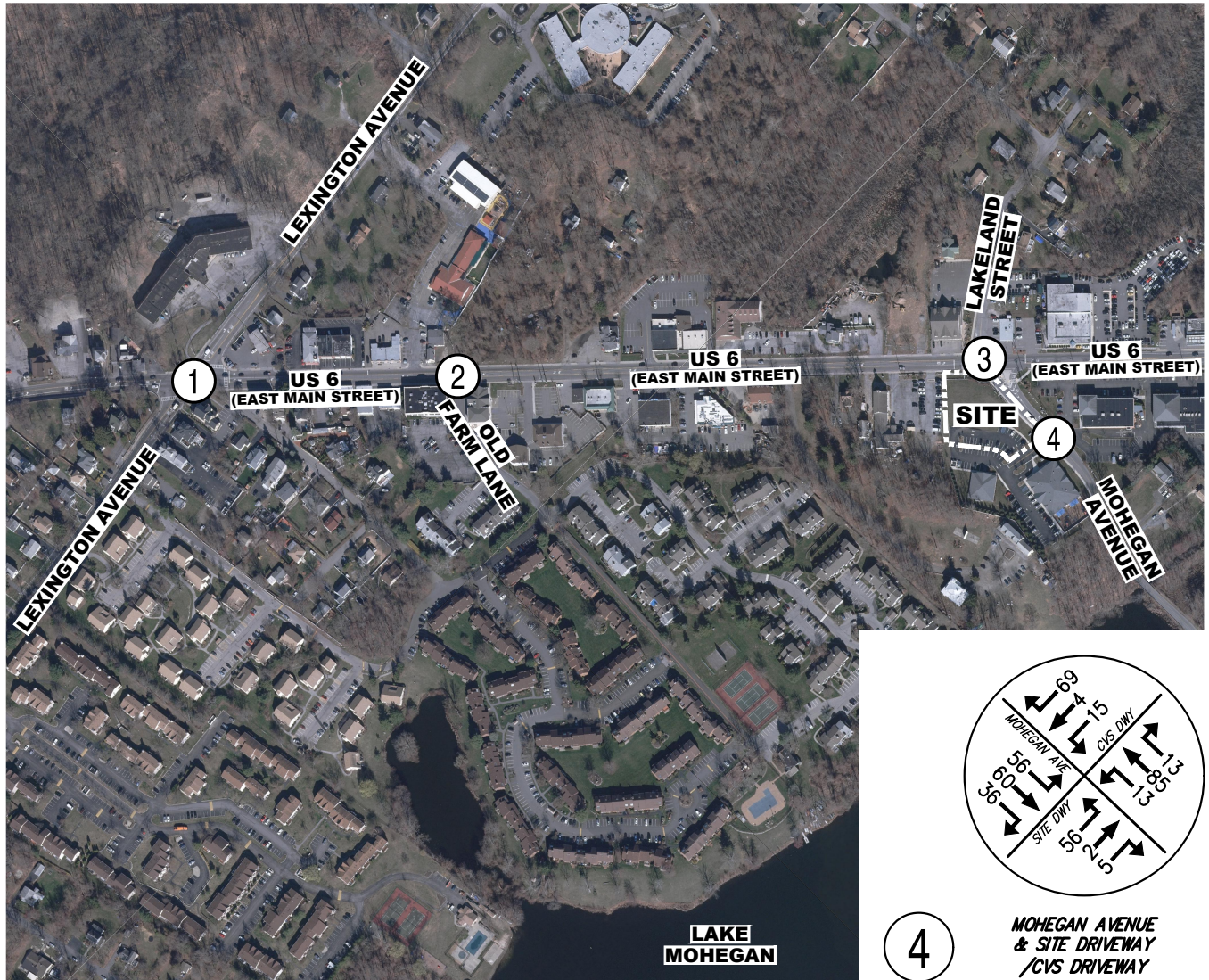
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE / LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY / CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE

TOWN OF YORKTOWN, NEW YORK

2018 EXISTING VOLUMES

PEAK WEEKDAY PM HOUR (4:30 - 5:30)

DATE: 09/11/2018

JMC PROJECT: 18070

FIGURE: 02

SCALE: 1" = 450'

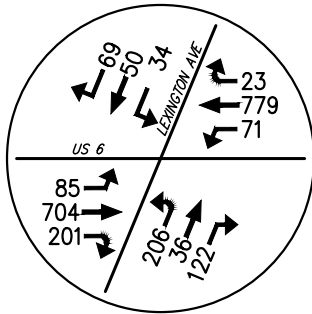


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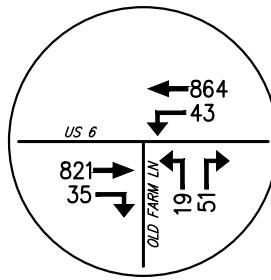
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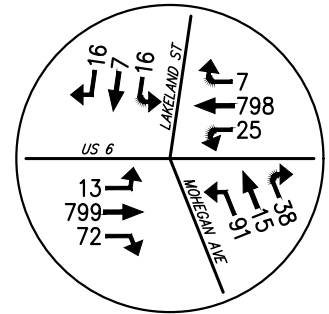
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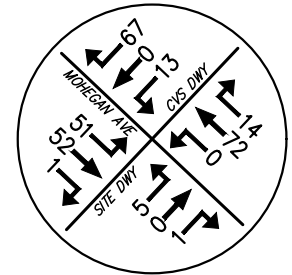
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2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

2018 EXISTING VOLUMES

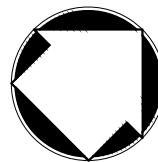
PEAK SATURDAY MIDDAY HOUR (12:00 - 1:00)

DATE: 09/11/2018

JMC PROJECT: 18070

FIGURE: 03

SCALE: 1" = 450'



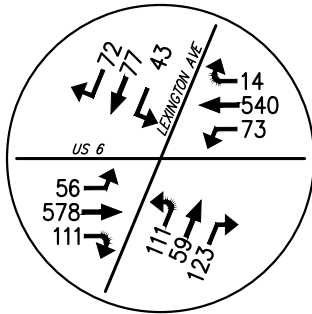
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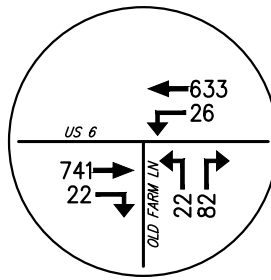
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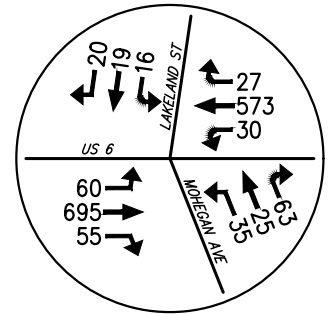
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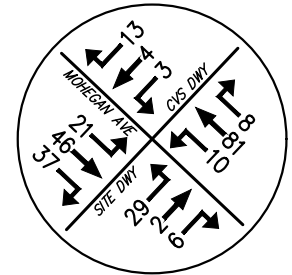
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2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



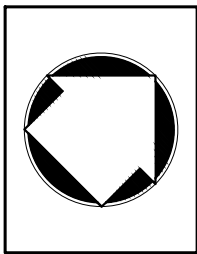
4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT
 3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

2021 GENERAL GROWTH VOLUMES
 PEAK WEEKDAY AM HOUR

DATE: 09/11/2018 JMC PROJECT: 18070

FIGURE: 04 SCALE: 1" = 450'

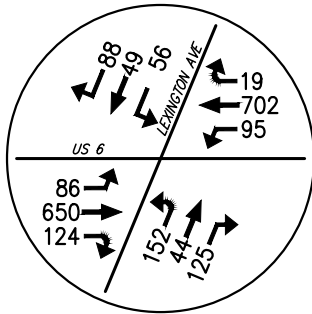


120 BEDFORD RD
 ARMONK
 NY 10504

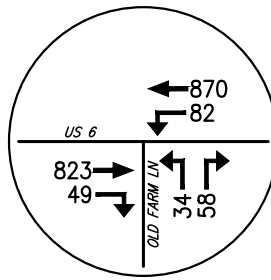
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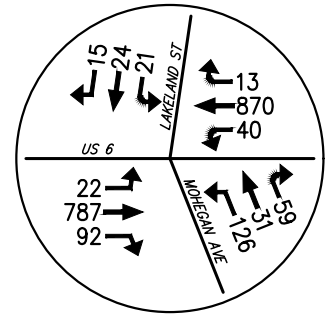
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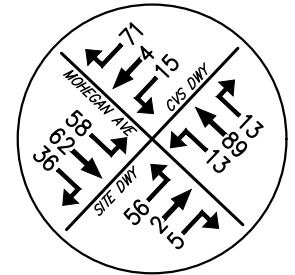
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE / LAKELAND STREET



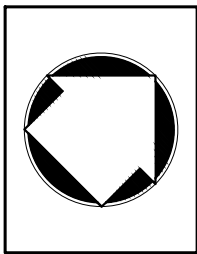
4 MOHEGAN AVENUE & SITE DRIVEWAY / CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT
 3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

2021 GENERAL GROWTH VOLUMES
 PEAK WEEKDAY PM HOUR

DATE: 09/11/2018 JMC PROJECT: 18070

FIGURE: 05 SCALE: 1" = 450'

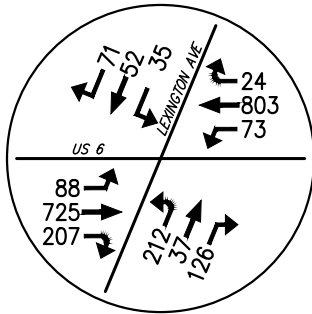


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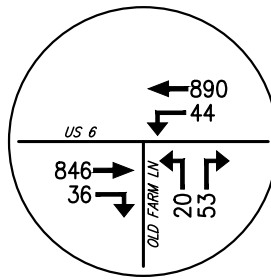
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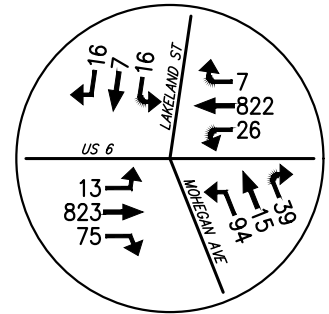
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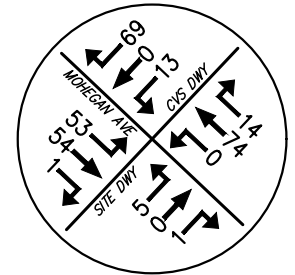
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE / LAKELAND STREET



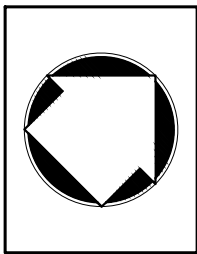
4 MOHEGAN AVENUE & SITE DRIVEWAY / CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT
 3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

2021 GENERAL GROWTH VOLUMES
 PEAK SATURDAY MIDDAY HOUR

DATE: 09/11/2018 JMC PROJECT: 18070

FIGURE: 06 SCALE: 1" = 450'

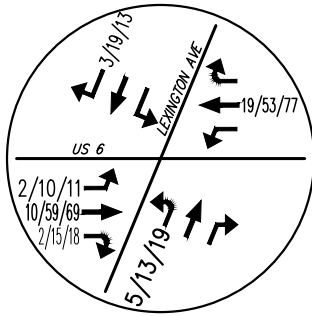


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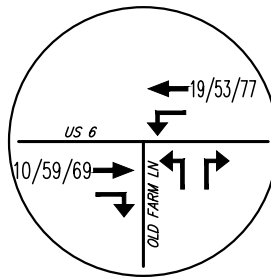
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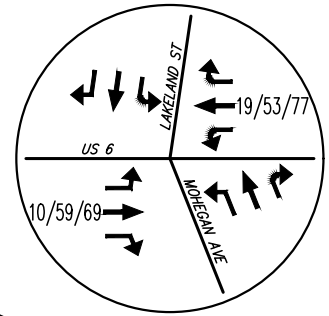
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1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE

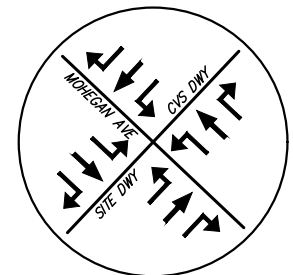


2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE / LAKELAND STREET

LEGEND: PEAK WEEKDAY AM HOUR / PEAK WEEKDAY PM HOUR / PEAK SATURDAY MIDDAY HOUR



4 MOHEGAN AVENUE & SITE DRIVEWAY / CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE

TOWN OF YORKTOWN, NEW YORK

OTHER DEVELOPMENT VOLUMES

CORTLANDT CROSSING

DATE: 09/11/2018

JMC PROJECT: 18070

FIGURE: 07

SCALE: 1" = 450'



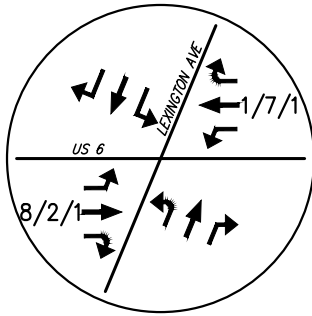
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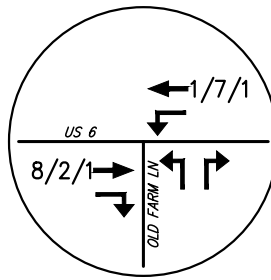
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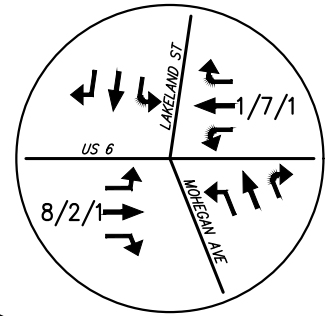
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1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE

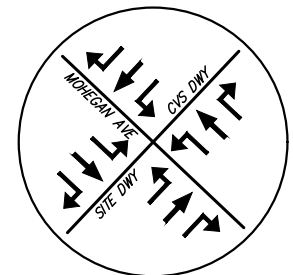


2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE / LAKELAND STREET

LEGEND: PEAK WEEKDAY AM HOUR / PEAK WEEKDAY PM HOUR / PEAK SATURDAY MIDDAY HOUR



4 MOHEGAN AVENUE & SITE DRIVEWAY / CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

OTHER DEVELOPMENT VOLUMES

SHRUB OAK INTERNATIONAL SCHOOL

DATE: 09/11/2018

JMC PROJECT: 18070

FIGURE: 08

SCALE: 1" = 450'



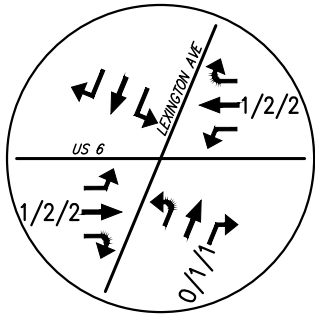
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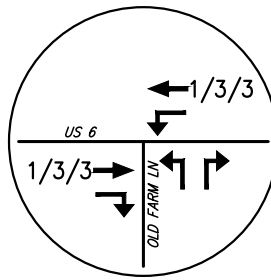
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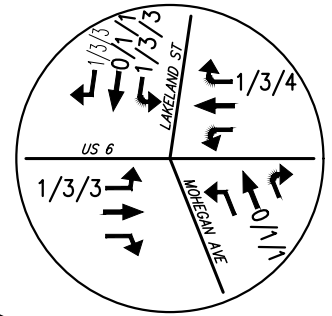
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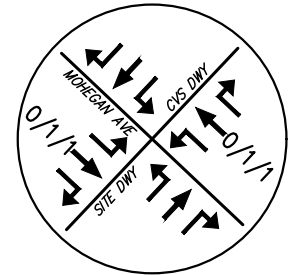


2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE / LAKELAND STREET

LEGEND: PEAK WEEKDAY AM HOUR / PEAK WEEKDAY PM HOUR / PEAK SATURDAY MIDDAY HOUR



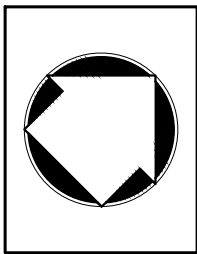
4 MOHEGAN AVENUE & SITE DRIVEWAY / CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT
 3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

OTHER DEVELOPMENT VOLUMES
 VILLAGE TRADITION

DATE: 09/11/2018 JMC PROJECT: 18070

FIGURE: 09 SCALE: 1" = 450'



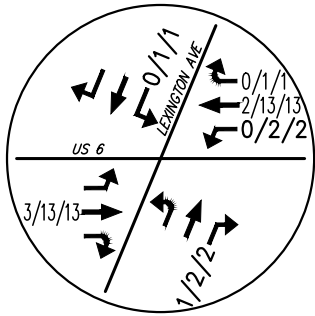
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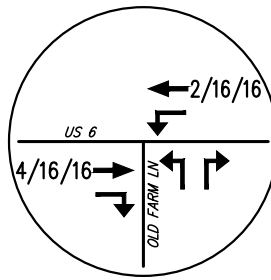
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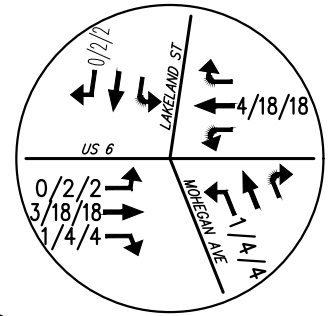
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1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE

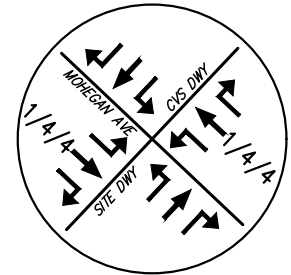


2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE / LAKELAND STREET

LEGEND: PEAK WEEKDAY AM HOUR / PEAK WEEKDAY PM HOUR / PEAK SATURDAY MIDDAY HOUR



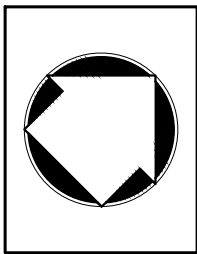
4 MOHEGAN AVENUE & SITE DRIVEWAY / CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT
 3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

OTHER DEVELOPMENT VOLUMES
 ENVIROGREEN ASSOCIATES

DATE: 09/11/2018 JMC PROJECT: 18070

FIGURE: 10 SCALE: 1" = 450'

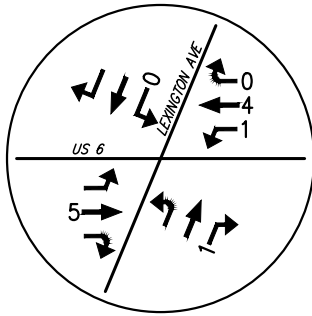


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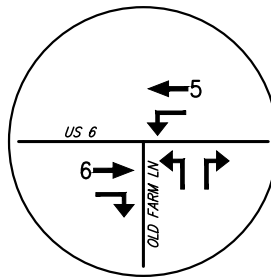
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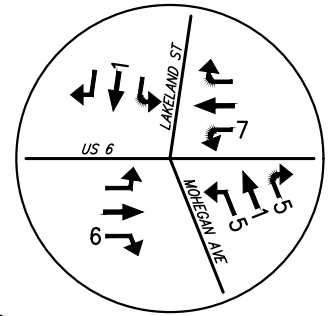
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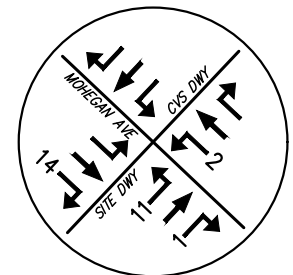
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2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

PREVIOUSLY APPROVED BANK PRIMARY VOLUMES

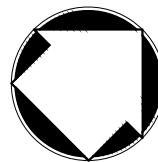
PEAK WEEKDAY AM HOUR

DATE: 09/11/2018

JMC PROJECT: 18070

FIGURE: 11

SCALE: 1" = 450'



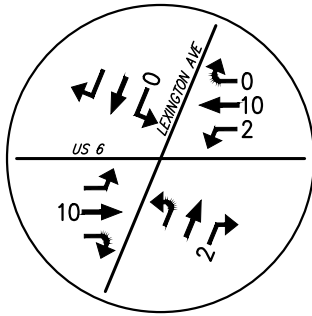
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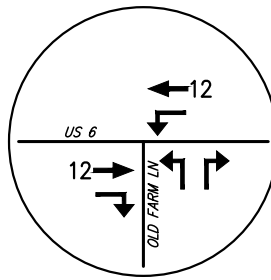
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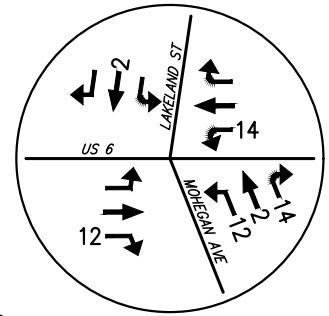
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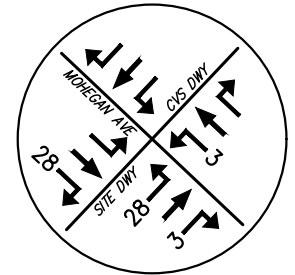
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2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE / LAKELAND STREET



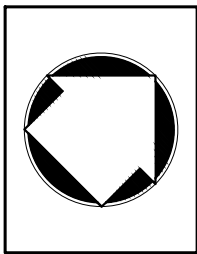
4 MOHEGAN AVENUE & SITE DRIVEWAY / CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT
 3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

PREVIOUSLY APPROVED BANK PRIMARY VOLUMES
 PEAK WEEKDAY PM HOUR

DATE: 09/11/2018 JMC PROJECT: 18070

FIGURE: 12 SCALE: 1" = 450'

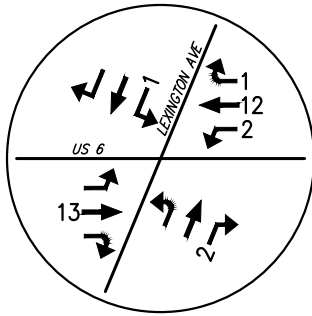


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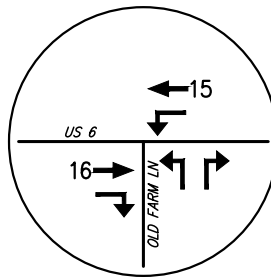
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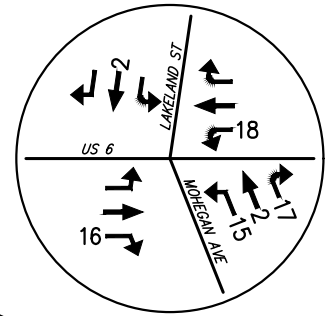
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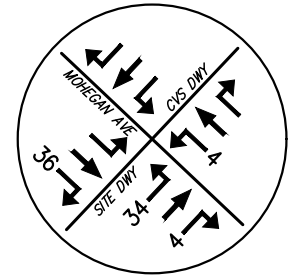
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2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

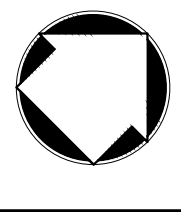
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PREVIOUSLY APPROVED BANK PRIMARY VOLUMES

PEAK SATURDAY MIDDAY HOUR

DATE: 09/11/2018 JMC PROJECT: 18070

FIGURE: 13 SCALE: 1" = 450'



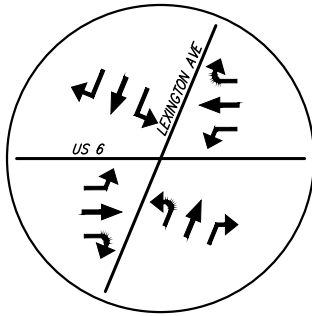
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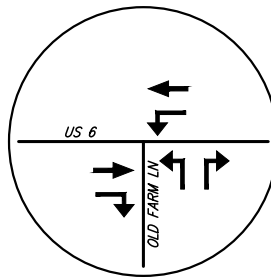
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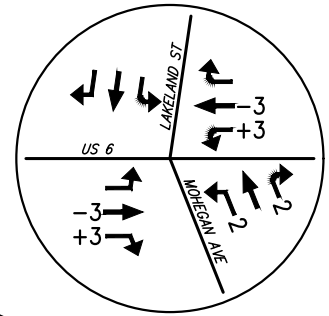
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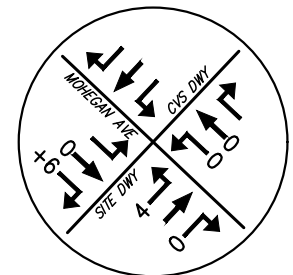
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2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE / LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY / CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

PREVIOUSLY APPROVED BANK PASS-BY VOLUMES

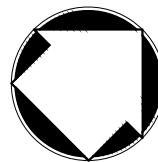
PEAK WEEKDAY AM HOUR

DATE: 09/11/2018

JMC PROJECT: 18070

FIGURE: 14

SCALE: 1" = 450'



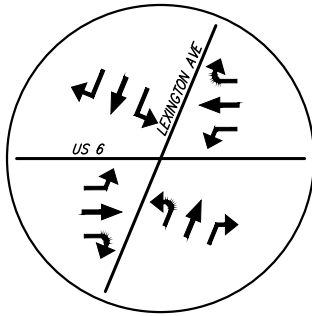
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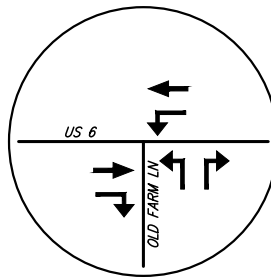
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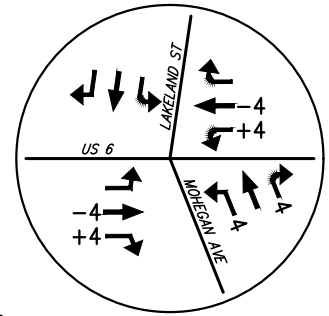
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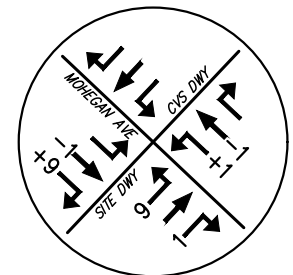
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3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE / LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY / CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

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PREVIOUSLY APPROVED BANK PASS-BY VOLUMES

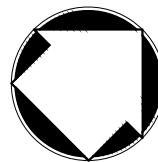
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DATE: 09/11/2018

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FIGURE: 15

SCALE: 1" = 450'



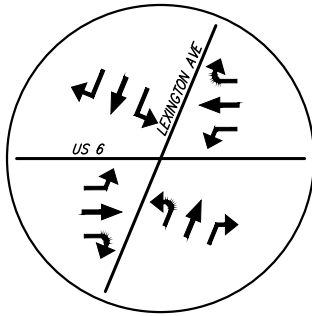
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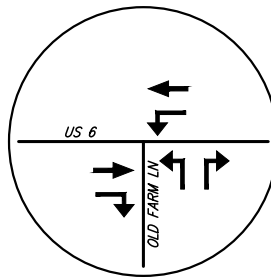
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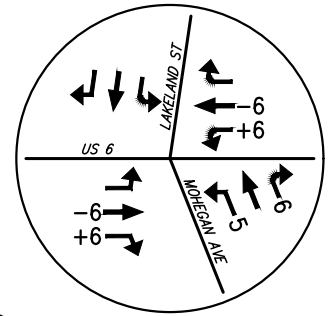
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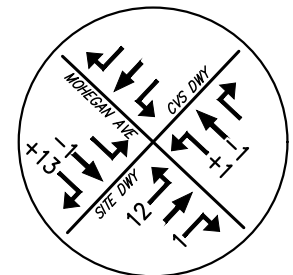
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE / LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY / CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

PREVIOUSLY APPROVED BANK PASS-BY VOLUMES

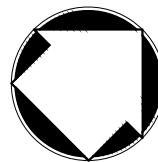
PEAK SATURDAY MIDDAY HOUR

DATE: 09/11/2018

JMC PROJECT: 18070

FIGURE: 16

SCALE: 1" = 450'



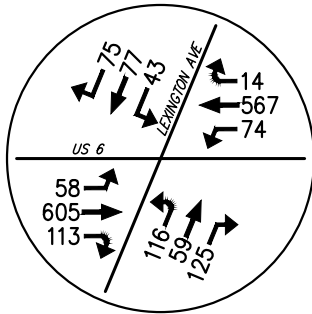
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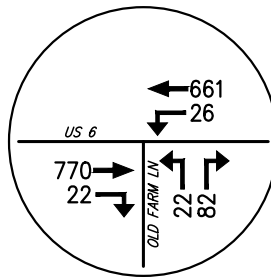
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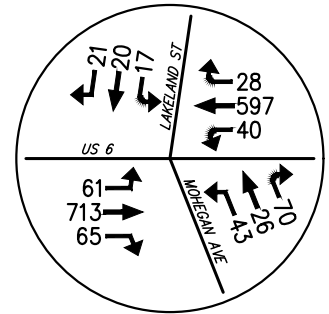
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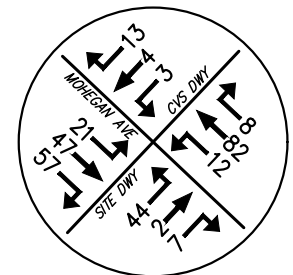
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE

TOWN OF YORKTOWN, NEW YORK

2021 NO BUILD VOLUMES WITH PREVIOUSLY APPROVED BANK

PEAK WEEKDAY AM HOUR (8:00 - 9:00)

DATE: 09/11/2018

JMC PROJECT: 18070

FIGURE: 17

SCALE: 1" = 450'



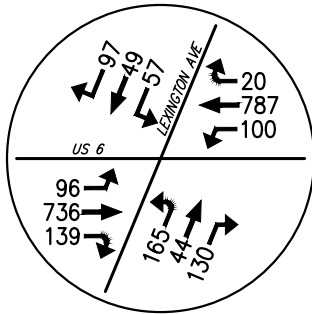
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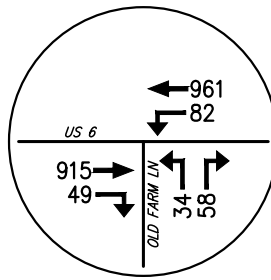
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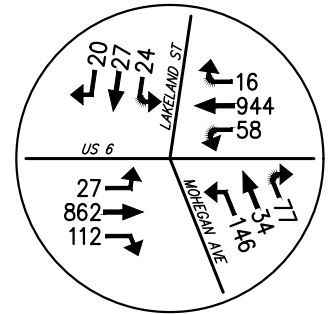
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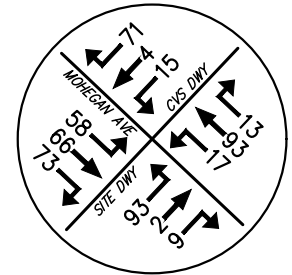
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE

TOWN OF YORKTOWN, NEW YORK

2021 NO BUILD VOLUMES WITH PREVIOUSLY APPROVED BANK

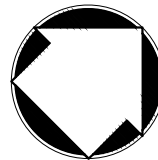
PEAK WEEKDAY PM HOUR (4:30 - 5:30)

DATE: 09/11/2018

JMC PROJECT: 18070

FIGURE: 18

SCALE: 1" = 450'



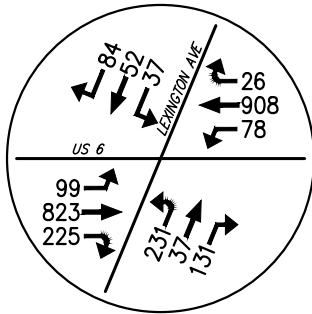
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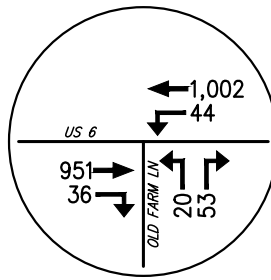
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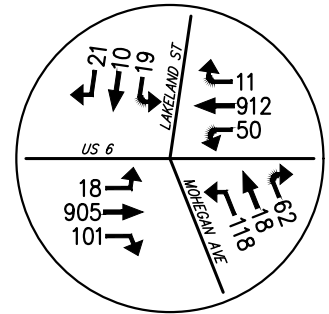
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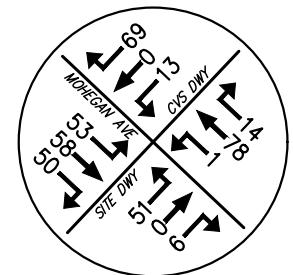
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE

TOWN OF YORKTOWN, NEW YORK

2021 NO BUILD VOLUMES WITH PREVIOUSLY APPROVED BANK

PEAK SATURDAY MIDDAY HOUR (12:00 - 1:00)

DATE: 09/11/2018

JMC PROJECT: 18070

FIGURE: 19

SCALE: 1" = 450'



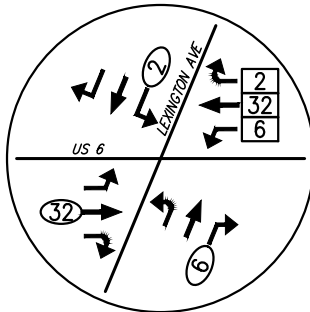
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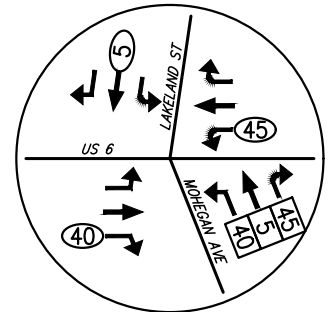
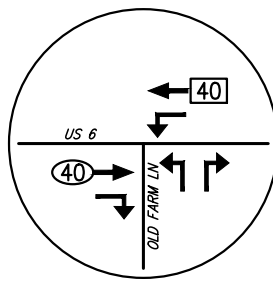
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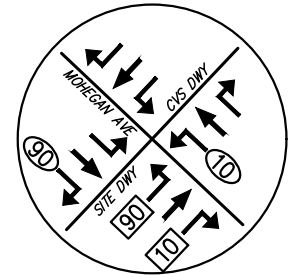
LEGEND
 % ENTERING
 % EXITING



1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE

2 US 6 (EAST MAIN STREET) & OLD FARM LANE

3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



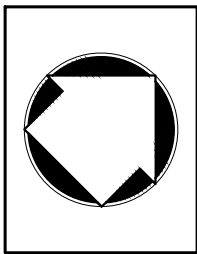
4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT
 3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

PRIMARY TRIP DISTRIBUTIONS

DATE: 09/11/2018 JMC PROJECT: 18070

FIGURE: 20 SCALE: 1" = 450'

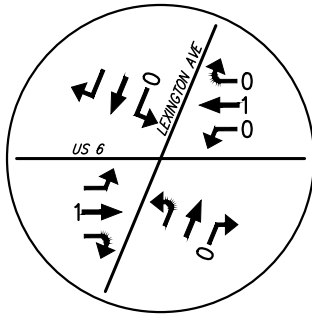


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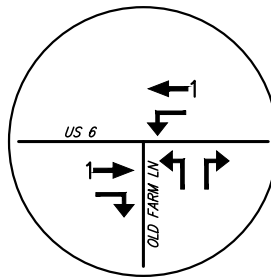
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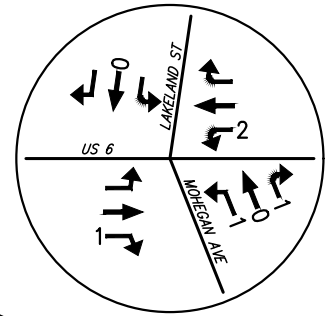
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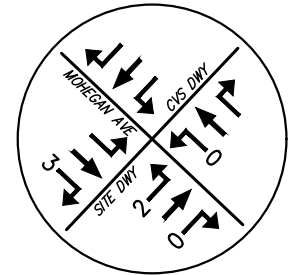
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



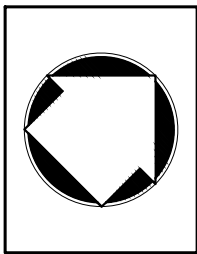
4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT
 3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

RETAIL PRIMARY VOLUMES
 PEAK WEEKDAY AM HOUR

DATE: 09/11/2018 JMC PROJECT: 18070

FIGURE: 21 SCALE: 1" = 450'

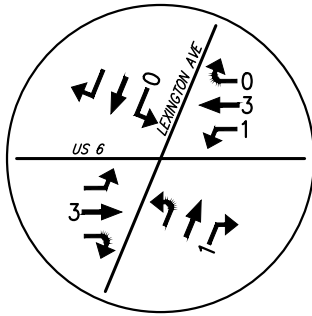


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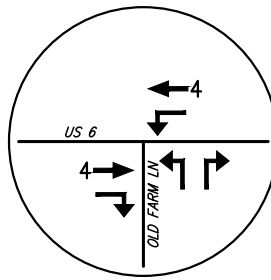
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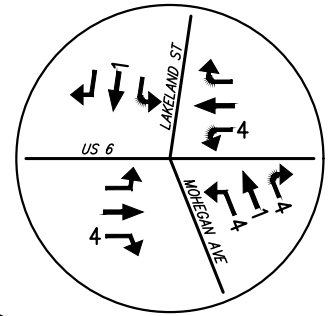
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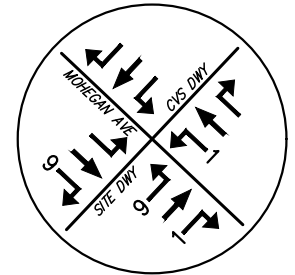
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

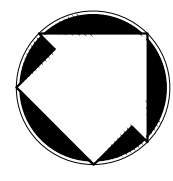
3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

RETAIL PRIMARY VOLUMES

PEAK WEEKDAY PM HOUR

DATE: 09/11/2018 JMC PROJECT: 18070

FIGURE: 22 SCALE: 1" = 450'



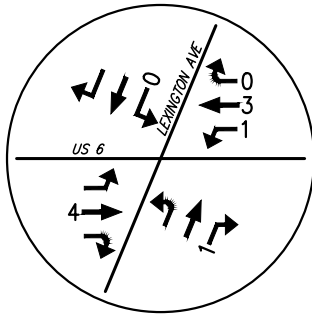
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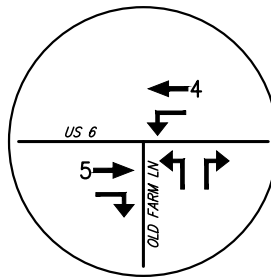
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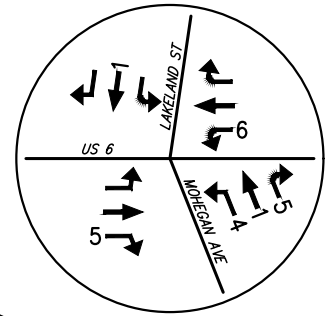
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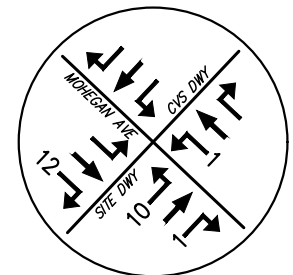
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE / LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY / CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

RETAIL PRIMARY VOLUMES

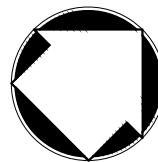
PEAK SATURDAY MIDDAY HOUR

DATE: 09/11/2018

JMC PROJECT: 18070

FIGURE: 23

SCALE: 1" = 450'



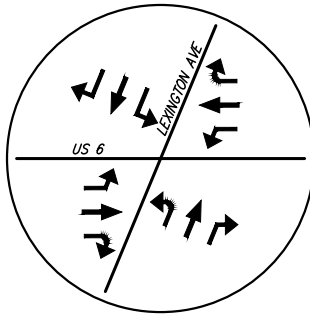
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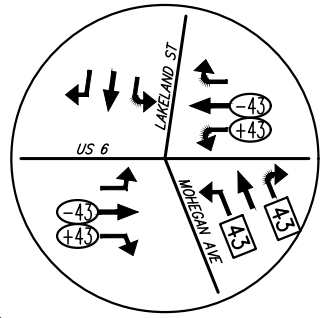
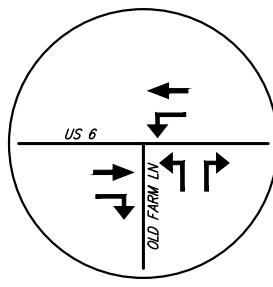
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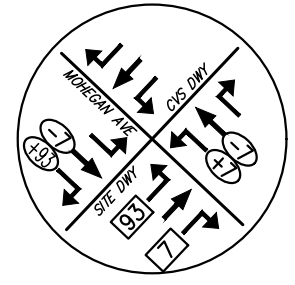
LEGEND
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1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE

2 US 6 (EAST MAIN STREET) & OLD FARM LANE

3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



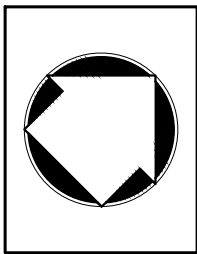
4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT
 3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

PASS-BY TRIP DISTRIBUTIONS

DATE: 09/11/2018 JMC PROJECT: 18070

FIGURE: 24 SCALE: 1" = 450'

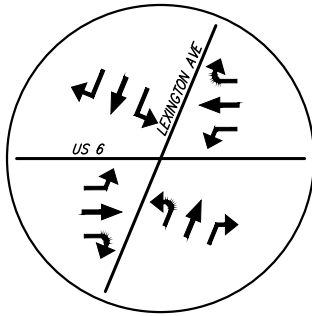


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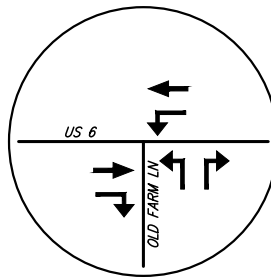
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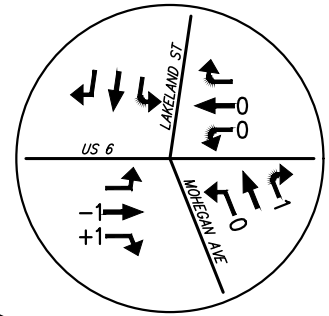
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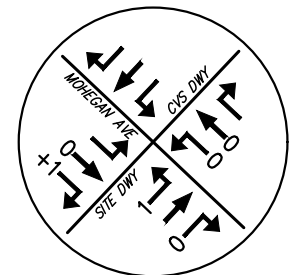
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE / LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY / CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

RETAIL PASS-BY VOLUMES

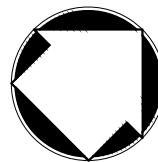
PEAK WEEKDAY AM HOUR

DATE: 09/11/2018

JMC PROJECT: 18070

FIGURE: 25

SCALE: 1" = 450'



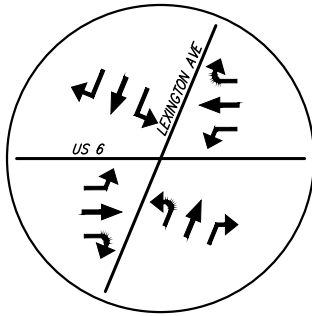
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NY 10504

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fax 273-2102

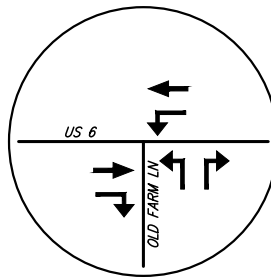
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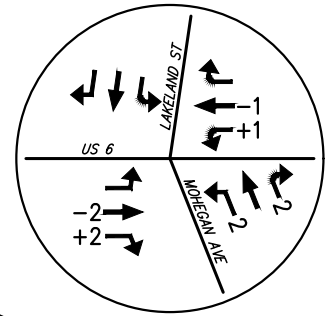
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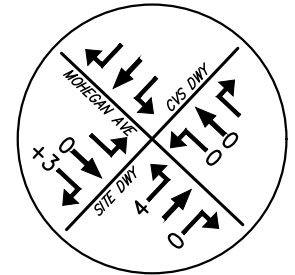
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE / LAKELAND STREET



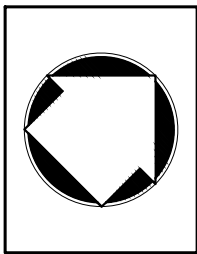
4 MOHEGAN AVENUE & SITE DRIVEWAY / CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT
 3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

RETAIL PASS-BY VOLUMES
 PEAK WEEKDAY PM HOUR

DATE: 09/11/2018 JMC PROJECT: 18070

FIGURE: 26 SCALE: 1" = 450'

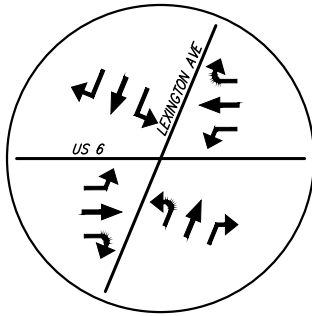


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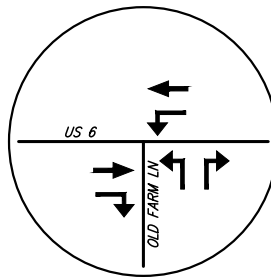
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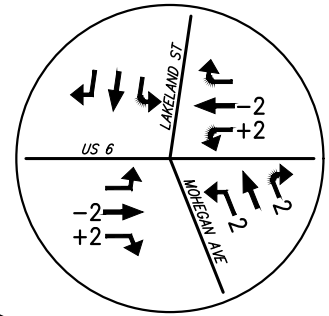
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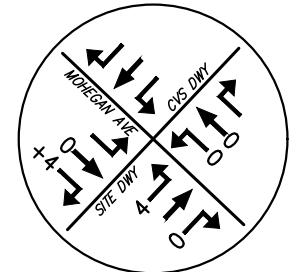
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE / LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY / CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

RETAIL PASS-BY VOLUMES

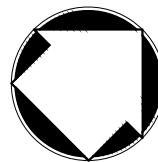
PEAK SATURDAY MIDDAY HOUR

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JMC PROJECT: 18070

FIGURE: 27

SCALE: 1" = 450'



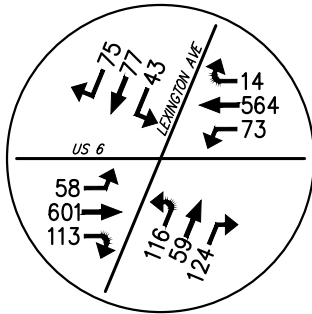
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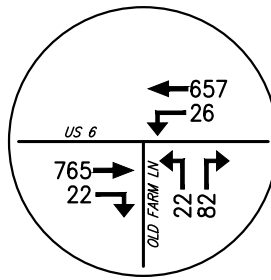
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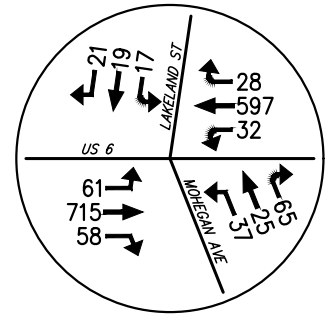
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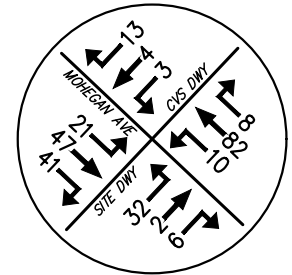
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3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

2021 BUILD VOLUMES WITH PROPOSED RETAIL

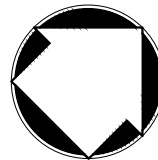
PEAK WEEKDAY AM HOUR (8:00 - 9:00)

DATE: 09/11/2018

JMC PROJECT: 18070

FIGURE: 28

SCALE: 1" = 450'



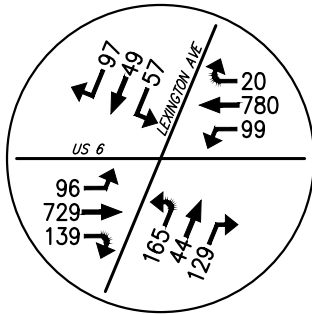
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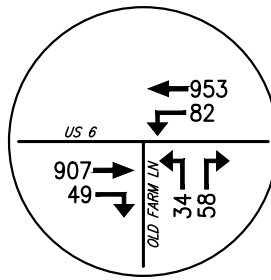
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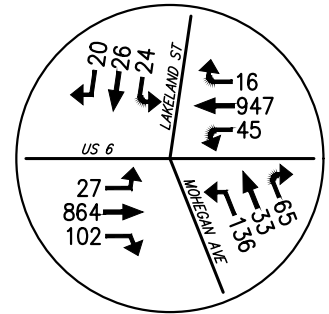
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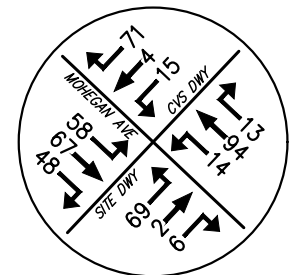
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2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE

TOWN OF YORKTOWN, NEW YORK

2021 BUILD VOLUMES WITH PROPOSED RETAIL

PEAK WEEKDAY PM HOUR (4:30 - 5:30)

DATE: 09/11/2018

JMC PROJECT: 18070

FIGURE: 29

SCALE: 1" = 450'



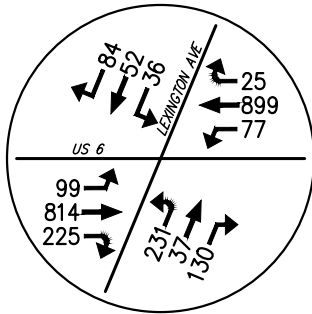
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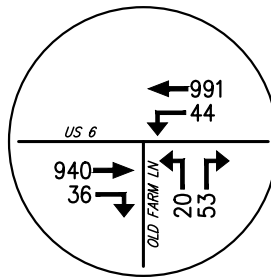
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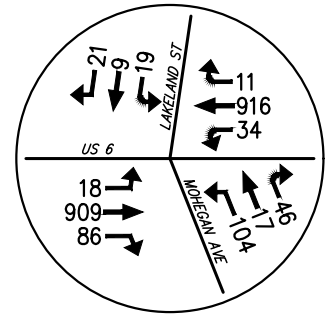
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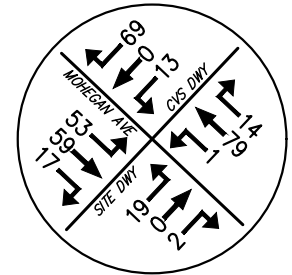
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2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE

TOWN OF YORKTOWN, NEW YORK

2021 BUILD VOLUMES WITH PROPOSED RETAIL

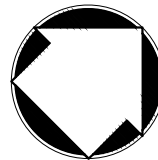
PEAK SATURDAY MIDDAY HOUR (12:00 - 1:00)

DATE: 09/11/2018

JMC PROJECT: 18070

FIGURE: 30

SCALE: 1" = 450'



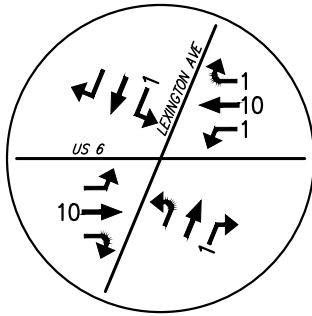
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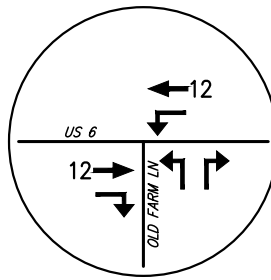
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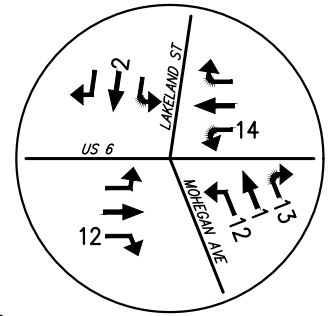
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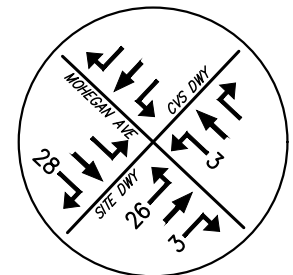
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2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

RESTAURANT PRIMARY VOLUMES

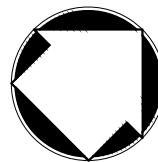
PEAK WEEKDAY AM HOUR

DATE: 09/11/2018

JMC PROJECT: 18070

FIGURE: 31

SCALE: 1" = 450'



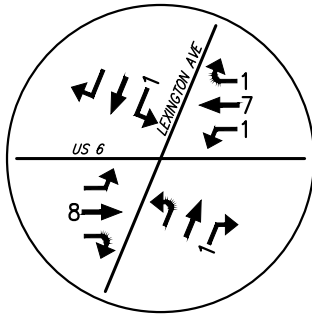
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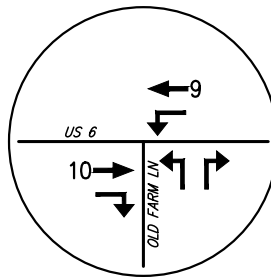
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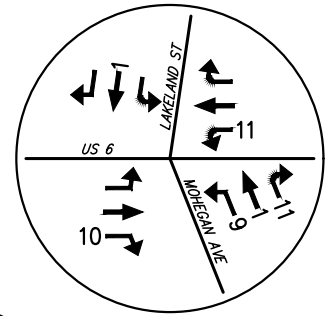
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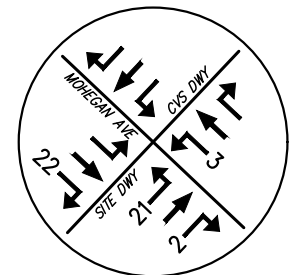
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2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

RESTAURANT PRIMARY VOLUMES

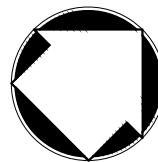
PEAK WEEKDAY PM HOUR

DATE: 09/11/2018

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FIGURE: 32

SCALE: 1" = 450'



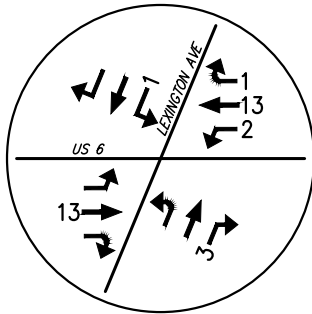
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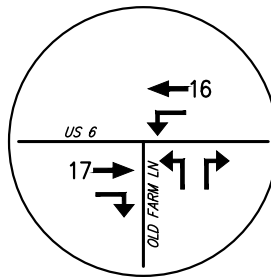
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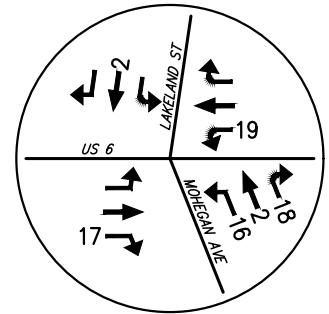
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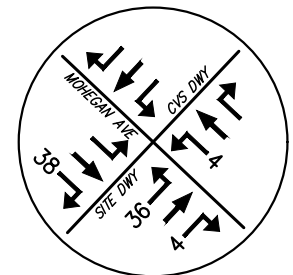
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3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

RESTAURANT PRIMARY VOLUMES

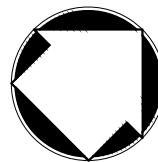
PEAK SATURDAY MIDDAY HOUR

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JMC PROJECT: 18070

FIGURE: 33

SCALE: 1" = 450'



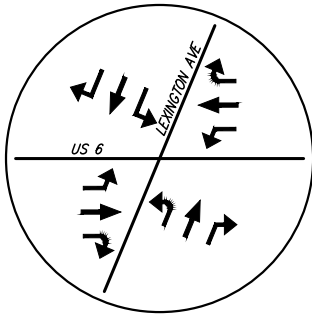
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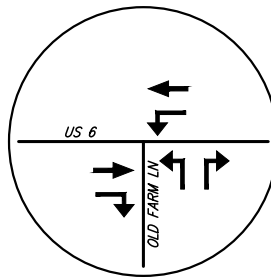
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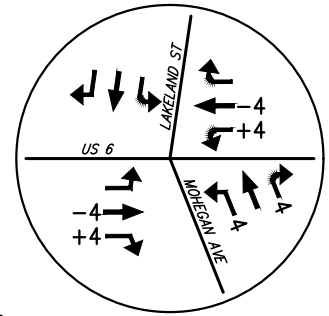
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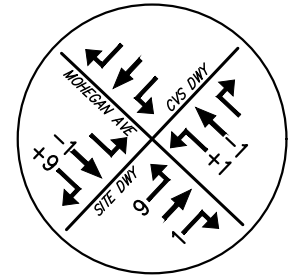
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3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



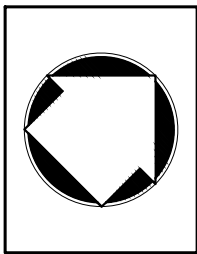
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ROUTE 6 II DEVELOPMENT
 3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

RESTAURANT PASS-BY VOLUMES
 PEAK WEEKDAY AM HOUR

DATE: 09/11/2018 JMC PROJECT: 18070

FIGURE: 34 SCALE: 1" = 450'

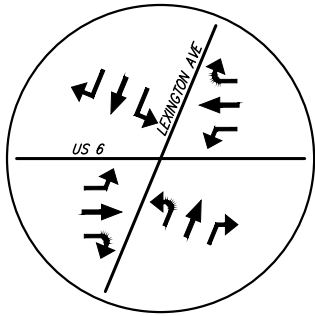


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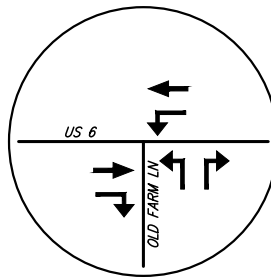
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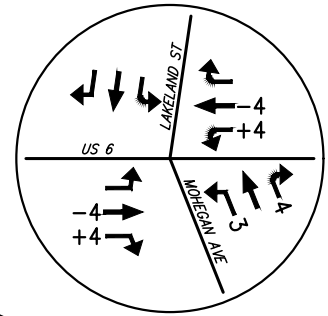
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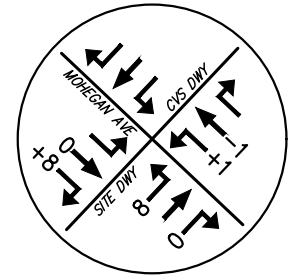
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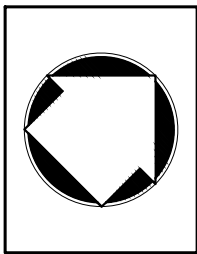
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RESTAURANT PASS-BY VOLUMES
 PEAK WEEKDAY PM HOUR

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FIGURE: 35 SCALE: 1" = 450'

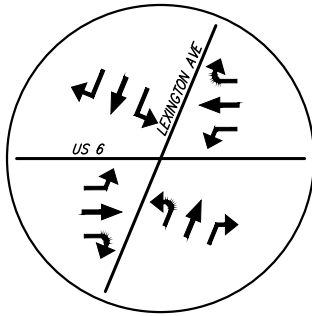


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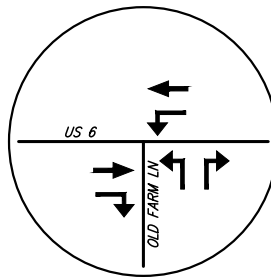
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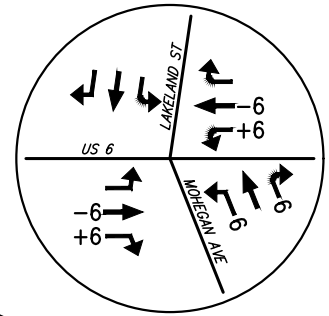
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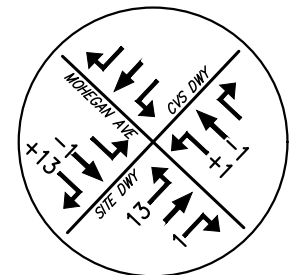
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3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE / LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY / CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

RESTAURANT PASS-BY VOLUMES

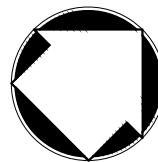
PEAK SATURDAY MIDDAY HOUR

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FIGURE: 36

SCALE: 1" = 450'



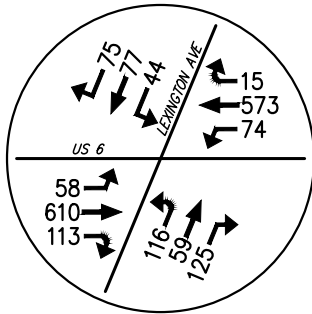
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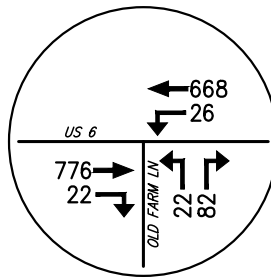
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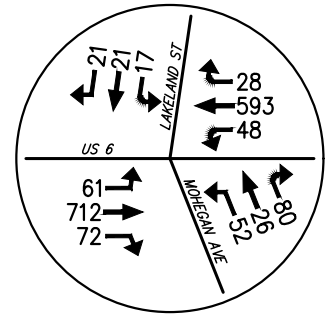
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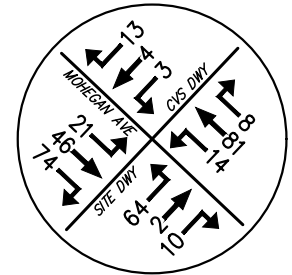
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE TOWN OF YORKTOWN, NEW YORK

2021 BUILD VOLUMES WITH PROPOSED RESTAURANT

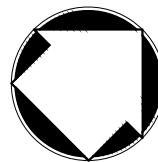
PEAK WEEKDAY AM HOUR (8:00 - 9:00)

DATE: 09/11/2018

JMC PROJECT: 18070

FIGURE: 37

SCALE: 1" = 450'



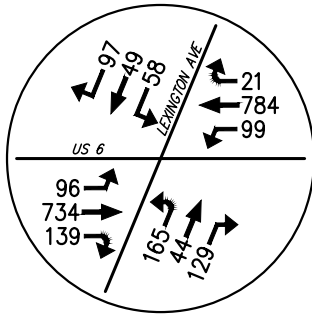
120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
fax 273-2102

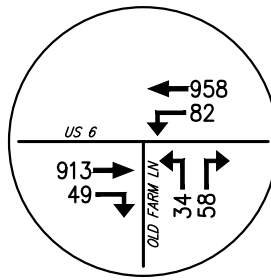
JMCP LLC.COM



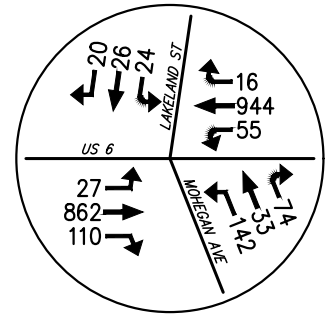
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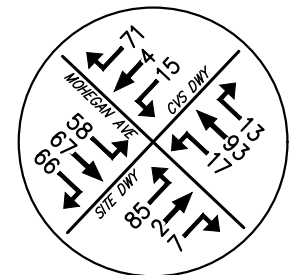
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE / LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY / CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE

TOWN OF YORKTOWN, NEW YORK

2021 BUILD VOLUMES WITH PROPOSED RESTAURANT

PEAK WEEKDAY PM HOUR (4:30 - 5:30)

DATE: 09/11/2018

JMC PROJECT: 18070

FIGURE: 38

SCALE: 1" = 450'



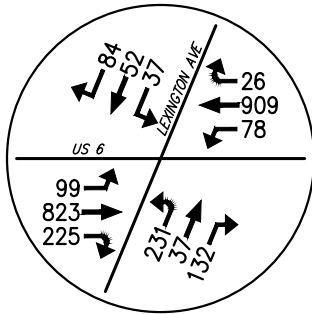
120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
fax 273-2102

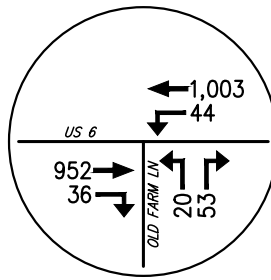
JMCP LLC.COM

JMC

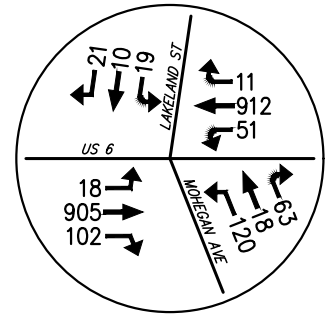
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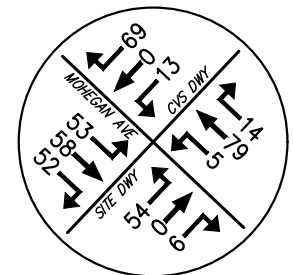
1 US 6 (EAST MAIN STREET) & LEXINGTON AVENUE



2 US 6 (EAST MAIN STREET) & OLD FARM LANE



3 US 6 (EAST MAIN STREET) & MOHEGAN AVENUE /LAKELAND STREET



4 MOHEGAN AVENUE & SITE DRIVEWAY /CVS DRIVEWAY

ROUTE 6 II DEVELOPMENT

3571 MOHEGAN AVE

TOWN OF YORKTOWN, NEW YORK

2021 BUILD VOLUMES WITH PROPOSED RESTAURANT

PEAK SATURDAY MIDDAY HOUR (12:00 - 1:00)

DATE: 09/11/2018

JMC PROJECT: 18070

FIGURE: 39

SCALE: 1" = 450'



120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
fax 273-2102

JMCP LLC.COM

JMC

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APPENDIX C
TURNING MOVEMENT COUNTS

DATE:	6/14/2018
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM

ENTER COUNT DATA ON THIS PAGE

JOB NO:	18070
NAME:	BO
INT #:	1

LOCATION:	US 6 (East Main Street) & Lexington Avenue
-----------	--

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	14	4	9	12	104	8	7	62	2	4	10	7							
	TRUCK	1			2	4			1	1										
7:15 - 7:30 AM	TOTAL	30	10	23	31	221	19	19	151	3	6	25	13				2			
	TRUCK	2	3	2	1	8		1	4			2	1							
7:30 - 7:45 AM	TOTAL	56	19	46	70	391	34	34	286	9	11	36	23				1			
	TRUCK	1		2	1	13	3	2	4		1	2	1							
7:45 - 8:00 AM	TOTAL	78	33	68	101	527	42	48	423	14	18	54	34				4			
	TRUCK	2		2	2	9		1	2		2	2	1							
8:00 - 8:15 AM	TOTAL	108	49	92	122	655	56	67	560	18	25	71	51				2	5		
	TRUCK	2		2	1	9	1	1	3		1	2	1							
8:15 - 8:30 AM	TOTAL	135	76	112	156	816	73	81	687	22	33	93	72				3			
	TRUCK		1	2	1	11	1	3	5			2	2							
8:30 - 8:45 AM	TOTAL	161	84	137	187	952	86	99	822	26	42	116	81				1	4		
	TRUCK	2	1		5	7	1		10	1		2	1							
8:45 - 9:00 AM	TOTAL	197	90	176	209	1,088	96	119	947	28	60	129	104				1			
	TRUCK	4	1	1	1	14			2		1						1			
4:00 - 4:15 PM	TOTAL	19	8	42	31	179	22	24	157	4	6	9	23				2	1	2	
	TRUCK			3		3		1	11				2							
4:15 - 4:30 PM	TOTAL	38	28	87	61	325	38	48	347	9	17	21	45				2			
	TRUCK	1		2		5		3	13								1			
4:30 - 4:45 PM	TOTAL	65	35	130	101	495	59	69	511	11	27	33	71				1			
	TRUCK		1			2			5				1				1			
4:45 - 5:00 PM	TOTAL	86	47	169	131	633	85	86	669	14	45	46	84				1	3		
	TRUCK	1		1		2	1	2	6								1			
5:00 - 5:15 PM	TOTAL	124	61	206	160	792	110	113	829	21	62	57	107				1			
	TRUCK	1		1	1	2			3			1					1			
5:15 - 5:30 PM	TOTAL	159	71	235	181	956	121	140	1,028	27	71	69	130				1	1	1	
	TRUCK	1				2			8				1							
5:30 - 5:45 PM	TOTAL	188	93	267	214	1,096	137	176	1,208	37	88	96	148				2	3		
	TRUCK				1	1			6		1									
5:45 - 6:00 PM	TOTAL	210	105	310	236	1,266	165	207	1,377	45	98	113	168						1	
	TRUCK				1	2			6								2		2	

DATE:	6/14/2018
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM

CALCULATIONS - DO NOT EDIT THIS SHEET

JOB NO:	18070
NAME:	BO
INT #:	1

LOCATION:	US 6 (East Main Street) & Lexington Avenue
-----------	--

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	14	4	9	12	104	8	7	62	2	4	10	7	243	0	0	0	0	0	
	TRUCK	1	0	0	2	4	0	0	1	1	0	0	0		0	0	0	0	0	
7:15 - 7:30 AM	TOTAL	16	6	14	19	117	11	12	89	1	2	15	6	308	0	0	2	0	2	
	TRUCK	2	3	2	1	8	0	1	4	0	0	2	1		0	0	0	0	0	
7:30 - 7:45 AM	TOTAL	26	9	23	39	170	15	15	135	6	5	11	10	464	0	0	1	0	1	
	TRUCK	1	0	2	1	13	3	2	4	0	1	2	1		0	0	0	0	0	
7:45 - 8:00 AM	TOTAL	22	14	22	31	136	8	14	137	5	7	18	11	425	0	0	4	0	4	
	TRUCK	2	0	2	2	9	0	1	2	0	2	2	1		0	0	0	0	0	
8:00 - 8:15 AM	TOTAL	30	16	24	21	128	14	19	137	4	7	17	17	434	0	2	5	0	7	
	TRUCK	2	0	2	1	9	1	1	3	0	1	2	1		0	0	0	0	0	
8:15 - 8:30 AM	TOTAL	27	27	20	34	161	17	14	127	4	8	22	21	482	0	0	3	0	3	
	TRUCK	0	1	2	1	11	1	3	5	0	0	2	2		0	0	0	0	0	
8:30 - 8:45 AM	TOTAL	26	8	25	31	136	13	18	135	4	9	23	9	437	0	1	4	0	5	
	TRUCK	2	1	0	5	7	1	0	10	1	0	2	1		0	0	0	0	0	
8:45 - 9:00 AM	TOTAL	36	6	39	22	136	10	20	125	2	18	13	23	450	0	0	1	0	1	
	TRUCK	4	1	1	1	14	0	0	2	0	1	0	0		0	0	1	0	1	
4:00 - 4:15 PM	TOTAL	19	8	42	31	179	22	24	157	4	6	9	23	524	2	1	2	0	5	
	TRUCK	0	0	3	0	3	0	1	11	0	0	0	2		0	0	0	0	0	
4:15 - 4:30 PM	TOTAL	19	20	45	30	146	16	24	190	5	11	12	22	540	0	0	2	0	2	
	TRUCK	1	0	2	0	5	0	3	13	0	0	0	0		1	0	0	0	1	
4:30 - 4:45 PM	TOTAL	27	7	43	40	170	21	21	164	2	10	12	26	543	1	0	0	0	1	
	TRUCK	0	1	0	0	2	0	0	5	0	0	0	1		1	0	0	0	1	
4:45 - 5:00 PM	TOTAL	21	12	39	30	138	26	17	158	3	18	13	13	488	0	0	1	3	4	
	TRUCK	1	0	1	0	2	1	2	6	0	0	0	0		0	0	1	0	1	
5:00 - 5:15 PM	TOTAL	38	14	37	29	159	25	27	160	7	17	11	23	547	0	0	1	0	1	
	TRUCK	1	0	1	1	2	0	0	3	0	0	1	0		1	0	0	0	1	
5:15 - 5:30 PM	TOTAL	35	10	29	21	164	11	27	199	6	9	12	23	546	1	1	1	0	3	
	TRUCK	1	0	0	0	2	0	0	8	0	0	0	1		0	0	0	0	0	
5:30 - 5:45 PM	TOTAL	29	22	32	33	140	16	36	180	10	17	27	18	560	0	2	3	0	5	
	TRUCK	0	0	0	1	1	0	0	6	0	1	0	0		0	0	0	0	0	
5:45 - 6:00 PM	TOTAL	22	12	43	22	170	28	31	169	8	10	17	20	552	0	0	0	1	1	
	TRUCK	0	0	0	1	2	0	0	6	0	0	0	0		2	0	0	2	4	

DATE:	6/14/2018
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM
LOCATION:	US 6 (East Main Street) & Lexington Avenue

**PEAK HOUR MOVEMENTS & % HEAVY
VEHICLES - DO NOT EDIT THIS SHEET**

JOB NO:	18070
NAME:	BO
INT #:	1

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 8:00 AM	TOTAL	78	33	68	101	527	42	48	423	14	18	54	34	1,440			7		7	0.78
	TRUCK	8%	9%	9%	6%	6%	7%	8%	3%	7%	17%	11%	9%							
7:15 - 8:15 AM	TOTAL	94	45	83	110	551	48	60	498	16	21	61	44	1,631		2	12		14	0.88
	TRUCK	7%	7%	10%	5%	7%	8%	8%	3%	0%	19%	13%	9%							
7:30 - 8:30 AM	TOTAL	105	66	89	125	595	54	62	536	19	27	68	59	1,805		2	13		15	0.94
	TRUCK	5%	2%	9%	4%	7%	9%	11%	3%	0%	15%	12%	8%							
7:45 - 8:45 AM	TOTAL	105	65	91	117	561	52	65	536	17	31	80	58	1,778		3	16		19	0.92
	TRUCK	6%	3%	7%	8%	6%	6%	8%	4%	6%	10%	10%	9%							
8:00 - 9:00 AM	TOTAL	119	57	108	108	561	54	71	524	14	42	75	70	1,803		3	13		16	0.94
	TRUCK	7%	5%	5%	7%	7%	6%	6%	4%	7%	5%	8%	6%			1			1	
4:00 - 5:00 PM	TOTAL	86	47	169	131	633	85	86	669	14	45	46	84	2,095	3	1	5	3	12	0.96
	TRUCK	2%	2%	4%	0%	2%	1%	7%	5%	0%	0%	0%	4%		2		1		3	
4:15 - 5:15 PM	TOTAL	105	53	164	129	613	88	89	672	17	56	48	84	2,118	1		4	3	8	0.97
	TRUCK	3%	2%	2%	1%	2%	1%	6%	4%	0%	0%	2%	1%		3		1		4	
4:30 - 5:30 PM	TOTAL	121	43	148	120	631	83	92	681	18	54	48	85	2,124	2	1	3	3	9	0.97
	TRUCK	2%	2%	1%	1%	1%	1%	2%	3%	0%	0%	2%	2%		2		1		3	
4:45 - 5:45 PM	TOTAL	123	58	137	113	601	78	107	697	26	61	63	77	2,141	1	3	6	3	13	0.96
	TRUCK	2%	0%	1%	2%	1%	1%	2%	3%	0%	2%	2%	1%		1		1		2	
5:00 - 6:00 PM	TOTAL	124	58	141	105	633	80	121	708	31	53	67	84	2,205	1	3	5	1	10	0.98
	TRUCK	2%	0%	1%	3%	1%	0%	0%	3%	0%	2%	1%	1%		3			2	5	

- 1: Lexington Ave NB - Right
- 2: Lexington Ave NB - Thru
- 3: Lexington Ave NB - Left
- 4: US 6 EB - Right
- 5: US 6 EB - Thru
- 6: US 6 EB - Left

- 7: US 6 WB - Left
- 8: US 6 WB - Thru
- 9: US 6 WB - Right
- 10: Lexington Ave SB - Left
- 11: Lexington Ave SB - Thru
- 12: Lexington Ave SB - Right

- A: Cross Lexington North side of Int
- B: Cross US 6 East side of Int
- C: Cross Lexington South side of Int
- D: Cross US 6 West side of Int

DATE:	6/14/2018
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM

ENTER COUNT DATA ON THIS PAGE

JOB NO:	18070
NAME:	AH
INT #:	2

LOCATION:	US 6 (East Main Street) & Old Farm Lane
-----------	---

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF	
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D			
7:00 - 7:15 AM	TOTAL	6	147					7		9		1	94								
	TRUCK	2	11										2								
7:15 - 7:30 AM	TOTAL	10	267					13		24		7	198								
	TRUCK		9									4									
7:30 - 7:45 AM	TOTAL	15	439					19		48		11	339								
	TRUCK		16									1	6								
7:45 - 8:00 AM	TOTAL	22	620					26		62		12	525								
	TRUCK	1	14										8								
8:00 - 8:15 AM	TOTAL	27	778					32		85		18	660						2		
	TRUCK		16									1	8								
8:15 - 8:30 AM	TOTAL	33	973					39		111		23	802		2				3		
	TRUCK	1	16										13								
8:30 - 8:45 AM	TOTAL	38	1,146					42		128		30	974		2		1	1			
	TRUCK	2	13									1	16								
8:45 - 9:00 AM	TOTAL	43	1,339					47		142		37	1,139								
	TRUCK		18										6						1		
4:00 - 4:15 PM	TOTAL	9	193					6		13		20	194		1				1		
	TRUCK		6										13						1		
4:15 - 4:30 PM	TOTAL	22	385					12		24		39	423								
	TRUCK	1	6					1					17								
4:30 - 4:45 PM	TOTAL	27	585					20		40		54	607						1		
	TRUCK		4					1					8						1		
4:45 - 5:00 PM	TOTAL	39	783					31		52		69	834		2				1		
	TRUCK		5										11								
5:00 - 5:15 PM	TOTAL	55	1,001					36		67		93	1,034						4		
	TRUCK												5						1		
5:15 - 5:30 PM	TOTAL	70	1,184					45		80		119	1,267						2		
	TRUCK		6										7								
5:30 - 5:45 PM	TOTAL	84	1,389					54		92		149	1,485		2						
	TRUCK		2										13								
5:45 - 6:00 PM	TOTAL	99	1,597					58		109		164	1,707								
	TRUCK												1						6		

DATE:	6/14/2018
-------	-----------

PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM
---------	----------------------------------

LOCATION:	US 6 (East Main Street) & Old Farm Lane
-----------	---

CALCULATIONS - DO NOT EDIT THIS SHEET

JOB NO:	18070
---------	-------

NAME:	AH
-------	----

INT #:	2
--------	---

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	6	147	0	0	0	0	7	0	9	1	94	0	264	0	0	0	0	0	
	TRUCK	2	11	0	0	0	0	0	0	0	0	2	0		0	0	0	0	0	
7:15 - 7:30 AM	TOTAL	4	120	0	0	0	0	6	0	15	6	104	0	255	0	0	0	0	0	
	TRUCK	0	9	0	0	0	0	0	0	0	0	4	0		0	0	0	0	0	
7:30 - 7:45 AM	TOTAL	5	172	0	0	0	0	6	0	24	4	141	0	352	0	0	0	0	0	
	TRUCK	0	16	0	0	0	0	0	0	1	0	6	0		0	0	0	0	0	
7:45 - 8:00 AM	TOTAL	7	181	0	0	0	0	7	0	14	1	186	0	396	0	0	0	0	0	
	TRUCK	1	14	0	0	0	0	0	0	0	0	8	0		0	0	0	0	0	
8:00 - 8:15 AM	TOTAL	5	158	0	0	0	0	6	0	23	6	135	0	333	0	0	0	2	2	
	TRUCK	0	16	0	0	0	0	0	0	1	0	8	0		0	0	0	0	0	
8:15 - 8:30 AM	TOTAL	6	195	0	0	0	0	7	0	26	5	142	0	381	2	0	0	3	5	
	TRUCK	1	16	0	0	0	0	0	0	0	0	13	0		0	0	0	0	0	
8:30 - 8:45 AM	TOTAL	5	173	0	0	0	0	3	0	17	7	172	0	377	2	0	1	1	4	
	TRUCK	2	13	0	0	0	0	0	0	1	0	16	0		0	0	0	0	0	
8:45 - 9:00 AM	TOTAL	5	193	0	0	0	0	5	0	14	7	165	0	389	0	0	0	0	0	
	TRUCK	0	18	0	0	0	0	0	0	0	0	6	0		0	0	0	1	1	
4:00 - 4:15 PM	TOTAL	9	193	0	0	0	0	6	0	13	20	194	0	435	1	0	0	1	2	
	TRUCK	0	6	0	0	0	0	0	0	0	13	0	0		0	0	0	1	1	
4:15 - 4:30 PM	TOTAL	13	192	0	0	0	0	6	0	11	19	229	0	470	0	0	0	0	0	
	TRUCK	1	6	0	0	0	0	1	0	0	17	0	0		0	0	0	0	0	
4:30 - 4:45 PM	TOTAL	5	200	0	0	0	0	8	0	16	15	184	0	428	0	0	0	1	1	
	TRUCK	0	4	0	0	0	0	1	0	0	8	0	0		0	0	0	1	1	
4:45 - 5:00 PM	TOTAL	12	198	0	0	0	0	11	0	12	15	227	0	475	2	0	0	1	3	
	TRUCK	0	5	0	0	0	0	0	0	0	11	0	0		0	0	0	0	0	
5:00 - 5:15 PM	TOTAL	16	218	0	0	0	0	5	0	15	24	200	0	478	0	0	0	4	4	
	TRUCK	0	0	0	0	0	0	0	0	0	5	0	0		0	0	0	1	1	
5:15 - 5:30 PM	TOTAL	15	183	0	0	0	0	9	0	13	26	233	0	479	0	0	0	2	2	
	TRUCK	0	6	0	0	0	0	0	0	0	7	0	0		0	0	0	0	0	
5:30 - 5:45 PM	TOTAL	14	205	0	0	0	0	9	0	12	30	218	0	488	2	0	0	0	2	
	TRUCK	0	2	0	0	0	0	0	0	0	13	0	0		0	0	0	0	0	
5:45 - 6:00 PM	TOTAL	15	208	0	0	0	0	4	0	17	15	222	0	481	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	1	6	0	0		0	0	0	0	0	

DATE:	6/14/2018
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM
LOCATION:	US 6 (East Main Street) & Old Farm Lane

**PEAK HOUR MOVEMENTS & % HEAVY
VEHICLES - DO NOT EDIT THIS SHEET**

JOB NO:	18070
NAME:	AH
INT #:	2

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF	
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D			
7:00 - 8:00 AM	TOTAL	22	620					26		62	12	525		1,267							0.80
	TRUCK	14%	8%					0%		2%	0%	4%									
7:15 - 8:15 AM	TOTAL	21	631					25		76	17	566		1,336				2	2	0.84	
	TRUCK	5%	9%					0%		3%	0%	5%									
7:30 - 8:30 AM	TOTAL	23	706					26		87	16	604		1,462	2			5	7	0.92	
	TRUCK	9%	9%					0%		2%	0%	6%									
7:45 - 8:45 AM	TOTAL	23	707					23		80	19	635		1,487	4		1	6	11	0.94	
	TRUCK	17%	8%					0%		3%	0%	7%									
8:00 - 9:00 AM	TOTAL	21	719					21		80	25	614		1,480	4		1	6	11	0.95	
	TRUCK	14%	9%					0%		3%	0%	7%						1	1		
4:00 - 5:00 PM	TOTAL	39	783					31		52	69	834		1,808	3			3	6	0.95	
	TRUCK	3%	3%					6%		0%	71%	0%						2	2		
4:15 - 5:15 PM	TOTAL	46	808					30		54	73	840		1,851	2			6	8	0.97	
	TRUCK	2%	2%					7%		0%	56%	0%						2	2		
4:30 - 5:30 PM	TOTAL	48	799					33		56	80	844		1,860	2			8	10	0.97	
	TRUCK	0%	2%					3%		0%	39%	0%						2	2		
4:45 - 5:45 PM	TOTAL	57	804					34		52	95	878		1,920	4			7	11	0.98	
	TRUCK	0%	2%					0%		0%	38%	0%						1	1		
5:00 - 6:00 PM	TOTAL	60	814					27		57	95	873		1,926	2			6	8	0.99	
	TRUCK	0%	1%					0%		2%	33%	0%						1	1		

- 1: US 6 EB - Right
- 2: US 6 EB - Thru
- 3:
- 4:
- 5:
- 6:

- 7: Old Farm NB - Left
- 8:
- 9: Old Farm NB - Right
- 10: US 6 WB - Left
- 11: US 6 WB - Thru
- 12:

- A: Cross US 6 West side of Int
- B:
- C: Cross US 6 East side of Int
- D: Cross Old Farm South side of Int

DATE:	6/14/2018
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM

CALCULATIONS - DO NOT EDIT THIS SHEET

JOB NO:	18070
NAME:	JB
INT #:	3

LOCATION:	US 6 (East Main Street) & Mohegan Avenue/Lakeland Street
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TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	5	3	10	4	141	2	5	105	4	4	2	4	289	0	2	0	0	2	
	TRUCK	0	0	0	0	1	0	0	3	0	0	0	0		0	0	0	0	0	
7:15 - 7:30 AM	TOTAL	-4	1	8	7	153	2	9	109	3	4	1	1	294	0	1	0	0	1	
	TRUCK	1	0	0	1	8	0	0	1	0	0	0	0		0	0	0	0	0	
7:30 - 7:45 AM	TOTAL	23	2	10	3	189	2	3	128	3	1	3	5	372	1	4	0	0	5	
	TRUCK	0	0	0	0	7	0	0	5	0	0	0	0		0	0	0	0	0	
7:45 - 8:00 AM	TOTAL	9	1	13	8	165	2	3	172	4	2	4	4	387	1	1	0	1	3	
	TRUCK	0	0	1	0	5	0	0	6	0	0	0	0		0	0	1	0	1	
8:00 - 8:15 AM	TOTAL	10	7	11	3	172	3	4	122	12	0	1	4	349	0	1	2	0	3	
	TRUCK	0	0	0	1	8	0	0	3	0	0	0	0		0	0	0	0	0	
8:15 - 8:30 AM	TOTAL	3	6	11	18	194	5	2	127	4	6	7	4	387	0	1	0	0	1	
	TRUCK	0	0	0	0	9	0	0	8	0	0	0	0		0	0	0	0	0	
8:30 - 8:45 AM	TOTAL	11	8	18	18	157	4	9	156	5	7	5	8	406	0	0	0	0	0	
	TRUCK	0	0	0	0	9	0	0	9	0	0	0	0		0	0	0	0	0	
8:45 - 9:00 AM	TOTAL	9	2	19	19	152	0	9	151	5	3	2	3	374	1	1	1	1	4	
	TRUCK	0	0	0	0	7	0	0	2	0	0	0	0		0	0	0	0	0	
4:00 - 4:15 PM	TOTAL	7	1	34	23	179	2	11	186	2	8	1	1	455	1	2	0	0	3	
	TRUCK	0	0	0	0	2	0	0	4	0	0	0	0		0	1	0	0	1	
4:15 - 4:30 PM	TOTAL	4	3	13	15	167	6	11	204	2	4	2	3	434	0	1	1	0	2	
	TRUCK	0	0	0	0	6	0	0	8	0	0	0	0		0	0	0	0	0	
4:30 - 4:45 PM	TOTAL	14	5	34	26	211	7	12	210	3	5	6	4	537	0	4	0	0	4	
	TRUCK	0	1	0	0	3	0	0	7	0	1	0	0		0	0	0	0	0	
4:45 - 5:00 PM	TOTAL	12	5	27	25	169	4	11	191	2	4	6	5	461	1	0	0	0	1	
	TRUCK	0	0	0	0	0	0	0	7	0	0	0	0		0	0	0	0	0	
5:00 - 5:15 PM	TOTAL	16	9	31	20	193	6	8	206	2	5	5	2	503	2	2	0	0	4	
	TRUCK	0	0	0	0	3	0	0	3	0	0	0	0		0	1	0	0	1	
5:15 - 5:30 PM	TOTAL	11	9	24	19	191	4	8	237	6	6	6	4	525	0	1	0	0	1	
	TRUCK	0	0	0	0	3	0	0	4	0	0	0	0		0	0	0	0	0	
5:30 - 5:45 PM	TOTAL	6	4	30	15	159	5	7	200	6	7	5	2	446	0	2	0	0	2	
	TRUCK	0	0	0	0	1	0	0	4	0	0	0	0		0	0	0	0	0	
5:45 - 6:00 PM	TOTAL	7	5	33	18	134	4	8	194	5	6	3	1	418	1	1	0	0	2	
	TRUCK	0	0	0	0	2	0	0	3	0	0	0	0		0	0	0	0	0	

DATE:	6/14/2018
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM
LOCATION:	US 6 (East Main Street) & Mohegan Avenue/Lakeland Street

**PEAK HOUR MOVEMENTS & % HEAVY
VEHICLES - DO NOT EDIT THIS SHEET**

JOB NO:	18070
NAME:	JB
INT #:	3

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 8:00 AM	TOTAL	33	7	41	22	648	8	20	514	14	11	10	14	1,342	2	8		1	11	
	TRUCK	3%	0%	2%	5%	3%	0%	0%	3%	0%	0%	0%	0%				1		1	0.87
7:15 - 8:15 AM	TOTAL	38	11	42	21	679	9	19	531	22	7	9	14	1,402	2	7	2	1	12	
	TRUCK	3%	0%	2%	10%	4%	0%	0%	3%	0%	0%	0%	0%				1		1	0.91
7:30 - 8:30 AM	TOTAL	45	16	45	32	720	12	12	549	23	9	15	17	1,495	2	7	2	1	12	
	TRUCK	0%	0%	2%	3%	4%	0%	0%	4%	0%	0%	0%	0%				1		1	0.97
7:45 - 8:45 AM	TOTAL	33	22	53	47	688	14	18	577	25	15	17	20	1,529	1	3	2	1	7	
	TRUCK	0%	0%	2%	2%	5%	0%	0%	5%	0%	0%	0%	0%				1		1	0.94
8:00 - 9:00 AM	TOTAL	33	23	59	58	675	12	24	556	26	16	15	19	1,516	1	3	3	1	8	
	TRUCK	0%	0%	0%	2%	5%	0%	0%	4%	0%	0%	0%	0%							0.93
4:00 - 5:00 PM	TOTAL	37	14	108	89	726	19	45	791	9	21	15	13	1,887	2	7	1		10	
	TRUCK	0%	7%	0%	0%	2%	0%	0%	3%	0%	5%	0%	0%			1			1	0.88
4:15 - 5:15 PM	TOTAL	46	22	105	86	740	23	42	811	9	18	19	14	1,935	3	7	1		11	
	TRUCK	0%	5%	0%	0%	2%	0%	0%	3%	0%	6%	0%	0%			1			1	0.90
4:30 - 5:30 PM	TOTAL	53	28	116	90	764	21	39	844	13	20	23	15	2,026	3	7			10	
	TRUCK	0%	4%	0%	0%	1%	0%	0%	2%	0%	5%	0%	0%			1			1	0.94
4:45 - 5:45 PM	TOTAL	45	27	112	79	712	19	34	834	16	22	22	13	1,935	3	5			8	
	TRUCK	0%	0%	0%	0%	1%	0%	0%	2%	0%	0%	0%	0%			1			1	0.92
5:00 - 6:00 PM	TOTAL	40	27	118	72	677	19	31	837	19	24	19	9	1,892	3	6			9	
	TRUCK	0%	0%	0%	0%	1%	0%	0%	2%	0%	0%	0%	0%			1			1	0.90

- 1: Mohegan Ave NB - Right
- 2: Mohegan Ave NB - Thru
- 3: Mohegan Ave NB - Left
- 4: US 6 EB - Right
- 5: US 6 EB - Thru
- 6: US 6 EB - Left

- 7: US 6 WB - Left
- 8: US 6 WB - Thru
- 9: US 6 WB - Right
- 10: Lakeland St SB - Left
- 11: Lakeland St SB - Thru
- 12: Lakeland St SB - Right

- A: Cross Mohegan South side of Int
- B: Cross US 6 West side of Int
- C: Cross Lakeland North side of Int
- D: Cross US 6 East side of Int

DATE:	6/14/2018
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM

CALCULATIONS - DO NOT EDIT THIS SHEET

JOB NO:	18070
NAME:	SK
INT #:	4

LOCATION:	Mohegan Ave & Site Driveway/CVS Driveway
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TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	0	0	0	0	16	2	0	5	3	5	0	0	31	0	0	0	0	0	
	TRUCK	0	0	0	0	1	0	0	0	0	0	0	0		0	0	0	0	0	
7:15 - 7:30 AM	TOTAL	2	0	1	1	18	1	4	3	9	3	0	0	42	0	0	0	0	0	
	TRUCK	1	0	0	0	0	0	1	0	1	0	0	0		0	0	0	0	0	
7:30 - 7:45 AM	TOTAL	1	1	0	0	20	1	4	1	6	4	0	2	40	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	1	0	0		0	0	0	0	0	
7:45 - 8:00 AM	TOTAL	2	0	1	0	15	4	3	5	9	10	0	1	50	0	0	0	0	0	
	TRUCK	1	0	0	0	1	1	0	1	0	1	0	0		0	0	0	0	0	
8:00 - 8:15 AM	TOTAL	2	1	0	1	20	1	4	6	8	7	0	1	51	0	0	0	0	0	
	TRUCK	0	0	0	0	1	0	1	0	1	0	0	0		0	0	0	0	0	
8:15 - 8:30 AM	TOTAL	4	0	1	2	17	0	5	8	6	4	1	0	48	0	0	0	1	1	
	TRUCK	0	0	0	0	1	0	0	0	0	1	0	0		0	0	0	0	0	
8:30 - 8:45 AM	TOTAL	1	2	0	1	26	5	4	19	7	7	0	1	73	1	1	0	0	2	
	TRUCK	0	0	0	0	0	0	1	1	0	0	0	0		0	0	0	0	0	
8:45 - 9:00 AM	TOTAL	6	1	2	4	15	4	7	11	16	11	1	4	82	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	1	0	0	0	0		1	0	0	0	1	
4:00 - 4:15 PM	TOTAL	13	1	8	4	21	2	11	10	6	6	1	1	84	0	1	0	0	1	
	TRUCK	0	0	0	0	0	0	0	0	0	0	1	0		0	0	0	0	0	
4:15 - 4:30 PM	TOTAL	8	2	4	1	10	2	15	11	9	10	0	2	74	0	0	0	0	0	
	TRUCK	0	0	1	0	1	0	0	0	0	0	0	0		0	0	0	0	0	
4:30 - 4:45 PM	TOTAL	14	0	2	3	25	3	13	18	13	11	2	3	107	0	1	4	0	5	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
4:45 - 5:00 PM	TOTAL	15	1	8	6	19	4	16	14	8	15	0	1	107	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
5:00 - 5:15 PM	TOTAL	18	2	4	1	21	2	11	17	8	20	0	1	105	1	0	1	4	6	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		2	0	1	0	3	
5:15 - 5:30 PM	TOTAL	22	1	1	3	20	4	16	11	7	10	0	0	95	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
5:30 - 5:45 PM	TOTAL	13	1	5	3	16	4	9	12	7	11	0	6	87	0	0	0	0	0	
	TRUCK	0	0	0	0	1	0	0	0	0	0	0	0		0	0	0	0	0	
5:45 - 6:00 PM	TOTAL	15	0	4	5	13	2	9	14	3	11	0	3	79	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	

DATE:	6/14/2018
PERIOD:	7:00 - 9:00 AM 4:00 - 6:00 PM
LOCATION:	Mohegan Ave & Site Driveway/CVS Driveway

**PEAK HOUR MOVEMENTS & % HEAVY
VEHICLES - DO NOT EDIT THIS SHEET**

JOB NO:	18070
NAME:	SK
INT #:	4

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 8:00 AM	TOTAL	5	1	2	1	69	8	11	14	27	22		3	163						0.82
	TRUCK	40%	0%	0%	0%	3%	13%	9%	7%	4%	9%		0%							
7:15 - 8:15 AM	TOTAL	7	2	2	2	73	7	15	15	32	24		4	183						0.90
	TRUCK	29%	0%	0%	0%	3%	14%	13%	7%	6%	8%		0%							
7:30 - 8:30 AM	TOTAL	9	2	2	3	72	6	16	20	29	25	1	4	189				1	1	0.93
	TRUCK	11%	0%	0%	0%	4%	17%	6%	5%	3%	12%	0%	0%							
7:45 - 8:45 AM	TOTAL	9	3	2	4	78	10	16	38	30	28	1	3	222	1	1		1	3	0.76
	TRUCK	11%	0%	0%	0%	4%	10%	13%	5%	3%	7%	0%	0%							
8:00 - 9:00 AM	TOTAL	13	4	3	8	78	10	20	44	37	29	2	6	254	1	1		1	3	0.77
	TRUCK	0%	0%	0%	0%	3%	0%	10%	5%	3%	3%	0%	0%		1				1	
4:00 - 5:00 PM	TOTAL	50	4	22	14	75	11	55	53	36	42	3	7	372		2	4		6	0.87
	TRUCK	0%	0%	5%	0%	1%	0%	0%	0%	0%	0%	33%	0%							
4:15 - 5:15 PM	TOTAL	55	5	18	11	75	11	55	60	38	56	2	7	393	1	1	5	4	11	0.92
	TRUCK	0%	0%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%		2		1		3	
4:30 - 5:30 PM	TOTAL	69	4	15	13	85	13	56	60	36	56	2	5	414	1	1	5	4	11	0.97
	TRUCK	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		2		1		3	
4:45 - 5:45 PM	TOTAL	68	5	18	13	76	14	52	54	30	56		8	394	1		1	4	6	0.92
	TRUCK	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%		0%		2		1		3	
5:00 - 6:00 PM	TOTAL	68	4	14	12	70	12	45	54	25	52		10	366	1		1	4	6	0.87
	TRUCK	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%		0%		2		1		3	

- 1: CVS Pharmacy SB - Right
- 2: CVS Pharmacy SB - Thru
- 3: CVS Pharmacy SB - Left
- 4: Mohegan Ave WB - Right
- 5: Mohegan Ave WB - Thru
- 6: Mohegan Ave WB - Left

- 7: Mohegan Ave EB - Left
- 8: Mohegan Ave EB - Thru
- 9: Mohegan Ave EB - Right
- 10: Site Driveway NB - Left
- 11: Site Driveway NB - Thru
- 12: Site Driveway NB - Right

- A: Cross CVS Pharmacy North side of Int
- B: Cross Mohegan East side of Int
- C: Cross Site Driveway South side of Int
- D: Cross Mohegan West side of Int

DATE:	6/9/2018
PERIOD:	12:00 - 3:00 PM
LOCATION:	US 6 (East Main Street) & Lexington Avenue

CALCULATIONS - DO NOT EDIT THIS SHEET

JOB NO:	18070
NAME:	Traffic Databank
INT #:	1

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
12:00 - 12:15 PM	TOTAL	38	12	65	216	16	8	57	157	17	3	199	8	796	1	0	0	0	1	
	TRUCK	0	0	0	3	0	0	0	2	0	0	2	0							
12:15 - 12:30 PM	TOTAL	21	11	37	228	14	8	51	211	20	10	212	14	837	0	1	1	0	2	
	TRUCK	1	0	0	4	0	0	0	2	0	0	4	0							
12:30 - 12:45 PM	TOTAL	44	6	54	211	14	5	46	162	19	6	198	28	793	1	2	0	1	4	
	TRUCK	0	0	0	2	0	0	1	0	1	3	0	0							
12:45 - 1:00 PM	TOTAL	19	7	50	186	19	15	47	174	29	4	170	21	741	0	2	0	1	3	
	TRUCK	0	0	0	0	0	0	0	6	1	0	1	0							
1:00 - 1:15 PM	TOTAL	20	12	54	197	31	7	35	183	33	6	180	22	780	1	3	0	0	4	
	TRUCK	0	0	0	3	0	0	0	3	0	0	2	0							
1:15 - 1:30 PM	TOTAL	41	11	46	191	33	12	45	182	24	10	176	20	791	3	3	0	2	8	
	TRUCK	0	0	1	3	0	0	0	4	0	0	3	0							
1:30 - 1:45 PM	TOTAL	20	9	60	201	30	5	47	173	19	3	179	13	759	0	2	0	3	5	
	TRUCK	0	0	0	3	1	0	1	1	1	0	2	1							
1:45 - 2:00 PM	TOTAL	27	14	51	197	28	4	42	159	25	5	184	15	751	0	4	2	0	6	
	TRUCK	1	0	0	5	0	0	0	1	0	0	4	0							
2:00 - 2:15 PM	TOTAL	23	14	44	218	24	11	61	149	13	4	201	23	785	0	4	0	1	5	
	TRUCK	0	0	0	2	1	0	0	1	0	0	3	0							
2:15 - 2:30 PM	TOTAL	32	15	57	185	14	2	51	173	23	7	168	28	755	0	3	0	0	3	
	TRUCK	0	0	0	2	0	0	1	0	1	0	0	0							
2:30 - 2:45 PM	TOTAL	28	17	47	202	11	10	40	182	22	7	185	21	772	0	1	0	1	2	
	TRUCK	0	0	1	4	0	0	1	1	0	0	3	0							
2:45 - 3:00 PM	TOTAL	31	8	46	181	6	10	56	196	16	10	170	10	740	1	3	0	1	5	
	TRUCK	0	0	0	2	0	0	1	0	0	0	1	0							

- 1: Lexington Ave NB - Right
- 2: Lexington Ave NB - Thru
- 3: Lexington Ave NB - Left
- 4: Lexington Ave SB - Right
- 5: Lexington Ave SB - Thru
- 6: Lexington Ave SB - Left

- 7: US 6 EB - Right
- 8: US 6 EB - Thru
- 9: US 6 EB - Left
- 10: US 6 WB - Right
- 11: US 6 WB - Thru
- 12: US 6 WB - Left

- A: Cross Lexington South side of Int
- B: Cross Lexington North side of Int
- C: Cross US 6 West side of Int
- D: Cross US 6 East side of Int

DATE:	6/9/2018
PERIOD:	12:00 - 3:00 PM

PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

JOB NO:	18070
NAME:	Traffic Databank
INT #:	1

LOCATION:	US 6 (East Main Street) & Lexington Avenue
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TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
12:00 - 1:00 PM	TOTAL	122	36	206	841	63	36	201	704	85	23	779	71	3,167	2	5	1	2	10	0.95
	TRUCK	1%	0%	0%	1%	0%	0%	0%	1%	2%	13%	1%	0%							
12:15 - 1:15 PM	TOTAL	104	36	195	822	78	35	179	730	101	26	760	85	3,151	2	8	1	2	13	0.94
	TRUCK	1%	0%	0%	1%	0%	0%	1%	2%	2%	12%	1%	0%							
12:30 - 1:30 PM	TOTAL	124	36	204	785	97	39	173	701	105	26	724	91	3,105	5	10		4	19	0.98
	TRUCK	0%	0%	0%	1%	0%	0%	1%	2%	2%	12%	1%	0%							
12:45 - 1:45 PM	TOTAL	100	39	210	775	113	39	174	712	105	23	705	76	3,071	4	10		6	20	0.97
	TRUCK	0%	0%	0%	1%	1%	0%	1%	2%	2%	0%	1%	1%							
1:00 - 2:00 PM	TOTAL	108	46	211	786	122	28	169	697	101	24	719	70	3,081	4	12	2	5	23	0.97
	TRUCK	1%	0%	0%	2%	1%	0%	1%	1%	1%	0%	2%	1%							
1:15 - 2:15 PM	TOTAL	111	48	201	807	115	32	195	663	81	22	740	71	3,086	3	13	2	6	24	0.98
	TRUCK	1%	0%	0%	2%	2%	0%	1%	1%	1%	0%	2%	1%							
1:30 - 2:30 PM	TOTAL	102	52	212	801	96	22	201	654	80	19	732	79	3,050		13	2	4	19	0.97
	TRUCK	1%	0%	0%	1%	2%	0%	1%	0%	3%	0%	1%	1%							
1:45 - 2:45 PM	TOTAL	110	60	199	802	77	27	194	663	83	23	738	87	3,063		12	2	2	16	0.98
	TRUCK	1%	0%	1%	2%	1%	0%	1%	0%	1%	0%	1%	0%							
2:00 - 3:00 PM	TOTAL	114	54	194	786	55	33	208	700	74	28	724	82	3,052	1	11		3	15	0.97
	TRUCK	0%	0%	1%	1%	2%	0%	1%	0%	1%	0%	1%	0%							

- 1: Lexington Ave NB - Right
- 2: Lexington Ave NB - Thru
- 3: Lexington Ave NB - Left
- 4: Lexington Ave SB - Right
- 5: Lexington Ave SB - Thru
- 6: Lexington Ave SB - Left

- 7: US 6 EB - Right
- 8: US 6 EB - Thru
- 9: US 6 EB - Left
- 10: US 6 WB - Right
- 11: US 6 WB - Thru
- 12: US 6 WB - Left

- A: Cross Lexington South side of Int
- B: Cross Lexington North side of Int
- C: Cross US 6 West side of Int
- D: Cross US 6 East side of Int

DATE:	6/9/2018
PERIOD:	12:00 - 3:00 PM
LOCATION:	US 6 (East Main Street) & Old Farm Lane

CALCULATIONS - DO NOT EDIT THIS SHEET

JOB NO:	18070
NAME:	Traffic Databank
INT #:	2

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF	
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D			
12:00 - 12:15 PM	TOTAL	13	188	213	9	13	6								442	0	0	0			
	TRUCK	0	2	4	1	1	0														
12:15 - 12:30 PM	TOTAL	4	224	222	10	12	4								476	0	0	0			
	TRUCK	0	2	2	0	1	0														
12:30 - 12:45 PM	TOTAL	10	207	221	13	15	5								471	0	0	2			2
	TRUCK	0	2	3	1	0	0														
12:45 - 1:00 PM	TOTAL	8	202	208	11	11	4								444	0	0	2			2
	TRUCK	0	6	1	0	1	0														
1:00 - 1:15 PM	TOTAL	8	200	196	7	10	8								429	0	0	3			3
	TRUCK	0	2	2	0	0	0														
1:15 - 1:30 PM	TOTAL	14	202	207	8	9	6								446	0	0	0			
	TRUCK	0	3	3	0	0	0														
1:30 - 1:45 PM	TOTAL	13	190	191	6	11	7								418	1	0	0			1
	TRUCK	0	1	3	0	0	0														
1:45 - 2:00 PM	TOTAL	7	182	206	7	11	8								421	0	0	0			
	TRUCK	0	2	5	0	0	0														
2:00 - 2:15 PM	TOTAL	6	185	228	13	8	4								444	0	0	0			
	TRUCK	0	1	3	0	0	0														
2:15 - 2:30 PM	TOTAL	6	195	197	8	6	4								416	0	0	0			
	TRUCK	0	0	0	0	0	0														
2:30 - 2:45 PM	TOTAL	4	212	212	8	14	7								457	0	0	0			
	TRUCK	0	1	3	0	0	0														
2:45 - 3:00 PM	TOTAL	11	225	178	8	8	2								432	0	1	0			1
	TRUCK	0	0	1	0	0	0														

- 1: US 6 EB - Right
- 2: US 6 EB - Thru
- 3: US 6 WB - Thru
- 4: US 6 WB - Left
- 5: Old Farm NB - Right
- 6: Old Farm NB - Left

- A: Cross US 6 West side of Int
- B: Cross US 6 East side of Int
- C: Cross Old Farm South side of Int

DATE:	6/9/2018
PERIOD:	12:00 - 3:00 PM
LOCATION:	US 6 (East Main Street) & Old Farm Lane

PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

JOB NO:	18070
NAME:	Traffic Databank
INT #:	2

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF		
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D				
12:00 - 1:00 PM	TOTAL	35	821	864	43	51	19									1,833			4		4	0.96
	TRUCK	0%	1%	1%	5%	6%	0%															
12:15 - 1:15 PM	TOTAL	30	833	847	41	48	21									1,820			7		7	0.96
	TRUCK	0%	1%	1%	2%	4%	0%															
12:30 - 1:30 PM	TOTAL	40	811	832	39	45	23									1,790			7		7	0.95
	TRUCK	0%	2%	1%	3%	2%	0%															
12:45 - 1:45 PM	TOTAL	43	794	802	32	41	25									1,737	1		5		6	0.97
	TRUCK	0%	2%	1%	0%	2%	0%															
1:00 - 2:00 PM	TOTAL	42	774	800	28	41	29									1,714	1		3		4	0.96
	TRUCK	0%	1%	2%	0%	0%	0%															
1:15 - 2:15 PM	TOTAL	40	759	832	34	39	25									1,729	1				1	0.97
	TRUCK	0%	1%	2%	0%	0%	0%															
1:30 - 2:30 PM	TOTAL	32	752	822	34	36	23									1,699	1				1	0.96
	TRUCK	0%	1%	1%	0%	0%	0%															
1:45 - 2:45 PM	TOTAL	23	774	843	36	39	23									1,738						0.95
	TRUCK	0%	1%	1%	0%	0%	0%															
2:00 - 3:00 PM	TOTAL	27	817	815	37	36	17									1,749		1			1	0.96
	TRUCK	0%	0%	1%	0%	0%	0%															

- 1: US 6 EB - Right
- 2: US 6 EB - Thru
- 3: US 6 WB - Thru
- 4: US 6 WB - Left
- 5: Old Farm NB - Right
- 6: Old Farm NB - Left

- 7:
- 8:
- 9:
- 10:
- 11:
- 12:

- A: Cross US 6 West side of Int
- B: Cross US 6 East side of Int
- C: Cross Old Farm South side of Int
- D:

DATE:	6/9/2018
PERIOD:	12:00 - 3:00 PM
LOCATION:	US 6 (East Main Street) & Mohegan Avenue/Lakeland Street

CALCULATIONS - DO NOT EDIT THIS SHEET

JOB NO:	18070
NAME:	Traffic Databank
INT #:	3

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
12:00 - 12:15 PM	TOTAL	20	185	6	2	214	7	1	0	0	7	2	16	460	2	0	1	0	3	
	TRUCK	1	2	0	0	5	0	0	0	0	0	0	1							
12:15 - 12:30 PM	TOTAL	9	200	1	1	193	9	4	3	9	8	4	24	465	2	0	0	1	3	
	TRUCK	0	3	0	0	3	0	0	0	1	0	0	0							
12:30 - 12:45 PM	TOTAL	24	211	3	3	200	4	6	4	5	9	6	32	507	0	0	0	0		
	TRUCK	0	1	0	0	2	0	0	0	0	1	0	1							
12:45 - 1:00 PM	TOTAL	18	203	3	1	191	5	5	0	1	11	2	13	453	0	0	0	0		
	TRUCK	1	5	0	0	2	0	0	0	0	0	0	0							
1:00 - 1:15 PM	TOTAL	19	190	5	2	169	4	1	5	7	8	6	19	435	0	0	0	2	2	
	TRUCK	0	2	0	0	2	0	0	0	0	0	0	0							
1:15 - 1:30 PM	TOTAL	18	186	2	1	198	10	2	1	3	4	1	24	450	0	0	0	0		
	TRUCK	0	1	0	0	3	0	0	0	0	0	0	0							
1:30 - 1:45 PM	TOTAL	20	185	1	11	194	7	1	0	2	6	5	28	460	0	0	0	0		
	TRUCK	0	4	0	0	5	0	0	0	0	0	0	0							
1:45 - 2:00 PM	TOTAL	20	163	2	3	196	4	2	1	5	8	3	25	432	2	0	1	0	3	
	TRUCK	0	2	0	0	4	0	0	0	0	0	0	0							
2:00 - 2:15 PM	TOTAL	22	195	6	2	192	5	3	3	2	6	3	27	466	0	0	0	0		
	TRUCK	0	2	0	0	3	0	0	0	0	0	0	1							
2:15 - 2:30 PM	TOTAL	19	186	2	1	195	8	6	5	4	5	5	18	454	3	0	0	4	7	
	TRUCK	0	0	0	0	1	0	0	0	0	0	0	0							
2:30 - 2:45 PM	TOTAL	17	210	2	5	184	6	3	2	1	10	3	16	459	0	0	0	0		
	TRUCK	0	1	0	0	1	0	0	0	0	0	0	0							
2:45 - 3:00 PM	TOTAL	26	203	2	0	164	4	1	1	6	5	3	22	437	0	0	1	1	2	
	TRUCK	0	0	0	0	1	0	0	0	0	0	0	0							

- 1: US 6 EB - Right
- 2: US 6 EB - Thru
- 3: US 6 EB - Left
- 4: US 6 WB - Right
- 5: US 6 WB - Thru
- 6: US 6 WB - Left

- 7: Lakeland SB - Right
- 8: Lakeland SB - Thru
- 9: Lakeland SB - Left
- 10: Mohegan NB - Right
- 11: Mohegan NB - Thru
- 12: Mohegan NB - Left

- A: Cross US 6 West side of Int
- B: Cross US 6 East side of Int
- C: Cross Lakeland North side of Int
- D: Cross Mohegan South side of Int

DATE:	6/9/2018
PERIOD:	12:00 - 3:00 PM
LOCATION:	US 6 (East Main Street) & Mohegan Avenue/Lakeland Street

PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

JOB NO:	18070
NAME:	Traffic Databank
INT #:	3

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
12:00 - 1:00 PM	TOTAL	71	799	13	7	798	25	16	7	15	35	14	85	1,885	4		1	1	6	0.93
	TRUCK	3%	1%	0%	0%	2%	0%	0%	0%	7%	3%	0%	2%							
12:15 - 1:15 PM	TOTAL	70	804	12	7	753	22	16	12	22	36	18	88	1,860	2			3	5	0.92
	TRUCK	1%	1%	0%	0%	1%	0%	0%	0%	5%	3%	0%	1%							
12:30 - 1:30 PM	TOTAL	79	790	13	7	758	23	14	10	16	32	15	88	1,845				2	2	0.91
	TRUCK	1%	1%	0%	0%	1%	0%	0%	0%	0%	3%	0%	1%							
12:45 - 1:45 PM	TOTAL	75	764	11	15	752	26	9	6	13	29	14	84	1,798				2	2	0.98
	TRUCK	1%	2%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%							
1:00 - 2:00 PM	TOTAL	77	724	10	17	757	25	6	7	17	26	15	96	1,777	2		1	2	5	0.97
	TRUCK	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%							
1:15 - 2:15 PM	TOTAL	80	729	11	17	780	26	8	5	12	24	12	104	1,808	2		1		3	0.97
	TRUCK	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	1%							
1:30 - 2:30 PM	TOTAL	81	729	11	17	777	24	12	9	13	25	16	98	1,812	5		1	4	10	0.97
	TRUCK	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	1%							
1:45 - 2:45 PM	TOTAL	78	754	12	11	767	23	14	11	12	29	14	86	1,811	5		1	4	10	0.97
	TRUCK	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%							
2:00 - 3:00 PM	TOTAL	84	794	12	8	735	23	13	11	13	26	14	83	1,816	3		1	5	9	0.97
	TRUCK	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%							

- 1: US 6 EB - Right
- 2: US 6 EB - Thru
- 3: US 6 EB - Left
- 4: US 6 WB - Right
- 5: US 6 WB - Thru
- 6: US 6 WB - Left

- 7: Lakeland SB - Right
- 8: Lakeland SB - Thru
- 9: Lakeland SB - Left
- 10: Mohegan NB - Right
- 11: Mohegan NB - Thru
- 12: Mohegan NB - Left

- A: Cross US 6 West side of Int
- B: Cross US 6 East side of Int
- C: Cross Lakeland North side of Int
- D: Cross Mohegan South side of Int

DATE:	6/9/2018
PERIOD:	12:00 - 3:00 PM
LOCATION:	Mohegan Ave & Site Driveway/CVS Driveway

CALCULATIONS - DO NOT EDIT THIS SHEET

JOB NO:	18070
NAME:	Traffic Databank
INT #:	4

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
12:00 - 12:15 PM	TOTAL	0	0	2	14	0	7	0	12	14	1	20	0	70	1	0	0	1	2	
	TRUCK	0	0	0	1	0	0	0	0	1	0	0	0							
12:15 - 12:30 PM	TOTAL	1	0	2	18	0	2	0	9	11	2	15	0	60	0	0	0	0		
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0							
12:30 - 12:45 PM	TOTAL	0	0	1	20	0	1	1	17	16	7	22	0	85	0	0	0	0		
	TRUCK	0	0	0	0	0	0	0	0	0	0	1	0							
12:45 - 1:00 PM	TOTAL	0	0	0	15	0	3	0	14	10	4	15	0	61	2	0	2	0	4	
	TRUCK	0	0	0	0	0	0	0	1	0	0	1	0							
1:00 - 1:15 PM	TOTAL	0	0	0	17	0	2	0	11	15	3	16	0	64	0	0	1	0	1	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0							
1:15 - 1:30 PM	TOTAL	0	0	0	19	0	3	0	11	16	2	14	0	65	1	0	1	0	2	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0							
1:30 - 1:45 PM	TOTAL	0	0	1	16	0	3	1	10	12	1	17	0	61	0	0	1	1	2	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0							
1:45 - 2:00 PM	TOTAL	0	0	1	24	0	3	0	7	20	2	15	1	73	0	0	1	0	1	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0							
2:00 - 2:15 PM	TOTAL	1	0	0	16	0	1	0	19	14	2	18	1	72	0	0	0	0		
	TRUCK	0	0	0	0	0	0	0	0	0	0	1	0							
2:15 - 2:30 PM	TOTAL	0	0	0	21	0	2	0	15	13	7	10	0	68	0	0	1	0	1	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0							
2:30 - 2:45 PM	TOTAL	0	0	0	12	0	5	0	13	11	1	15	0	57	0	1	0	0	1	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0							
2:45 - 3:00 PM	TOTAL	0	0	2	20	0	4	2	14	17	3	10	0	72	0	1	0	0	1	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0							

- 1: Site Dwy NB - Right
- 2: Site Dwy NB - Thru
- 3: Site Dwy NB - Left
- 4: CVS Dwy SB - Right
- 5: CVS Dwy SB - Thru
- 6: CVS Dwy SB - Left

- 7: Mohegan Ave EB - Right
- 8: Mohegan Ave EB - Thru
- 9: Mohegan Ave EB - Left
- 10: Mohegan Ave WB - Right
- 11: Mohegan Ave WB - Thru
- 12: Mohegan Ave WB - Left

- A: Cross Site Dwy South side of Int
- B: Cross CVS Dwy North side of Int
- C: Cross Mohegan West side of Int
- D: Cross Mohegan East side of Int

DATE:	6/9/2018
PERIOD:	12:00 - 3:00 PM
LOCATION:	Mohegan Ave & Site Driveway/CVS Driveway

PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

JOB NO:	18070
NAME:	Traffic Databank
INT #:	4

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PED/BIKE MOVEMENT				TOTAL PEDS /BIKE	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
12:00 - 1:00 PM	TOTAL	1		5	67		13	1	52	51	14	72		276	3		2	1	6	0.81
	TRUCK	0%		0%	1%		0%	0%	2%	2%	0%	3%								
12:15 - 1:15 PM	TOTAL	1		3	70		8	1	51	52	16	68		270	2		3		5	0.79
	TRUCK	0%		0%	0%		0%	0%	2%	0%	0%	3%								
12:30 - 1:30 PM	TOTAL			1	71		9	1	53	57	16	67		275	3		4		7	0.81
	TRUCK			0%	0%		0%	0%	2%	0%	0%	3%								
12:45 - 1:45 PM	TOTAL			1	67		11	1	46	53	10	62		251	3		5	1	9	0.97
	TRUCK			0%	0%		0%	0%	2%	0%	0%	2%								
1:00 - 2:00 PM	TOTAL			2	76		11	1	39	63	8	62	1	263	1		4	1	6	0.90
	TRUCK			0%	0%		0%	0%	0%	0%	0%	0%	0%							
1:15 - 2:15 PM	TOTAL	1		2	75		10	1	47	62	7	64	2	271	1		3	1	5	0.93
	TRUCK	0%		0%	0%		0%	0%	0%	0%	0%	2%	0%							
1:30 - 2:30 PM	TOTAL	1		2	77		9	1	51	59	12	60	2	274			3	1	4	0.94
	TRUCK	0%		0%	0%		0%	0%	0%	0%	0%	2%	0%							
1:45 - 2:45 PM	TOTAL	1		1	73		11		54	58	12	58	2	270		1	2		3	0.92
	TRUCK	0%		0%	0%		0%		0%	0%	0%	2%	0%							
2:00 - 3:00 PM	TOTAL	1		2	69		12	2	61	55	13	53	1	269		2	1		3	0.93
	TRUCK	0%		0%	0%		0%	0%	0%	0%	0%	2%	0%							

- 1: Site Dwy NB - Right
- 2: Site Dwy NB - Thru
- 3: Site Dwy NB - Left
- 4: CVS Dwy SB - Right
- 5: CVS Dwy SB - Thru
- 6: CVS Dwy SB - Left

- 7: Mohegan Ave EB - Right
- 8: Mohegan Ave EB - Thru
- 9: Mohegan Ave EB - Left
- 10: Mohegan Ave WB - Right
- 11: Mohegan Ave WB - Thru
- 12: Mohegan Ave WB - Left

- A: Cross Site Dwy South side of Int
- B: Cross CVS Dwy North side of Int
- C: Cross Mohegan West side of Int
- D: Cross Mohegan East side of Int

APPENDIX D
CAPACITY ANALYSES

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

2018-EX-AM
07/27/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	561	108	71	524	14	108	57	119	42	75	70
Future Volume (vph)	54	561	108	71	524	14	108	57	119	42	75	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%				4%
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99						0.98		0.99		
Frt		0.976			0.996			0.899				0.928
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1686	1703	0	1703	1818	0	1670	1531	0	1685	1614	0
Flt Permitted	0.300			0.186			0.405			0.625		
Satd. Flow (perm)	532	1703	0	333	1818	0	712	1531	0	1102	1614	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		8			1							
Link Speed (mph)		35			35			30				30
Link Distance (ft)		459			413			745				941
Travel Time (s)		8.9			8.0			16.9				21.4
Confl. Peds. (#/hr)			13	13					3	3		
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	7%	7%	6%	4%	7%	5%	5%	7%	5%	8%	6%
Adj. Flow (vph)	57	597	115	76	557	15	115	61	127	45	80	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	712	0	76	572	0	115	188	0	45	154	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	NYS DOT											
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

2018-EX-AM
07/27/2018

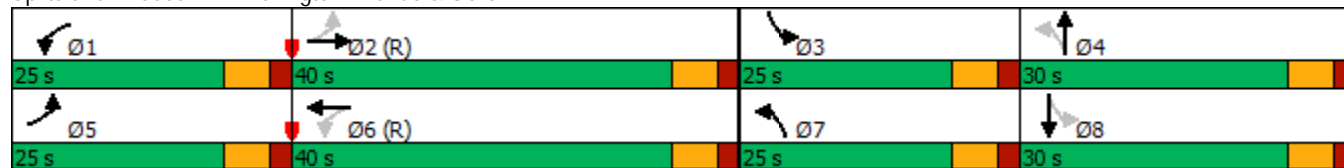


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	9.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	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	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0						7.0	
Flash Dont Walk (s)		22.0			27.0						16.0	
Pedestrian Calls (#/hr)		7			0						3	
v/c Ratio	0.15	0.78		0.28	0.58		0.41	0.66		0.18	0.71	
Control Delay	12.1	32.8		17.3	24.6		36.3	56.8		31.3	66.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.1	32.8		17.3	24.6		36.3	56.8		31.3	66.9	
Queue Length 50th (ft)	16	436		20	191		69	140		26	116	
Queue Length 95th (ft)	42	#826		77	442		105	204		49	177	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	514	911		424	978		348	318		393	322	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.11	0.78		0.18	0.58		0.33	0.59		0.11	0.48	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Lexington Avenue & US 6



HCM 6th Signalized Intersection Summary
1: Lexington Avenue & US 6

2018-EX-AM
07/27/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	561	108	71	524	14	108	57	119	42	75	70
Future Volume (veh/h)	54	561	108	71	524	14	108	57	119	42	75	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1788	1773	1773	1811	1841	1841	1864	1864	1864	1732	1687	1687
Adj Flow Rate, veh/h	57	597	115	76	557	15	115	61	127	45	80	74
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	7	7	6	4	4	5	5	5	5	8	8
Cap, veh/h	415	820	158	307	1030	28	220	88	183	174	99	92
Arrive On Green	0.03	0.57	0.57	0.03	0.58	0.58	0.07	0.16	0.16	0.03	0.12	0.12
Sat Flow, veh/h	1702	1436	277	1725	1783	48	1776	536	1116	1649	802	741
Grp Volume(v), veh/h	57	0	712	76	0	572	115	0	188	45	0	154
Grp Sat Flow(s),veh/h/ln	1702	0	1712	1725	0	1831	1776	0	1651	1649	0	1543
Q Serve(g_s), s	1.7	0.0	36.6	2.2	0.0	23.0	6.6	0.0	12.9	2.8	0.0	11.7
Cycle Q Clear(g_c), s	1.7	0.0	36.6	2.2	0.0	23.0	6.6	0.0	12.9	2.8	0.0	11.7
Prop In Lane	1.00		0.16	1.00		0.03	1.00		0.68	1.00		0.48
Lane Grp Cap(c), veh/h	415	0	978	307	0	1058	220	0	271	174	0	191
V/C Ratio(X)	0.14	0.00	0.73	0.25	0.00	0.54	0.52	0.00	0.69	0.26	0.00	0.81
Avail Cap(c_a), veh/h	639	0	978	523	0	1058	374	0	330	383	0	309
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.3	0.0	18.9	16.1	0.0	15.6	41.5	0.0	47.3	44.3	0.0	51.2
Incr Delay (d2), s/veh	0.1	0.0	4.7	0.2	0.0	2.0	0.7	0.0	3.1	0.3	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	14.9	0.8	0.0	9.7	3.0	0.0	5.5	1.2	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.3	0.0	23.6	16.2	0.0	17.5	42.2	0.0	50.4	44.6	0.0	54.2
LnGrp LOS	B	A	C	B	A	B	D	A	D	D	A	D
Approach Vol, veh/h		769			648			303			199	
Approach Delay, s/veh		22.8			17.4			47.3			52.1	
Approach LOS		C			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	74.6	9.8	25.7	9.2	75.3	14.6	20.8				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0				
Max Q Clear Time (g_c+I1), s	4.2	38.6	4.8	14.9	3.7	25.0	8.6	13.7				
Green Ext Time (p_c), s	0.1	0.0	0.1	0.4	0.1	1.4	0.2	0.3				
Intersection Summary												
HCM 6th Ctrl Delay				27.9								
HCM 6th LOS				C								

Lanes, Volumes, Timings
2: Old Farm Lane & US 6

2018-EX-AM
07/27/2018



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	719	21	25	614	21	80
Future Volume (vph)	719	21	25	614	21	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.996				0.893	
Flt Protected			0.950		0.990	
Satd. Flow (prot)	1743	0	1902	1804	1641	0
Flt Permitted			0.950		0.990	
Satd. Flow (perm)	1743	0	1902	1804	1641	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Confl. Peds. (#/hr)		6	6		4	1
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	14%	0%	7%	0%	3%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	757	22	26	646	22	84
Shared Lane Traffic (%)						
Lane Group Flow (vph)	779	0	26	646	106	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	719	21	25	614	21	80
Future Vol, veh/h	719	21	25	614	21	80
Conflicting Peds, #/hr	0	6	6	0	4	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	9	14	0	7	0	3
Mvmt Flow	757	22	26	646	22	84

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	785	0	1476 775
Stage 1	-	-	-	-	774 -
Stage 2	-	-	-	-	702 -
Critical Hdwy	-	-	4.1	-	6.4 6.23
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.327
Pot Cap-1 Maneuver	-	-	843	-	140 396
Stage 1	-	-	-	-	458 -
Stage 2	-	-	-	-	495 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	838	-	134 393
Mov Cap-2 Maneuver	-	-	-	-	268 -
Stage 1	-	-	-	-	441 -
Stage 2	-	-	-	-	493 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	19.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	358	-	-	838	-
HCM Lane V/C Ratio	0.297	-	-	0.031	-
HCM Control Delay (s)	19.2	-	-	9.4	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.2	-	-	0.1	-

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

2018-EX-AM
07/27/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	675	54	29	556	26	34	24	62	16	18	19
Future Volume (vph)	58	675	54	29	556	26	34	24	62	16	18	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99	0.98		1.00	0.97
Frt		0.989			0.993				0.850			0.850
Flt Protected	0.950			0.950				0.971			0.977	
Satd. Flow (prot)	1814	1799	0	1778	1781	0	0	1863	1631	0	1724	1500
Flt Permitted	0.316			0.251				0.971			0.977	
Satd. Flow (perm)	603	1799	0	470	1781	0	0	1853	1593	0	1722	1456
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			2				127			127
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	3		1	1		3	3		1	1		3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	5%	2%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	62	726	58	31	598	28	37	26	67	17	19	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	784	0	31	626	0	0	63	67	0	36	20
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template	NYS DOT		NYS DOT		Left		Left		Left		Left	
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38		38	38	38		38	38
Detector 2 Size(ft)	40	40		40	40		40	40	40		40	40

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6					8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	40.0		25.0	40.0		25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	20.8%	20.8%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	34.0		20.0	34.0		19.0	19.0	19.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		1								2	2	2
v/c Ratio	0.12	0.63		0.08	0.53			0.47	0.29		0.28	0.09
Control Delay	12.1	24.9		7.7	17.6			64.2	3.1		55.2	0.8
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	12.1	24.9		7.7	17.6			64.2	3.1		55.2	0.8
Queue Length 50th (ft)	18	398		6	264			48	0		27	0
Queue Length 95th (ft)	m46	#766		22	532			92	0		56	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	652	1251		569	1188			294	359		344	392
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.10	0.63		0.05	0.53			0.21	0.19		0.10	0.05

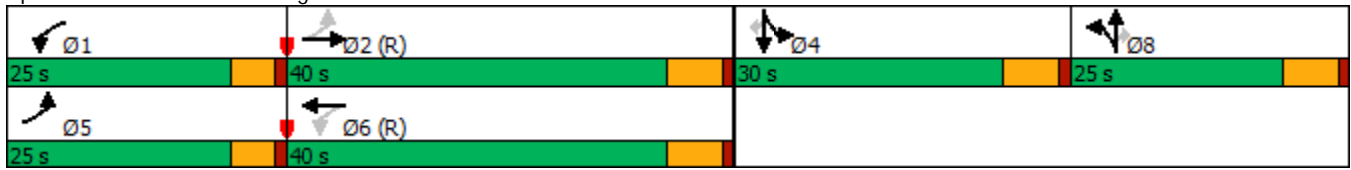
Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 # 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.

Lanes, Volumes, Timings
 3: Mohegan Avenue/Lakeland Street & US 6

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Splits and Phases: 3: Mohegan Avenue/Lakeland Street & US 6



HCM 6th Signalized Intersection Summary
3: Mohegan Avenue/Lakeland Street & US 6

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	675	54	29	556	26	34	24	62	16	18	19
Future Volume (veh/h)	58	675	54	29	556	26	34	24	62	16	18	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1864	1864	1847	1788	1788	1979	1979	1979	1894	1894	1894
Adj Flow Rate, veh/h	62	726	58	31	598	28	37	26	0	17	19	20
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	5	5	0	4	4	0	0	0	0	0	0
Cap, veh/h	554	1186	95	428	1159	54	49	35		36	40	64
Arrive On Green	0.04	0.70	0.70	0.03	0.69	0.69	0.04	0.04	0.00	0.04	0.04	0.04
Sat Flow, veh/h	1847	1703	136	1759	1687	79	1129	793	1677	874	977	1547
Grp Volume(v), veh/h	62	0	784	31	0	626	63	0	0	36	0	20
Grp Sat Flow(s),veh/h/ln	1847	0	1839	1759	0	1766	1922	0	1677	1850	0	1547
Q Serve(g_s), s	1.2	0.0	27.1	0.6	0.0	20.6	3.9	0.0	0.0	2.3	0.0	1.5
Cycle Q Clear(g_c), s	1.2	0.0	27.1	0.6	0.0	20.6	3.9	0.0	0.0	2.3	0.0	1.5
Prop In Lane	1.00		0.07	1.00		0.04	0.59		1.00	0.47		1.00
Lane Grp Cap(c), veh/h	554	0	1281	428	0	1213	84	0		77	0	64
V/C Ratio(X)	0.11	0.00	0.61	0.07	0.00	0.52	0.75	0.00		0.47	0.00	0.31
Avail Cap(c_a), veh/h	794	0	1281	674	0	1213	304	0		370	0	309
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.7	0.0	9.6	7.9	0.0	9.1	56.7	0.0	0.0	56.2	0.0	55.9
Incr Delay (d2), s/veh	0.1	0.0	2.2	0.0	0.0	1.6	4.9	0.0	0.0	1.7	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	10.4	0.2	0.0	7.6	2.0	0.0	0.0	1.1	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.8	0.0	11.8	8.0	0.0	10.7	61.6	0.0	0.0	57.9	0.0	56.9
LnGrp LOS	A	A	B	A	A	B	E	A		E	A	E
Approach Vol, veh/h		846			657			63	A		56	
Approach Delay, s/veh		11.5			10.6			61.6			57.5	
Approach LOS		B			B			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	89.6		11.0	9.4	88.4		11.2				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	34.0		24.0	20.0	34.0		19.0				
Max Q Clear Time (g_c+I1), s	2.6	29.1		4.3	3.2	22.6		5.9				
Green Ext Time (p_c), s	0.0	2.1		0.1	0.2	1.7		0.1				

Intersection Summary

HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
4: Site Driveway/CVS Driveway & Mohegan Avenue

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	20	44	37	10	78	8	29	2	6	3	4	13
Future Volume (vph)	20	44	37	10	78	8	29	2	6	3	4	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.951			0.988			0.978			0.912	
Flt Protected		0.990			0.995			0.963			0.992	
Satd. Flow (prot)	0	1691	0	0	3516	0	0	1792	0	0	1719	0
Flt Permitted		0.990			0.995			0.963			0.992	
Satd. Flow (perm)	0	1691	0	0	3516	0	0	1792	0	0	1719	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)	1						1	1		1	1	
Confl. Bikes (#/hr)							1					
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	10%	5%	3%	0%	3%	0%	3%	0%	0%	0%	0%	0%
Adj. Flow (vph)	26	57	48	13	101	10	38	3	8	4	5	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	131	0	0	124	0	0	49	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	44	37	10	78	8	29	2	6	3	4	13
Future Vol, veh/h	20	44	37	10	78	8	29	2	6	3	4	13
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	10	5	3	0	3	0	3	0	0	0	0	0
Mvmt Flow	26	57	48	13	101	10	38	3	8	4	5	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	112	0	0	105	0	0	213	271	82	273	290	58
Stage 1	-	-	-	-	-	-	133	133	-	133	133	-
Stage 2	-	-	-	-	-	-	80	138	-	140	157	-
Critical Hdwy	4.25	-	-	4.1	-	-	6.345	5.5	5.7	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.145	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.545	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.295	-	-	2.2	-	-	3.5285	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1424	-	-	1499	-	-	777	689	995	673	624	1002
Stage 1	-	-	-	-	-	-	900	820	-	862	790	-
Stage 2	-	-	-	-	-	-	938	817	-	868	772	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1423	-	-	1499	-	-	741	668	994	650	605	1000
Mov Cap-2 Maneuver	-	-	-	-	-	-	741	668	-	650	605	-
Stage 1	-	-	-	-	-	-	882	804	-	844	782	-
Stage 2	-	-	-	-	-	-	907	809	-	840	757	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			0.8			10			9.5		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	768	1423	-	-	1499	-	-	826
HCM Lane V/C Ratio	0.063	0.018	-	-	0.009	-	-	0.031
HCM Control Delay (s)	10	7.6	0	-	7.4	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.1

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	631	120	92	681	18	148	43	121	54	48	85
Future Volume (vph)	83	631	120	92	681	18	148	43	121	54	48	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%				4%
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00		0.99	0.98		1.00	0.98	
Frt		0.976			0.996			0.889			0.904	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1769	1810	0	1770	1837	0	1736	1582	0	1769	1615	0
Flt Permitted	0.178			0.116			0.407			0.650		
Satd. Flow (perm)	331	1810	0	216	1837	0	739	1582	0	1208	1615	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		8			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)	2		3	3		2	3		1	1		3
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	2%	3%	0%	1%	2%	2%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	1	1
Adj. Flow (vph)	86	651	124	95	702	19	153	44	125	56	49	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	775	0	95	721	0	153	169	0	56	137	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	NYSDOT											
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

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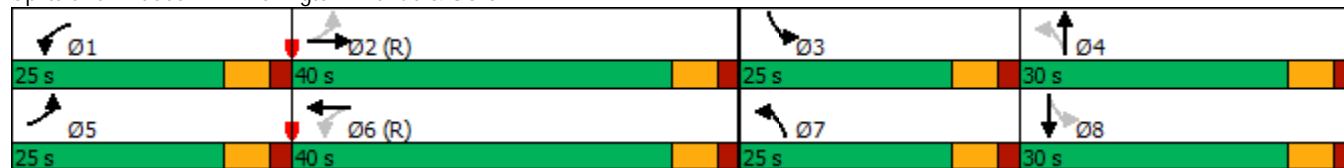


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	9.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	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	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		2			1			1				
v/c Ratio	0.32	0.85		0.42	0.75		0.48	0.57		0.22	0.70	
Control Delay	14.5	38.2		23.4	34.7		37.4	51.7		31.6	67.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	14.5	38.2		23.4	34.7		37.4	51.7		31.6	67.9	
Queue Length 50th (ft)	25	496		40	385		93	123		32	103	
Queue Length 95th (ft)	58	#923		m77	m#779		134	182		57	163	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	431	912		379	964		367	328		416	323	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.20	0.85		0.25	0.75		0.42	0.52		0.13	0.42	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 # 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: Lexington Avenue & US 6



HCM 6th Signalized Intersection Summary
 1: Lexington Avenue & US 6

2018-EX-PM
 07/31/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	631	120	92	681	18	148	43	121	54	48	85
Future Volume (veh/h)	83	631	120	92	681	18	148	43	121	54	48	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1862	1862	1862	1870	1856	1856	1924	1909	1909	1806	1776	1776
Adj Flow Rate, veh/h	86	651	124	95	702	19	153	44	125	56	49	88
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	2	3	3	1	2	2	0	2	2
Cap, veh/h	337	858	163	296	1023	28	249	68	193	198	59	106
Arrive On Green	0.04	0.57	0.57	0.04	0.57	0.57	0.09	0.16	0.16	0.04	0.10	0.10
Sat Flow, veh/h	1773	1513	288	1781	1797	49	1833	435	1237	1720	562	1009
Grp Volume(v), veh/h	86	0	775	95	0	721	153	0	169	56	0	137
Grp Sat Flow(s),veh/h/ln	1773	0	1802	1781	0	1845	1833	0	1672	1720	0	1570
Q Serve(g_s), s	2.4	0.0	39.3	2.7	0.0	33.1	8.6	0.0	11.4	3.5	0.0	10.3
Cycle Q Clear(g_c), s	2.4	0.0	39.3	2.7	0.0	33.1	8.6	0.0	11.4	3.5	0.0	10.3
Prop In Lane	1.00		0.16	1.00		0.03	1.00		0.74	1.00		0.64
Lane Grp Cap(c), veh/h	337	0	1021	296	0	1051	249	0	260	198	0	164
V/C Ratio(X)	0.25	0.00	0.76	0.32	0.00	0.69	0.61	0.00	0.65	0.28	0.00	0.83
Avail Cap(c_a), veh/h	554	0	1021	509	0	1051	375	0	334	403	0	314
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	19.8	17.3	0.0	18.3	41.4	0.0	47.6	45.6	0.0	52.7
Incr Delay (d2), s/veh	0.1	0.0	5.3	0.2	0.0	3.7	0.9	0.0	1.1	0.3	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	16.9	1.0	0.0	14.4	4.0	0.0	4.8	1.5	0.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.2	0.0	25.1	17.5	0.0	21.9	42.3	0.0	48.7	45.9	0.0	56.9
LnGrp LOS	B	A	C	B	A	C	D	A	D	D	A	E
Approach Vol, veh/h		861			816			322				193
Approach Delay, s/veh		24.1			21.4			45.7				53.7
Approach LOS		C			C			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.6	74.0	10.7	24.7	10.3	74.3	16.8	18.6				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0				
Max Q Clear Time (g_c+I1), s	4.7	41.3	5.5	13.4	4.4	35.1	10.6	12.3				
Green Ext Time (p_c), s	0.2	0.0	0.1	0.4	0.1	0.0	0.2	0.3				
Intersection Summary												
HCM 6th Ctrl Delay				28.9								
HCM 6th LOS				C								

Lanes, Volumes, Timings
2: Old Farm Lane & US 6

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	799	48	80	844	33	56
Future Volume (vph)	799	48	80	844	33	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992				0.915	
Flt Protected			0.950		0.982	
Satd. Flow (prot)	1859	0	1369	1930	1688	0
Flt Permitted			0.950		0.982	
Satd. Flow (perm)	1859	0	1369	1930	1688	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	0%	39%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	824	49	82	870	34	58
Shared Lane Traffic (%)						
Lane Group Flow (vph)	873	0	82	870	92	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶		↷	↶	↷	
Traffic Vol, veh/h	799	48	80	844	33	56
Future Vol, veh/h	799	48	80	844	33	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	39	0	3	0
Mvmt Flow	824	49	82	870	34	58

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	873	0	1883
Stage 1	-	-	-	-	849
Stage 2	-	-	-	-	1034
Critical Hdwy	-	-	4.49	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.551	-	3.527
Pot Cap-1 Maneuver	-	-	637	-	77
Stage 1	-	-	-	-	418
Stage 2	-	-	-	-	341
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	637	-	67
Mov Cap-2 Maneuver	-	-	-	-	168
Stage 1	-	-	-	-	364
Stage 2	-	-	-	-	341

Approach	EB	WB	NB
HCM Control Delay, s	0	1	27
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	254	-	-	637	-
HCM Lane V/C Ratio	0.361	-	-	0.129	-
HCM Control Delay (s)	27	-	-	11.5	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	1.6	-	-	0.4	-

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	764	90	39	844	13	123	30	57	20	23	15
Future Volume (vph)	21	764	90	39	844	13	123	30	57	20	23	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.98			0.96	
Frt		0.984			0.998			0.850			0.850	
Flt Protected	0.950			0.950				0.961			0.977	
Satd. Flow (prot)	1814	1857	0	1778	1824	0	0	1830	1631	0	1685	1500
Flt Permitted	0.105			0.096				0.961			0.977	
Satd. Flow (perm)	200	1857	0	180	1824	0	0	1799	1631	0	1685	1435
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			1			127			127	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	1		3	3		1	7					7
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	4%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	22	813	96	41	898	14	131	32	61	21	24	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	909	0	41	912	0	0	163	61	0	45	16
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template	NYS DOT			NYS DOT			Left		Left			
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38		38	38			38	38

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Size(ft)	40	40		40	40			40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6					8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	40.0		25.0	40.0		25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	20.8%	20.8%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	34.0		20.0	34.0		19.0	19.0	19.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0	3.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		2								4	4	4
v/c Ratio	0.10	0.84		0.21	0.84			0.67	0.19		0.34	0.07
Control Delay	19.1	37.5		13.1	32.3			62.3	1.3		56.9	0.6
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	19.1	37.5		13.1	32.3			62.3	1.3		56.9	0.6
Queue Length 50th (ft)	8	543		10	597			122	0		34	0
Queue Length 95th (ft)	m19	#1086		34	#1128			186	0		66	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	401	1081		385	1089			297	372		337	388
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.05	0.84		0.11	0.84			0.55	0.16		0.13	0.04

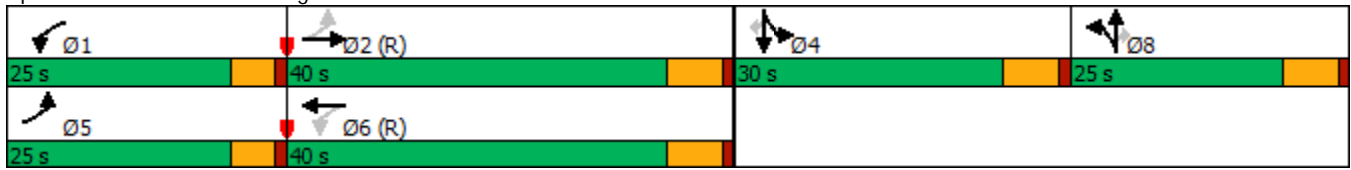
Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 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.

Lanes, Volumes, Timings
 3: Mohegan Avenue/Lakeland Street & US 6

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Splits and Phases: 3: Mohegan Avenue/Lakeland Street & US 6



HCM 6th Signalized Intersection Summary
3: Mohegan Avenue/Lakeland Street & US 6

2018-EX-PM
07/31/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	764	90	39	844	13	123	30	57	20	23	15
Future Volume (veh/h)	21	764	90	39	844	13	123	30	57	20	23	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1924	1924	1847	1817	1817	1919	1919	1979	1894	1894	1894
Adj Flow Rate, veh/h	22	813	96	41	898	14	131	32	0	21	24	16
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	1	1	0	2	2	4	4	0	0	0	0
Cap, veh/h	261	1049	124	278	1121	17	157	38		43	49	72
Arrive On Green	0.02	0.62	0.62	0.03	0.63	0.63	0.11	0.11	0.00	0.05	0.05	0.05
Sat Flow, veh/h	1847	1688	199	1759	1777	28	1482	362	1677	864	987	1452
Grp Volume(v), veh/h	22	0	909	41	0	912	163	0	0	45	0	16
Grp Sat Flow(s),veh/h/ln	1847	0	1888	1759	0	1805	1845	0	1677	1851	0	1452
Q Serve(g_s), s	0.5	0.0	42.2	1.0	0.0	45.2	10.4	0.0	0.0	2.8	0.0	1.3
Cycle Q Clear(g_c), s	0.5	0.0	42.2	1.0	0.0	45.2	10.4	0.0	0.0	2.8	0.0	1.3
Prop In Lane	1.00		0.11	1.00		0.02	0.80		1.00	0.47		1.00
Lane Grp Cap(c), veh/h	261	0	1173	278	0	1139	195	0		92	0	72
V/C Ratio(X)	0.08	0.00	0.77	0.15	0.00	0.80	0.84	0.00		0.49	0.00	0.22
Avail Cap(c_a), veh/h	529	0	1173	517	0	1139	292	0		370	0	290
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	16.6	15.4	0.0	16.5	52.6	0.0	0.0	55.5	0.0	54.8
Incr Delay (d2), s/veh	0.1	0.0	5.0	0.1	0.0	6.0	12.3	0.0	0.0	1.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	18.3	0.4	0.0	18.8	5.5	0.0	0.0	1.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	0.0	21.6	15.5	0.0	22.5	64.9	0.0	0.0	57.0	0.0	55.3
LnGrp LOS	B	A	C	B	A	C	E	A		E	A	E
Approach Vol, veh/h		931			953			163	A		61	
Approach Delay, s/veh		21.5			22.2			64.9			56.5	
Approach LOS		C			C			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	80.6		12.0	7.6	81.7		18.7				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	34.0		24.0	20.0	34.0		19.0				
Max Q Clear Time (g_c+I1), s	3.0	44.2		4.8	2.5	47.2		12.4				
Green Ext Time (p_c), s	0.1	0.0		0.1	0.0	0.0		0.4				

Intersection Summary

HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
4: Site Driveway/CVS Driveway & Mohegan Avenue

2018-EX-PM
07/31/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	56	60	36	13	85	13	56	2	5	15	4	69
Future Volume (vph)	56	60	36	13	85	13	56	2	5	15	4	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.968			0.983			0.990			0.893	
Flt Protected		0.982			0.994			0.957			0.992	
Satd. Flow (prot)	0	1797	0	0	3580	0	0	1845	0	0	1683	0
Flt Permitted		0.982			0.994			0.957			0.992	
Satd. Flow (perm)	0	1797	0	0	3580	0	0	1845	0	0	1683	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)	1		5	5		1	4		1	1		4
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	58	62	37	13	88	13	58	2	5	15	4	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	157	0	0	114	0	0	65	0	0	90	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

HCM 6th TWSC
 4: Site Driveway/CVS Driveway & Mohegan Avenue

2018-EX-PM
 07/31/2018

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	56	60	36	13	85	13	56	2	5	15	4	69
Future Vol, veh/h	56	60	36	13	85	13	56	2	5	15	4	69
Conflicting Peds, #/hr	1	0	5	5	0	1	4	0	1	1	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	58	62	37	13	88	13	58	2	5	15	4	71

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	102	0	0	104	0	0	278	330	87	323	342	56
Stage 1	-	-	-	-	-	-	202	202	-	122	122	-
Stage 2	-	-	-	-	-	-	76	128	-	201	220	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.3	5.5	5.7	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1503	-	-	1500	-	-	722	649	989	623	583	1005
Stage 1	-	-	-	-	-	-	851	781	-	875	799	-
Stage 2	-	-	-	-	-	-	950	823	-	805	725	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1502	-	-	1493	-	-	636	613	983	594	551	1000
Mov Cap-2 Maneuver	-	-	-	-	-	-	636	613	-	594	551	-
Stage 1	-	-	-	-	-	-	812	745	-	838	791	-
Stage 2	-	-	-	-	-	-	867	815	-	765	692	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.8			0.9			11.1			9.6		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	654	1502	-	-	1493	-	-	867
HCM Lane V/C Ratio	0.099	0.038	-	-	0.009	-	-	0.105
HCM Control Delay (s)	11.1	7.5	0	-	7.4	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.3

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

2018-EX-SAT
08/24/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	704	201	71	779	23	206	36	122	34	50	69
Future Volume (vph)	85	704	201	71	779	23	206	36	122	34	50	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%				4%
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99			1.00		1.00	0.98		1.00	0.99	
Frt		0.967			0.996			0.884			0.913	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1795	0	1805	1866	0	1754	1588	0	1769	1668	0
Flt Permitted	0.070			0.072			0.436			0.652		
Satd. Flow (perm)	129	1795	0	137	1866	0	803	1588	0	1209	1668	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		12			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)	5		2	2		5	1		2	2		1
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
Heavy Vehicles (%)	2%	1%	0%	0%	1%	13%	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	89	741	212	75	820	24	217	38	128	36	53	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	953	0	75	844	0	217	166	0	36	126	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	NYSDOT											
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

2018-EX-SAT
08/24/2018

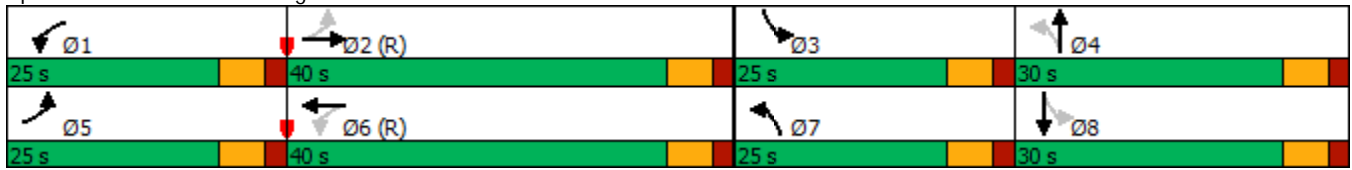


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	29.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	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	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		1			3			1				
v/c Ratio	0.51	1.04		0.44	0.93		0.58	0.44		0.16	0.67	
Control Delay	26.7	72.4		27.7	46.0		38.4	43.3		29.7	67.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	26.7	72.4		27.7	46.0		38.4	43.3		29.7	67.3	
Queue Length 50th (ft)	28	-828		20	362		132	115		20	95	
Queue Length 95th (ft)	77	#1200		m70	#988		186	176		41	153	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	333	914		345	903		394	377		415	333	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.27	1.04		0.22	0.93		0.55	0.44		0.09	0.38	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 ~ 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: Lexington Avenue & US 6



HCM 6th Signalized Intersection Summary
 1: Lexington Avenue & US 6

2018-EX-SAT
 08/24/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	704	201	71	779	23	206	36	122	34	50	69
Future Volume (veh/h)	85	704	201	71	779	23	206	36	122	34	50	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1847	1862	1862	1900	1885	1885	1939	1939	1939	1806	1806	1806
Adj Flow Rate, veh/h	89	741	212	75	820	24	217	38	128	36	53	73
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	1	1	0	1	1	0	0	0	0	0	0
Cap, veh/h	239	766	219	143	995	29	308	74	250	214	65	89
Arrive On Green	0.04	0.55	0.55	0.03	0.55	0.55	0.12	0.19	0.19	0.03	0.09	0.09
Sat Flow, veh/h	1759	1390	398	1810	1822	53	1847	388	1308	1720	683	941
Grp Volume(v), veh/h	89	0	953	75	0	844	217	0	166	36	0	126
Grp Sat Flow(s),veh/h/ln	1759	0	1788	1810	0	1875	1847	0	1696	1720	0	1625
Q Serve(g_s), s	2.7	0.0	61.5	2.2	0.0	44.6	12.3	0.0	10.5	2.3	0.0	9.1
Cycle Q Clear(g_c), s	2.7	0.0	61.5	2.2	0.0	44.6	12.3	0.0	10.5	2.3	0.0	9.1
Prop In Lane	1.00		0.22	1.00		0.03	1.00		0.77	1.00		0.58
Lane Grp Cap(c), veh/h	239	0	985	143	0	1024	308	0	324	214	0	154
V/C Ratio(X)	0.37	0.00	0.97	0.53	0.00	0.82	0.70	0.00	0.51	0.17	0.00	0.82
Avail Cap(c_a), veh/h	451	0	985	370	0	1024	377	0	339	443	0	325
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.5	0.0	25.9	28.3	0.0	22.5	40.7	0.0	43.5	47.5	0.0	53.3
Incr Delay (d2), s/veh	0.4	0.0	21.8	1.1	0.0	7.5	3.0	0.0	0.5	0.1	0.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	30.2	1.2	0.0	20.6	5.8	0.0	4.5	1.0	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	0.0	47.7	29.4	0.0	30.0	43.6	0.0	44.0	47.6	0.0	57.3
LnGrp LOS	C	A	D	C	A	C	D	A	D	D	A	E
Approach Vol, veh/h		1042			919			383				162
Approach Delay, s/veh		45.4			30.0			43.8				55.1
Approach LOS		D			C			D				E
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	72.1	9.0	28.9	10.6	71.5	20.5	17.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0				
Max Q Clear Time (g_c+I1), s	4.2	63.5	4.3	12.5	4.7	46.6	14.3	11.1				
Green Ext Time (p_c), s	0.1	0.0	0.0	0.4	0.2	0.0	0.3	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			40.1									
HCM 6th LOS			D									

Lanes, Volumes, Timings
2: Old Farm Lane & US 6

2018-EX-SAT
08/24/2018



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻		↻	↻	↻	
Traffic Volume (vph)	821	35	43	864	19	51
Future Volume (vph)	821	35	43	864	19	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.995				0.902	
Flt Protected			0.950		0.986	
Satd. Flow (prot)	1882	0	1812	1911	1619	0
Flt Permitted			0.950		0.986	
Satd. Flow (perm)	1882	0	1812	1911	1619	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Confl. Peds. (#/hr)		4	4			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	5%	1%	0%	6%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	855	36	45	900	20	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	891	0	45	900	73	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	821	35	43	864	19	51
Future Vol, veh/h	821	35	43	864	19	51
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	5	1	0	6
Mvmt Flow	855	36	45	900	20	53

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	895	0	1867 877
Stage 1	-	-	-	-	877 -
Stage 2	-	-	-	-	990 -
Critical Hdwy	-	-	4.15	-	6.4 6.26
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.245	-	3.5 3.354
Pot Cap-1 Maneuver	-	-	746	-	81 342
Stage 1	-	-	-	-	410 -
Stage 2	-	-	-	-	363 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	743	-	76 341
Mov Cap-2 Maneuver	-	-	-	-	193 -
Stage 1	-	-	-	-	383 -
Stage 2	-	-	-	-	363 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	22.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	282	-	-	743	-
HCM Lane V/C Ratio	0.259	-	-	0.06	-
HCM Control Delay (s)	22.2	-	-	10.2	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	1	-	-	0.2	-

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	799	72	25	798	7	91	15	38	16	7	16
Future Volume (vph)	13	799	72	25	798	7	91	15	38	16	7	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99				0.97
Frt		0.988			0.999				0.850			0.850
Flt Protected	0.950			0.950				0.959			0.967	
Satd. Flow (prot)	1814	1861	0	1778	1826	0	0	1809	1584	0	1629	1500
Flt Permitted	0.186			0.135				0.959			0.967	
Satd. Flow (perm)	355	1861	0	253	1826	0	0	1790	1584	0	1629	1451
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4							127			127
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	1		1	1		1	4					4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	3%	0%	2%	0%	2%	0%	3%	7%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	14	859	77	27	858	8	98	16	41	17	8	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	936	0	27	866	0	0	114	41	0	25	17
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template	NYS DOT		NYS DOT		Left		Left		Left		Left	
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38		38	38	38		38	38
Detector 2 Size(ft)	40	40		40	40		40	40	40		40	40

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6					8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	40.0		25.0	40.0		25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	20.8%	20.8%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	34.0		20.0	34.0		19.0	19.0	19.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		1								2	2	2
v/c Ratio	0.04	0.76		0.11	0.70		0.63	0.15		0.21	0.08	
Control Delay	16.4	31.1		9.3	21.1		66.2	1.2		53.9	0.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.4	31.1		9.3	21.1		66.2	1.2		53.9	0.7	
Queue Length 50th (ft)	5	599		6	350		86	0		19	0	
Queue Length 95th (ft)	m11	m#827		23	#976		142	0		43	0	
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	499	1229		436	1233		286	357		325	391	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.03	0.76		0.06	0.70		0.40	0.11		0.08	0.04	

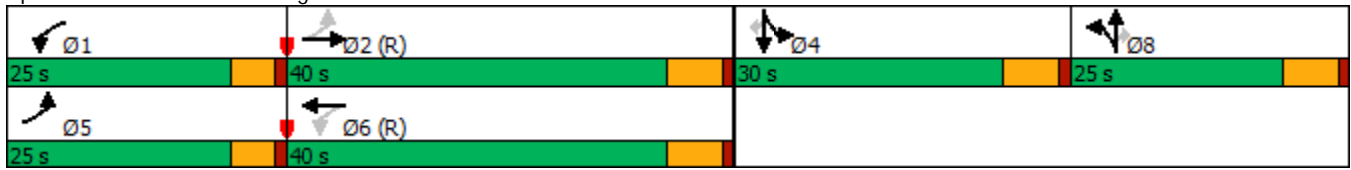
Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 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.

Lanes, Volumes, Timings
 3: Mohegan Avenue/Lakeland Street & US 6

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Splits and Phases: 3: Mohegan Avenue/Lakeland Street & US 6



HCM 6th Signalized Intersection Summary
3: Mohegan Avenue/Lakeland Street & US 6

2018-EX-SAT
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	799	72	25	798	7	91	15	38	16	7	16
Future Volume (veh/h)	13	799	72	25	798	7	91	15	38	16	7	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1924	1924	1847	1817	1817	1979	1979	1934	1894	1894	1894
Adj Flow Rate, veh/h	14	859	77	27	858	8	98	16	0	17	8	17
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	1	0	2	2	0	0	3	0	0	0
Cap, veh/h	341	1163	104	307	1213	11	123	20		49	23	61
Arrive On Green	0.02	0.67	0.67	0.02	0.68	0.68	0.08	0.08	0.00	0.04	0.04	0.04
Sat Flow, veh/h	1847	1740	156	1759	1790	17	1631	266	1639	1246	586	1528
Grp Volume(v), veh/h	14	0	936	27	0	866	114	0	0	25	0	17
Grp Sat Flow(s),veh/h/ln	1847	0	1896	1759	0	1807	1897	0	1639	1832	0	1528
Q Serve(g_s), s	0.3	0.0	38.8	0.6	0.0	35.6	7.1	0.0	0.0	1.6	0.0	1.3
Cycle Q Clear(g_c), s	0.3	0.0	38.8	0.6	0.0	35.6	7.1	0.0	0.0	1.6	0.0	1.3
Prop In Lane	1.00		0.08	1.00		0.01	0.86		1.00	0.68		1.00
Lane Grp Cap(c), veh/h	341	0	1267	307	0	1224	143	0		73	0	61
V/C Ratio(X)	0.04	0.00	0.74	0.09	0.00	0.71	0.80	0.00		0.34	0.00	0.28
Avail Cap(c_a), veh/h	620	0	1267	557	0	1224	300	0		366	0	306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.1	0.0	13.0	12.3	0.0	12.0	54.6	0.0	0.0	56.1	0.0	55.9
Incr Delay (d2), s/veh	0.0	0.0	3.9	0.0	0.0	3.5	3.8	0.0	0.0	1.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	16.1	0.2	0.0	13.9	3.5	0.0	0.0	0.8	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.2	0.0	16.9	12.4	0.0	15.4	58.3	0.0	0.0	57.1	0.0	56.9
LnGrp LOS	B	A	B	B	A	B	E	A		E	A	E
Approach Vol, veh/h		950			893			114	A		42	
Approach Delay, s/veh		16.8			15.4			58.3			57.0	
Approach LOS		B			B			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	86.2		10.8	6.9	87.3		15.1				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	34.0		24.0	20.0	34.0		19.0				
Max Q Clear Time (g_c+I1), s	2.6	40.8		3.6	2.3	37.6		9.1				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	0.0		0.2				

Intersection Summary

HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
4: Site Driveway/CVS Driveway & Mohegan Avenue

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	51	52	1	0	72	14	5	0	1	13	0	67
Future Volume (vph)	51	52	1	0	72	14	5	0	1	13	0	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999			0.976			0.981			0.887	
Flt Protected		0.976						0.959			0.992	
Satd. Flow (prot)	0	1807	0	0	3488	0	0	1832	0	0	1658	0
Flt Permitted		0.976						0.959			0.992	
Satd. Flow (perm)	0	1807	0	0	3488	0	0	1832	0	0	1658	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)			3	3			2		1	1		
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	63	64	1	0	89	17	6	0	1	16	0	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	128	0	0	106	0	0	7	0	0	99	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	51	52	1	0	72	14	5	0	1	13	0	67
Future Vol, veh/h	51	52	1	0	72	14	5	0	1	13	0	67
Conflicting Peds, #/hr	0	0	3	3	0	0	2	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	0	0	3	0	0	0	0	0	0	1
Mvmt Flow	63	64	1	0	89	17	6	0	1	16	0	83

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	106	0	0	68	0	0	241	300	69	290	292	55
Stage 1	-	-	-	-	-	-	194	194	-	98	98	-
Stage 2	-	-	-	-	-	-	47	106	-	192	194	-
Critical Hdwy	4.13	-	-	4.1	-	-	6.3	5.5	5.7	7.3	6.5	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.219	-	-	2.2	-	-	3.5	4	3.3	3.5	43.3095	
Pot Cap-1 Maneuver	1484	-	-	1546	-	-	757	669	1009	656	622	1004
Stage 1	-	-	-	-	-	-	857	785	-	903	818	-
Stage 2	-	-	-	-	-	-	979	836	-	814	744	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1484	-	-	1542	-	-	668	638	1005	632	593	1002
Mov Cap-2 Maneuver	-	-	-	-	-	-	668	638	-	632	593	-
Stage 1	-	-	-	-	-	-	817	748	-	863	818	-
Stage 2	-	-	-	-	-	-	896	836	-	776	709	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.7	0	10.1	9.4
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	708	1484	-	-	1542	-	-	915
HCM Lane V/C Ratio	0.01	0.042	-	-	-	-	-	0.108
HCM Control Delay (s)	10.1	7.5	0	-	0	-	-	9.4
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0.4

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

2021-NB-With Bank-AM

09/10/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	605	113	74	567	14	116	59	125	43	77	75
Future Volume (vph)	58	605	113	74	567	14	116	59	125	43	77	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%				4%
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99						0.98		0.99		
Frt		0.976			0.996			0.898				0.926
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1686	1703	0	1703	1818	0	1670	1530	0	1685	1611	0
Flt Permitted	0.258			0.139			0.386			0.619		
Satd. Flow (perm)	458	1703	0	249	1818	0	679	1530	0	1092	1611	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		8			1							
Link Speed (mph)		35			35			30				30
Link Distance (ft)		459			413			745				941
Travel Time (s)		8.9			8.0			16.9				21.4
Confl. Peds. (#/hr)			13	13					3	3		
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	7%	7%	6%	4%	7%	5%	5%	7%	5%	8%	6%
Adj. Flow (vph)	62	644	120	79	603	15	123	63	133	46	82	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	764	0	79	618	0	123	196	0	46	162	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	NYSDOT											
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

2021-NB-With Bank-AM

09/10/2018

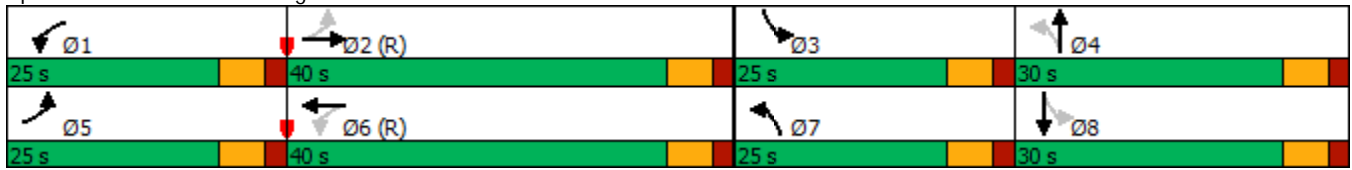


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	9.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	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	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0						7.0	
Flash Dont Walk (s)		22.0			27.0						16.0	
Pedestrian Calls (#/hr)		7			0						3	
v/c Ratio	0.19	0.85		0.34	0.64		0.44	0.66		0.18	0.73	
Control Delay	12.8	38.2		20.0	27.2		36.2	56.0		30.7	67.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.8	38.2		20.0	27.2		36.2	56.0		30.7	67.7	
Queue Length 50th (ft)	18	505		22	210		74	145		26	122	
Queue Length 95th (ft)	45	#925		m77	#506		111	211		49	186	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	476	896		383	962		349	320		399	322	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.13	0.85		0.21	0.64		0.35	0.61		0.12	0.50	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 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.

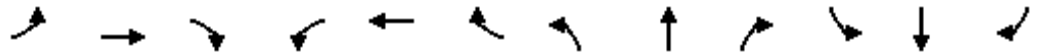
Splits and Phases: 1: Lexington Avenue & US 6



HCM 6th Signalized Intersection Summary
1: Lexington Avenue & US 6

2021-NB-With Bank-AM

09/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	605	113	74	567	14	116	59	125	43	77	75
Future Volume (veh/h)	58	605	113	74	567	14	116	59	125	43	77	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1788	1773	1773	1811	1841	1841	1864	1864	1864	1732	1687	1687
Adj Flow Rate, veh/h	62	644	120	79	603	15	123	63	133	46	82	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	7	7	6	4	4	5	5	5	5	8	8
Cap, veh/h	375	811	151	261	1014	25	226	91	192	179	100	98
Arrive On Green	0.03	0.56	0.56	0.03	0.57	0.57	0.08	0.17	0.17	0.03	0.13	0.13
Sat Flow, veh/h	1702	1445	269	1725	1788	44	1776	531	1120	1649	779	760
Grp Volume(v), veh/h	62	0	764	79	0	618	123	0	196	46	0	162
Grp Sat Flow(s),veh/h/ln	1702	0	1714	1725	0	1832	1776	0	1651	1649	0	1540
Q Serve(g_s), s	1.9	0.0	42.3	2.3	0.0	26.4	7.0	0.0	13.4	2.9	0.0	12.3
Cycle Q Clear(g_c), s	1.9	0.0	42.3	2.3	0.0	26.4	7.0	0.0	13.4	2.9	0.0	12.3
Prop In Lane	1.00		0.16	1.00		0.02	1.00		0.68	1.00		0.49
Lane Grp Cap(c), veh/h	375	0	962	261	0	1039	226	0	284	179	0	198
V/C Ratio(X)	0.17	0.00	0.79	0.30	0.00	0.59	0.54	0.00	0.69	0.26	0.00	0.82
Avail Cap(c_a), veh/h	596	0	962	475	0	1039	373	0	330	387	0	308
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.5	0.0	20.8	18.7	0.0	17.0	40.7	0.0	46.7	43.8	0.0	50.9
Incr Delay (d2), s/veh	0.1	0.0	6.7	0.2	0.0	2.5	0.8	0.0	3.5	0.3	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	17.7	0.9	0.0	11.3	3.1	0.0	5.8	1.2	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	0.0	27.6	19.0	0.0	19.5	41.4	0.0	50.2	44.0	0.0	55.9
LnGrp LOS	B	A	C	B	A	B	D	A	D	D	A	E
Approach Vol, veh/h		826			697			319				208
Approach Delay, s/veh		26.5			19.4			46.8				53.3
Approach LOS		C			B			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	73.4	9.9	26.6	9.5	74.0	15.1	21.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0				
Max Q Clear Time (g_c+I1), s	4.3	44.3	4.9	15.4	3.9	28.4	9.0	14.3				
Green Ext Time (p_c), s	0.1	0.0	0.1	0.4	0.1	1.1	0.2	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			30.0									
HCM 6th LOS			C									

Lanes, Volumes, Timings
2: Old Farm Lane & US 6

2021-NB-With Bank-AM

09/10/2018



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	770	22	26	661	22	82
Future Volume (vph)	770	22	26	661	22	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.996				0.893	
Flt Protected			0.950		0.990	
Satd. Flow (prot)	1743	0	1902	1804	1641	0
Flt Permitted			0.950		0.990	
Satd. Flow (perm)	1743	0	1902	1804	1641	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Confl. Peds. (#/hr)		6	6		4	1
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	14%	0%	7%	0%	3%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	811	23	27	696	23	86
Shared Lane Traffic (%)						
Lane Group Flow (vph)	834	0	27	696	109	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶		↷	↶	↷	
Traffic Vol, veh/h	770	22	26	661	22	82
Future Vol, veh/h	770	22	26	661	22	82
Conflicting Peds, #/hr	0	6	6	0	4	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	9	14	0	7	0	3
Mvmt Flow	811	23	27	696	23	86

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	840	0	1583 830
Stage 1	-	-	-	-	829 -
Stage 2	-	-	-	-	754 -
Critical Hdwy	-	-	4.1	-	6.4 6.23
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.327
Pot Cap-1 Maneuver	-	-	804	-	121 368
Stage 1	-	-	-	-	432 -
Stage 2	-	-	-	-	468 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	799	-	116 366
Mov Cap-2 Maneuver	-	-	-	-	248 -
Stage 1	-	-	-	-	415 -
Stage 2	-	-	-	-	466 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	21
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	333	-	-	799	-
HCM Lane V/C Ratio	0.329	-	-	0.034	-
HCM Control Delay (s)	21	-	-	9.7	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.4	-	-	0.1	-

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

2021-NB-With Bank-AM
09/10/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	713	65	40	597	28	43	26	70	17	20	21
Future Volume (vph)	61	713	65	40	597	28	43	26	70	17	20	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99	0.98		1.00	0.97
Frt		0.987			0.993				0.850			0.850
Flt Protected	0.950			0.950				0.970			0.978	
Satd. Flow (prot)	1814	1796	0	1778	1781	0	0	1861	1631	0	1726	1500
Flt Permitted	0.283			0.197				0.970			0.978	
Satd. Flow (perm)	540	1796	0	369	1781	0	0	1851	1593	0	1723	1456
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			2				127			127
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	3		1	1		3	3		1	1		3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	5%	2%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	66	767	70	43	642	30	46	28	75	18	22	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	837	0	43	672	0	0	74	75	0	40	23
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template	NYS DOT		NYS DOT		Left		Left		Left		Left	
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38		38	38	38		38	38
Detector 2 Size(ft)	40	40		40	40		40	40	40		40	40

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6					8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	40.0		25.0	40.0		25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	20.8%	20.8%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	34.0		20.0	34.0		19.0	19.0	19.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		1								2	2	2
v/c Ratio	0.15	0.73		0.14	0.60			0.51	0.31		0.30	0.10
Control Delay	13.1	29.6		8.5	20.0			64.7	4.5		55.9	0.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	13.1	29.6		8.5	20.0			64.7	4.5		55.9	0.9
Queue Length 50th (ft)	22	495		9	304			56	0		30	0
Queue Length 95th (ft)	m48	m#870		29	608			103	8		60	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	602	1151		501	1122			294	359		345	392
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.11	0.73		0.09	0.60			0.25	0.21		0.12	0.06

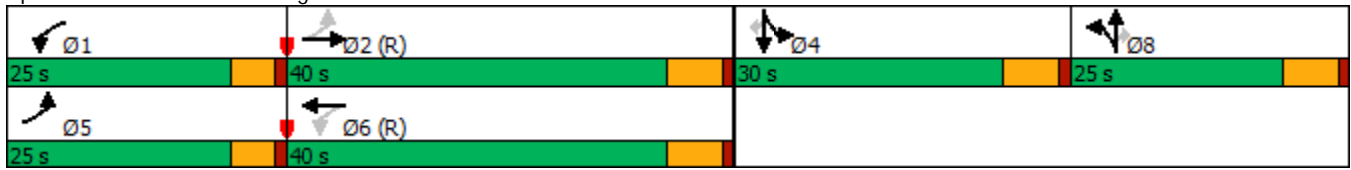
Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 # 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.

Lanes, Volumes, Timings
 3: Mohegan Avenue/Lakeland Street & US 6

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Splits and Phases: 3: Mohegan Avenue/Lakeland Street & US 6



HCM 6th Signalized Intersection Summary
3: Mohegan Avenue/Lakeland Street & US 6

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	713	65	40	597	28	43	26	70	17	20	21
Future Volume (veh/h)	61	713	65	40	597	28	43	26	70	17	20	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1864	1864	1847	1788	1788	1979	1979	1979	1894	1894	1894
Adj Flow Rate, veh/h	66	767	70	43	642	30	46	28	0	18	22	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	5	5	0	4	4	0	0	0	0	0	0
Cap, veh/h	509	1149	105	387	1144	53	61	37		36	43	66
Arrive On Green	0.04	0.68	0.68	0.03	0.68	0.68	0.05	0.05	0.00	0.04	0.04	0.04
Sat Flow, veh/h	1847	1683	154	1759	1687	79	1193	726	1677	834	1019	1549
Grp Volume(v), veh/h	66	0	837	43	0	672	74	0	0	40	0	23
Grp Sat Flow(s),veh/h/ln	1847	0	1836	1759	0	1766	1919	0	1677	1852	0	1549
Q Serve(g_s), s	1.3	0.0	31.9	0.9	0.0	23.8	4.6	0.0	0.0	2.5	0.0	1.7
Cycle Q Clear(g_c), s	1.3	0.0	31.9	0.9	0.0	23.8	4.6	0.0	0.0	2.5	0.0	1.7
Prop In Lane	1.00		0.08	1.00		0.04	0.62		1.00	0.45		1.00
Lane Grp Cap(c), veh/h	509	0	1254	387	0	1197	98	0		79	0	66
V/C Ratio(X)	0.13	0.00	0.67	0.11	0.00	0.56	0.76	0.00		0.51	0.00	0.35
Avail Cap(c_a), veh/h	749	0	1254	624	0	1197	304	0		370	0	310
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.6	0.0	11.1	9.5	0.0	10.1	56.2	0.0	0.0	56.2	0.0	55.8
Incr Delay (d2), s/veh	0.1	0.0	2.8	0.0	0.0	1.9	4.4	0.0	0.0	1.9	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	12.5	0.3	0.0	8.9	2.3	0.0	0.0	1.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.7	0.0	13.9	9.6	0.0	12.0	60.6	0.0	0.0	58.1	0.0	57.0
LnGrp LOS	A	A	B	A	A	B	E	A		E	A	E
Approach Vol, veh/h		903			715			74	A		63	
Approach Delay, s/veh		13.5			11.8			60.6			57.7	
Approach LOS		B			B			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	88.0		11.1	9.4	87.3		12.1				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	34.0		24.0	20.0	34.0		19.0				
Max Q Clear Time (g_c+I1), s	2.9	33.9		4.5	3.3	25.8		6.6				
Green Ext Time (p_c), s	0.1	0.1		0.1	0.2	1.6		0.1				

Intersection Summary

HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
4: Site Driveway/CVS Driveway & Mohegan Avenue

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	21	47	57	12	82	8	44	2	7	3	4	13
Future Volume (vph)	21	47	57	12	82	8	44	2	7	3	4	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.938			0.989			0.982			0.912	
Flt Protected		0.992			0.994			0.960			0.992	
Satd. Flow (prot)	0	1677	0	0	3517	0	0	1792	0	0	1719	0
Flt Permitted		0.992			0.994			0.960			0.992	
Satd. Flow (perm)	0	1677	0	0	3517	0	0	1792	0	0	1719	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)	1						1	1		1	1	
Confl. Bikes (#/hr)							1					
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	10%	5%	3%	0%	3%	0%	3%	0%	0%	0%	0%	0%
Adj. Flow (vph)	27	61	74	16	106	10	57	3	9	4	5	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	162	0	0	132	0	0	69	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	47	57	12	82	8	44	2	7	3	4	13
Future Vol, veh/h	21	47	57	12	82	8	44	2	7	3	4	13
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	10	5	3	0	3	0	3	0	0	0	0	0
Mvmt Flow	27	61	74	16	106	10	57	3	9	4	5	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	117	0	0	135	0	0	241	301	99	303	333	60
Stage 1	-	-	-	-	-	-	152	152	-	144	144	-
Stage 2	-	-	-	-	-	-	89	149	-	159	189	-
Critical Hdwy	4.25	-	-	4.1	-	-	6.345	5.5	5.7	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.145	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.545	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.295	-	-	2.2	-	-	3.5285	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1418	-	-	1462	-	-	749	669	976	642	590	999
Stage 1	-	-	-	-	-	-	884	809	-	850	782	-
Stage 2	-	-	-	-	-	-	929	811	-	848	748	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1417	-	-	1462	-	-	712	646	975	617	570	997
Mov Cap-2 Maneuver	-	-	-	-	-	-	712	646	-	617	570	-
Stage 1	-	-	-	-	-	-	865	792	-	831	772	-
Stage 2	-	-	-	-	-	-	895	800	-	819	732	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0.9			10.4			9.6		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	735	1417	-	-	1462	-	-	803
HCM Lane V/C Ratio	0.094	0.019	-	-	0.011	-	-	0.032
HCM Control Delay (s)	10.4	7.6	0	-	7.5	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.1

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	736	139	100	787	20	165	44	130	57	49	97
Future Volume (vph)	96	736	139	100	787	20	165	44	130	57	49	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%				4%
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00		0.99	0.98		1.00	0.98	
Frt		0.976			0.996			0.888			0.901	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1769	1810	0	1770	1837	0	1736	1580	0	1769	1609	0
Flt Permitted	0.071			0.070			0.390			0.644		
Satd. Flow (perm)	132	1810	0	130	1837	0	709	1580	0	1197	1609	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		8			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)	2		3	3		2	3		1	1		3
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	2%	3%	0%	1%	2%	2%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	1	1
Adj. Flow (vph)	99	759	143	103	811	21	170	45	134	59	51	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	902	0	103	832	0	170	179	0	59	151	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane				Yes								
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	NYSDOT											
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	9.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	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	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		2			1			1				
v/c Ratio	0.56	1.03		0.56	0.93		0.51	0.55		0.22	0.72	
Control Delay	30.4	70.6		30.8	46.3		36.4	49.1		30.3	67.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.4	70.6		30.8	46.3		36.4	49.1		30.3	67.8	
Queue Length 50th (ft)	31	~739		53	488		102	128		33	114	
Queue Length 95th (ft)	91	#1183		m79	m#853		141	187		57	177	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	338	875		337	890		375	343		429	321	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.29	1.03		0.31	0.93		0.45	0.52		0.14	0.47	

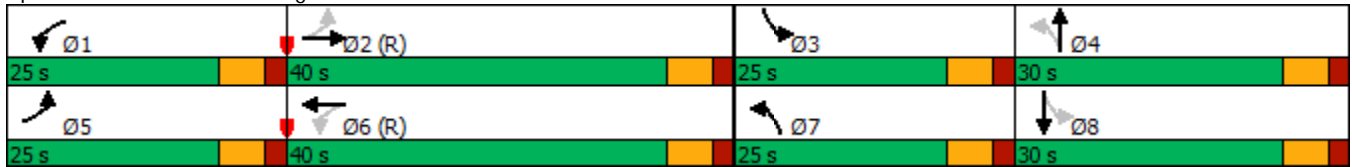
Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 ~ 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: Lexington Avenue & US 6



HCM 6th Signalized Intersection Summary
 1: Lexington Avenue & US 6

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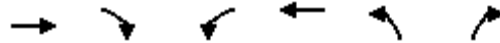


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	96	736	139	100	787	20	165	44	130	57	49	97
Future Volume (veh/h)	96	736	139	100	787	20	165	44	130	57	49	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1862	1862	1862	1870	1856	1856	1924	1909	1909	1806	1776	1776
Adj Flow Rate, veh/h	99	759	143	103	811	21	170	45	134	59	51	100
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	2	3	3	1	2	2	0	2	2
Cap, veh/h	249	829	156	192	985	26	263	72	213	212	60	118
Arrive On Green	0.04	0.55	0.55	0.04	0.55	0.55	0.10	0.17	0.17	0.04	0.11	0.11
Sat Flow, veh/h	1773	1516	286	1781	1799	47	1833	420	1251	1720	529	1037
Grp Volume(v), veh/h	99	0	902	103	0	832	170	0	179	59	0	151
Grp Sat Flow(s),veh/h/ln	1773	0	1802	1781	0	1846	1833	0	1671	1720	0	1566
Q Serve(g_s), s	2.9	0.0	54.5	3.0	0.0	44.5	9.5	0.0	11.9	3.6	0.0	11.3
Cycle Q Clear(g_c), s	2.9	0.0	54.5	3.0	0.0	44.5	9.5	0.0	11.9	3.6	0.0	11.3
Prop In Lane	1.00		0.16	1.00		0.03	1.00		0.75	1.00		0.66
Lane Grp Cap(c), veh/h	249	0	985	192	0	1011	263	0	285	212	0	178
V/C Ratio(X)	0.40	0.00	0.92	0.54	0.00	0.82	0.65	0.00	0.63	0.28	0.00	0.85
Avail Cap(c_a), veh/h	457	0	985	399	0	1011	375	0	334	414	0	313
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.5	0.0	24.7	25.6	0.0	22.3	40.3	0.0	46.2	44.5	0.0	52.1
Incr Delay (d2), s/veh	0.4	0.0	14.4	0.9	0.0	7.6	1.0	0.0	1.5	0.3	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	25.6	1.5	0.0	20.2	4.4	0.0	5.1	1.6	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	0.0	39.1	26.5	0.0	29.9	41.3	0.0	47.8	44.8	0.0	56.4
LnGrp LOS	C	A	D	C	A	C	D	A	D	D	A	E
Approach Vol, veh/h		1001			935			349			210	
Approach Delay, s/veh		37.3			29.5			44.6			53.1	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	71.6	10.9	26.5	10.9	71.7	17.7	19.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0				
Max Q Clear Time (g_c+I1), s	5.0	56.5	5.6	13.9	4.9	46.5	11.5	13.3				
Green Ext Time (p_c), s	0.2	0.0	0.1	0.4	0.2	0.0	0.3	0.3				
Intersection Summary												
HCM 6th Ctrl Delay				36.7								
HCM 6th LOS				D								

Lanes, Volumes, Timings
2: Old Farm Lane & US 6

2021-NB-With Bank-PM

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	915	49	82	961	34	58
Future Volume (vph)	915	49	82	961	34	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.915	
Flt Protected			0.950		0.982	
Satd. Flow (prot)	1861	0	1369	1930	1689	0
Flt Permitted			0.950		0.982	
Satd. Flow (perm)	1861	0	1369	1930	1689	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	0%	39%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	943	51	85	991	35	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	994	0	85	991	95	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶		↷	↶	↷	
Traffic Vol, veh/h	915	49	82	961	34	58
Future Vol, veh/h	915	49	82	961	34	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	39	0	3	0
Mvmt Flow	943	51	85	991	35	60

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	994	0	2130
Stage 1	-	-	-	-	969
Stage 2	-	-	-	-	1161
Critical Hdwy	-	-	4.49	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.551	-	3.527
Pot Cap-1 Maneuver	-	-	569	-	54
Stage 1	-	-	-	-	367
Stage 2	-	-	-	-	297
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	569	-	46
Mov Cap-2 Maneuver	-	-	-	-	135
Stage 1	-	-	-	-	312
Stage 2	-	-	-	-	297

Approach	EB	WB	NB
HCM Control Delay, s	0	1	35.5
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	210	-	-	569	-
HCM Lane V/C Ratio	0.452	-	-	0.149	-
HCM Control Delay (s)	35.5	-	-	12.4	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	2.1	-	-	0.5	-

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

2021-NB-With Bank-PM

09/10/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	862	112	58	944	16	146	34	77	24	27	20
Future Volume (vph)	27	862	112	58	944	16	146	34	77	24	27	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.98				0.96
Frt		0.983			0.998				0.850			0.850
Flt Protected	0.950			0.950				0.961			0.977	
Satd. Flow (prot)	1814	1854	0	1778	1824	0	0	1830	1631	0	1684	1500
Flt Permitted	0.062			0.061				0.961			0.977	
Satd. Flow (perm)	118	1854	0	114	1824	0	0	1800	1631	0	1684	1435
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			1				127			127
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	1		3	3		1	7					7
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	4%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	29	917	119	62	1004	17	155	36	82	26	29	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	1036	0	62	1021	0	0	191	82	0	55	21
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template		NYS DOT		NYS DOT			Left			Left		
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38			38	38		38	38

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

2021-NB-With Bank-PM
09/10/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Size(ft)	40	40		40	40			40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6					8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	40.0		25.0	40.0		25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	20.8%	20.8%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	34.0		20.0	34.0		19.0	19.0	19.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0	3.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		2								4	4	4
v/c Ratio	0.18	1.00		0.39	0.97			0.70	0.23		0.40	0.09
Control Delay	22.6	59.4		20.1	49.8			61.9	3.4		58.5	0.8
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	22.6	59.4		20.1	49.8			61.9	3.4		58.5	0.8
Queue Length 50th (ft)	12	-851		17	-860			142	0		42	0
Queue Length 95th (ft)	m25	m#1174		54	#1347			210	13		78	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	358	1036		350	1052			309	381		336	388
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.08	1.00		0.18	0.97			0.62	0.22		0.16	0.05

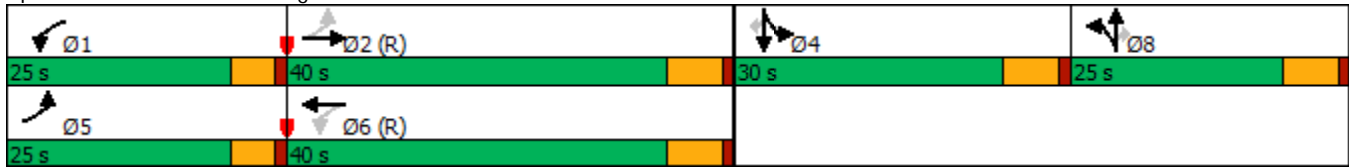
Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 ~ 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: 3: Mohegan Avenue/Lakeland Street & US 6



HCM 6th Signalized Intersection Summary
3: Mohegan Avenue/Lakeland Street & US 6

2021-NB-With Bank-PM

09/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	862	112	58	944	16	146	34	77	24	27	20
Future Volume (veh/h)	27	862	112	58	944	16	146	34	77	24	27	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1924	1924	1847	1817	1817	1919	1919	1979	1894	1894	1894
Adj Flow Rate, veh/h	29	917	119	62	1004	17	155	36	0	26	29	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	1	1	0	2	2	4	4	0	0	0	0
Cap, veh/h	160	992	129	178	1074	18	181	42		49	55	82
Arrive On Green	0.03	0.59	0.59	0.04	0.61	0.61	0.12	0.12	0.00	0.06	0.06	0.06
Sat Flow, veh/h	1847	1668	216	1759	1775	30	1496	348	1677	875	976	1465
Grp Volume(v), veh/h	29	0	1036	62	0	1021	191	0	0	55	0	21
Grp Sat Flow(s),veh/h/ln	1847	0	1885	1759	0	1805	1844	0	1677	1850	0	1465
Q Serve(g_s), s	0.7	0.0	59.3	1.6	0.0	61.7	12.2	0.0	0.0	3.5	0.0	1.6
Cycle Q Clear(g_c), s	0.7	0.0	59.3	1.6	0.0	61.7	12.2	0.0	0.0	3.5	0.0	1.6
Prop In Lane	1.00		0.11	1.00		0.02	0.81		1.00	0.47		1.00
Lane Grp Cap(c), veh/h	160	0	1121	178	0	1093	223	0		104	0	82
V/C Ratio(X)	0.18	0.00	0.92	0.35	0.00	0.93	0.86	0.00		0.53	0.00	0.26
Avail Cap(c_a), veh/h	420	0	1121	407	0	1093	292	0		370	0	293
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.8	0.0	21.9	25.0	0.0	21.5	51.7	0.0	0.0	55.1	0.0	54.2
Incr Delay (d2), s/veh	0.5	0.0	13.9	0.4	0.0	15.4	17.4	0.0	0.0	1.6	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	28.3	1.0	0.0	28.3	6.7	0.0	0.0	1.7	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	0.0	35.7	25.5	0.0	36.9	69.1	0.0	0.0	56.6	0.0	54.8
LnGrp LOS	C	A	D	C	A	D	E	A		E	A	D
Approach Vol, veh/h		1065			1083			191	A			76
Approach Delay, s/veh		35.5			36.3			69.1				56.1
Approach LOS		D			D			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	77.4		12.7	8.1	78.7		20.5				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	34.0		24.0	20.0	34.0		19.0				
Max Q Clear Time (g_c+I1), s	3.6	61.3		5.5	2.7	63.7		14.2				
Green Ext Time (p_c), s	0.1	0.0		0.2	0.1	0.0		0.3				

Intersection Summary

HCM 6th Ctrl Delay	39.1
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
4: Site Driveway/CVS Driveway & Mohegan Avenue

2021-NB-With Bank-PM

09/10/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	58	66	73	17	93	13	93	2	9	15	4	71
Future Volume (vph)	58	66	73	17	93	13	93	2	9	15	4	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.950			0.985			0.989			0.893	
Flt Protected		0.985			0.993			0.957			0.992	
Satd. Flow (prot)	0	1769	0	0	3584	0	0	1843	0	0	1683	0
Flt Permitted		0.985			0.993			0.957			0.992	
Satd. Flow (perm)	0	1769	0	0	3584	0	0	1843	0	0	1683	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)	1		5	5		1	4		1	1		4
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	60	68	75	18	96	13	96	2	9	15	4	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	203	0	0	127	0	0	107	0	0	92	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	58	66	73	17	93	13	93	2	9	15	4	71
Future Vol, veh/h	58	66	73	17	93	13	93	2	9	15	4	71
Conflicting Peds, #/hr	1	0	5	5	0	1	4	0	1	1	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	60	68	75	18	96	13	96	2	9	15	4	73

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	110	0	0	148	0	0	321	377	112	372	408	60
Stage 1	-	-	-	-	-	-	231	231	-	140	140	-
Stage 2	-	-	-	-	-	-	90	146	-	232	268	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.3	5.5	5.7	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1493	-	-	1446	-	-	683	619	961	577	536	999
Stage 1	-	-	-	-	-	-	828	765	-	854	785	-
Stage 2	-	-	-	-	-	-	936	812	-	775	691	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1492	-	-	1439	-	-	596	581	956	544	503	994
Mov Cap-2 Maneuver	-	-	-	-	-	-	596	581	-	544	503	-
Stage 1	-	-	-	-	-	-	787	728	-	816	774	-
Stage 2	-	-	-	-	-	-	848	801	-	731	657	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.2			1			12.1			9.8		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	616	1492	-	-	1439	-	-	841
HCM Lane V/C Ratio	0.174	0.04	-	-	0.012	-	-	0.11
HCM Control Delay (s)	12.1	7.5	0	-	7.5	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0	-	-	0.4

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

2021-NB-With Bank-SAT

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	823	225	78	908	25	231	37	131	37	52	84
Future Volume (vph)	99	823	225	78	908	25	231	37	131	37	52	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%				4%
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99			1.00		1.00	0.98		1.00	0.99	
Frt		0.968			0.996			0.883			0.908	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1797	0	1805	1866	0	1754	1586	0	1769	1657	0
Flt Permitted	0.073			0.076			0.413			0.646		
Satd. Flow (perm)	134	1797	0	144	1866	0	761	1586	0	1198	1657	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		11			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)	5		2	2		5	1		2	2		1
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
Heavy Vehicles (%)	2%	1%	0%	0%	1%	13%	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	104	866	237	82	956	26	243	39	138	39	55	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	1103	0	82	982	0	243	177	0	39	143	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	NYS DOT											
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

2021-NB-With Bank-SAT
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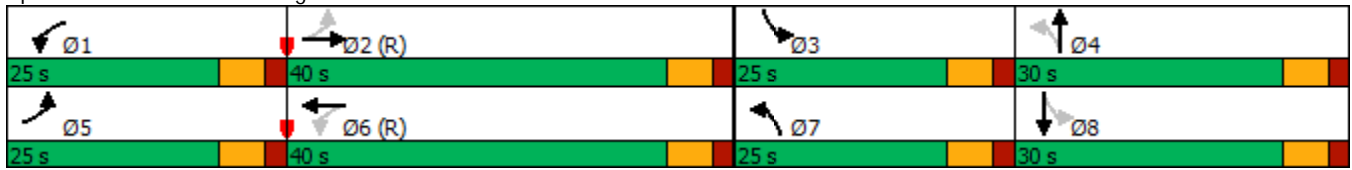


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	29.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	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	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		1			3			1				
v/c Ratio	0.57	1.26		0.47	1.14		0.62	0.44		0.16	0.70	
Control Delay	31.1	154.4		28.0	104.8		38.3	41.6		28.5	67.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.1	154.4		28.0	104.8		38.3	41.6		28.5	67.4	
Queue Length 50th (ft)	35	~1112		25	~892		145	120		21	108	
Queue Length 95th (ft)	92	#1482		m66	#1250		203	184		43	169	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	333	877		346	859		402	405		428	331	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.31	1.26		0.24	1.14		0.60	0.44		0.09	0.43	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 ~ 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: Lexington Avenue & US 6



HCM 6th Signalized Intersection Summary
 1: Lexington Avenue & US 6

2021-NB-With Bank-SAT
 09/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	99	823	225	78	908	25	231	37	131	37	52	84
Future Volume (veh/h)	99	823	225	78	908	25	231	37	131	37	52	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1847	1862	1862	1900	1885	1885	1939	1939	1939	1806	1806	1806
Adj Flow Rate, veh/h	104	866	237	82	956	26	243	39	138	39	55	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	1	1	0	1	1	0	0	0	0	0	0
Cap, veh/h	138	739	202	126	946	26	328	79	278	229	66	105
Arrive On Green	0.04	0.53	0.53	0.04	0.52	0.52	0.13	0.21	0.21	0.03	0.11	0.11
Sat Flow, veh/h	1759	1406	385	1810	1826	50	1847	373	1321	1720	621	994
Grp Volume(v), veh/h	104	0	1103	82	0	982	243	0	177	39	0	143
Grp Sat Flow(s),veh/h/ln	1759	0	1790	1810	0	1876	1847	0	1694	1720	0	1616
Q Serve(g_s), s	3.3	0.0	63.1	2.5	0.0	62.2	13.6	0.0	11.1	2.4	0.0	10.4
Cycle Q Clear(g_c), s	3.3	0.0	63.1	2.5	0.0	62.2	13.6	0.0	11.1	2.4	0.0	10.4
Prop In Lane	1.00		0.21	1.00		0.03	1.00		0.78	1.00		0.62
Lane Grp Cap(c), veh/h	138	0	942	126	0	972	328	0	357	229	0	171
V/C Ratio(X)	0.75	0.00	1.17	0.65	0.00	1.01	0.74	0.00	0.50	0.17	0.00	0.84
Avail Cap(c_a), veh/h	338	0	942	347	0	972	377	0	357	455	0	323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.3	0.0	28.4	28.6	0.0	28.9	39.2	0.0	41.8	46.1	0.0	52.6
Incr Delay (d2), s/veh	3.1	0.0	88.5	2.1	0.0	31.4	5.2	0.0	0.4	0.1	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	48.4	1.2	0.0	34.7	6.6	0.0	4.7	1.0	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	117.0	30.7	0.0	60.4	44.4	0.0	42.2	46.3	0.0	56.7
LnGrp LOS	C	A	F	C	A	F	D	A	D	D	A	E
Approach Vol, veh/h		1207			1064			420				182
Approach Delay, s/veh		109.6			58.1			43.5				54.4
Approach LOS		F			E			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	69.1	9.2	31.3	11.3	68.2	21.8	18.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0				
Max Q Clear Time (g_c+I1), s	4.5	65.1	4.4	13.1	5.3	64.2	15.6	12.4				
Green Ext Time (p_c), s	0.1	0.0	0.0	0.4	0.2	0.0	0.2	0.3				

Intersection Summary

HCM 6th Ctrl Delay	77.4
HCM 6th LOS	E

Lanes, Volumes, Timings
2: Old Farm Lane & US 6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	951	36	44	1001	20	53
Future Volume (vph)	951	36	44	1001	20	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.995				0.902	
Flt Protected			0.950		0.986	
Satd. Flow (prot)	1882	0	1812	1911	1619	0
Flt Permitted			0.950		0.986	
Satd. Flow (perm)	1882	0	1812	1911	1619	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Confl. Peds. (#/hr)		4	4			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	5%	1%	0%	6%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	991	38	46	1043	21	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1029	0	46	1043	76	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	951	36	44	1001	20	53
Future Vol, veh/h	951	36	44	1001	20	53
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	5	1	0	6
Mvmt Flow	991	38	46	1043	21	55

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1033	0	2149 1014
Stage 1	-	-	-	-	1014 -
Stage 2	-	-	-	-	1135 -
Critical Hdwy	-	-	4.15	-	6.4 6.26
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.245	-	3.5 3.354
Pot Cap-1 Maneuver	-	-	661	-	54 285
Stage 1	-	-	-	-	353 -
Stage 2	-	-	-	-	309 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	658	-	50 284
Mov Cap-2 Maneuver	-	-	-	-	156 -
Stage 1	-	-	-	-	327 -
Stage 2	-	-	-	-	309 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	27.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	232	-	-	658	-
HCM Lane V/C Ratio	0.328	-	-	0.07	-
HCM Control Delay (s)	27.9	-	-	10.9	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	1.4	-	-	0.2	-

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	905	101	50	912	11	118	18	62	19	10	21
Future Volume (vph)	18	905	101	50	912	11	118	18	62	19	10	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			0.97	
Frt		0.985			0.998			0.850			0.850	
Flt Protected	0.950			0.950				0.958			0.969	
Satd. Flow (prot)	1814	1854	0	1778	1824	0	0	1807	1584	0	1636	1500
Flt Permitted	0.084			0.055				0.958			0.969	
Satd. Flow (perm)	160	1854	0	103	1824	0	0	1788	1584	0	1636	1451
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			1			127			127	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	1		1	1		1	4					4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	3%	0%	2%	0%	2%	0%	3%	7%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	19	973	109	54	981	12	127	19	67	20	11	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	1082	0	54	993	0	0	146	67	0	31	23
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template	NYS DOT			NYS DOT			Left			Left		
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38		38	38	38		38	38
Detector 2 Size(ft)	40	40		40	40		40	40	40		40	40

Lanes, Volumes, Timings
 3: Mohegan Avenue/Lakeland Street & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6					8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	40.0		25.0	40.0		25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	20.8%	20.8%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	34.0		20.0	34.0		19.0	19.0	19.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		1								2	2	2
v/c Ratio	0.10	0.97		0.35	0.86		0.69	0.22		0.26	0.10	
Control Delay	18.8	44.8		17.5	30.4		66.5	1.7		55.0	0.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.8	44.8		17.5	30.4		66.5	1.7		55.0	0.9	
Queue Length 50th (ft)	8	729		12	501		110	0		24	0	
Queue Length 95th (ft)	m14	m#895		45	#1235		173	0		50	0	
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	385	1113		349	1161		288	359		327	391	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.05	0.97		0.15	0.86		0.51	0.19		0.09	0.06	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

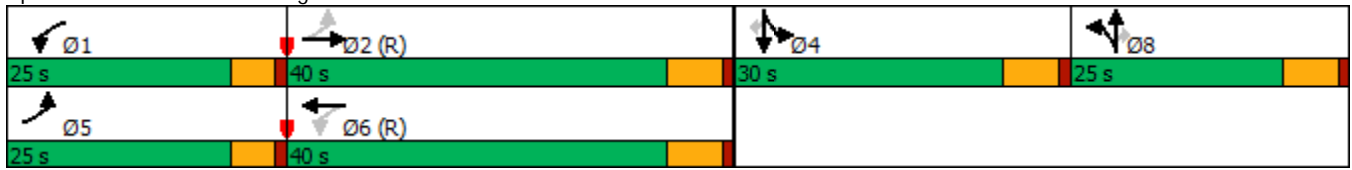
Natural Cycle: 90

Control Type: Actuated-Coordinated

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: 3: Mohegan Avenue/Lakeland Street & US 6



HCM 6th Signalized Intersection Summary
3: Mohegan Avenue/Lakeland Street & US 6

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	905	101	50	912	11	118	18	62	19	10	21
Future Volume (veh/h)	18	905	101	50	912	11	118	18	62	19	10	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1924	1924	1847	1817	1817	1979	1979	1934	1894	1894	1894
Adj Flow Rate, veh/h	19	973	109	54	981	12	127	19	0	20	11	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	1	0	2	2	0	0	3	0	0	0
Cap, veh/h	230	1083	121	199	1164	14	154	23		51	28	66
Arrive On Green	0.02	0.64	0.64	0.03	0.65	0.65	0.09	0.09	0.00	0.04	0.04	0.04
Sat Flow, veh/h	1847	1699	190	1759	1784	22	1649	247	1639	1184	651	1530
Grp Volume(v), veh/h	19	0	1082	54	0	993	146	0	0	31	0	23
Grp Sat Flow(s),veh/h/ln	1847	0	1890	1759	0	1806	1896	0	1639	1835	0	1530
Q Serve(g_s), s	0.4	0.0	58.3	1.2	0.0	50.9	9.1	0.0	0.0	2.0	0.0	1.8
Cycle Q Clear(g_c), s	0.4	0.0	58.3	1.2	0.0	50.9	9.1	0.0	0.0	2.0	0.0	1.8
Prop In Lane	1.00		0.10	1.00		0.01	0.87		1.00	0.65		1.00
Lane Grp Cap(c), veh/h	230	0	1204	199	0	1178	177	0		79	0	66
V/C Ratio(X)	0.08	0.00	0.90	0.27	0.00	0.84	0.82	0.00		0.39	0.00	0.35
Avail Cap(c_a), veh/h	502	0	1204	431	0	1178	300	0		367	0	306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.5	0.0	18.5	22.5	0.0	16.1	53.4	0.0	0.0	55.9	0.0	55.8
Incr Delay (d2), s/veh	0.2	0.0	10.7	0.3	0.0	7.4	3.7	0.0	0.0	1.2	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	26.3	0.8	0.0	21.2	4.5	0.0	0.0	0.9	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.7	0.0	29.2	22.8	0.0	23.5	57.1	0.0	0.0	57.1	0.0	57.0
LnGrp LOS	B	A	C	C	A	C	E	A		E	A	E
Approach Vol, veh/h		1101			1047			146	A		54	
Approach Delay, s/veh		29.0			23.5			57.1			57.0	
Approach LOS		C			C			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	82.5		11.1	7.3	84.3		17.2				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	34.0		24.0	20.0	34.0		19.0				
Max Q Clear Time (g_c+I1), s	3.2	60.3		4.0	2.4	52.9		11.1				
Green Ext Time (p_c), s	0.1	0.0		0.1	0.0	0.0		0.2				

Intersection Summary

HCM 6th Ctrl Delay	28.9
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
4: Site Driveway/CVS Driveway & Mohegan Avenue

2021-NB-With Bank-SAT
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	53	58	50	1	78	14	51	0	6	13	0	69
Future Volume (vph)	53	58	50	1	78	14	51	0	6	13	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.958			0.978			0.986			0.886	
Flt Protected		0.984						0.957			0.992	
Satd. Flow (prot)	0	1758	0	0	3495	0	0	1838	0	0	1656	0
Flt Permitted		0.984						0.957			0.992	
Satd. Flow (perm)	0	1758	0	0	3495	0	0	1838	0	0	1656	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)			3	3			2		1	1		
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	65	72	62	1	96	17	63	0	7	16	0	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	199	0	0	114	0	0	70	0	0	101	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	58	50	1	78	14	51	0	6	13	0	69
Future Vol, veh/h	53	58	50	1	78	14	51	0	6	13	0	69
Conflicting Peds, #/hr	0	0	3	3	0	0	2	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	0	0	3	0	0	0	0	0	0	1
Mvmt Flow	65	72	62	1	96	17	63	0	7	16	0	85

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	113	0	0	137	0	0	288	351	107	345	374	59
Stage 1	-	-	-	-	-	-	236	236	-	107	107	-
Stage 2	-	-	-	-	-	-	52	115	-	238	267	-
Critical Hdwy	4.13	-	-	4.1	-	-	6.3	5.5	5.7	7.3	6.5	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.219	-	-	2.2	-	-	3.5	4	3.3	3.5	43.3095	-
Pot Cap-1 Maneuver	1475	-	-	1459	-	-	712	636	967	601	560	998
Stage 1	-	-	-	-	-	-	824	762	-	893	811	-
Stage 2	-	-	-	-	-	-	974	830	-	770	692	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1475	-	-	1455	-	-	624	603	963	573	531	996
Mov Cap-2 Maneuver	-	-	-	-	-	-	624	603	-	573	531	-
Stage 1	-	-	-	-	-	-	782	723	-	850	810	-
Stage 2	-	-	-	-	-	-	888	829	-	727	657	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.5			0.1			11.2			9.6		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	648	1475	-	-	1455	-	-	892
HCM Lane V/C Ratio	0.109	0.044	-	-	0.001	-	-	0.113
HCM Control Delay (s)	11.2	7.6	0	-	7.5	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.4

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

2021-BD-RETAIL-AM

09/10/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	601	113	73	564	14	116	59	124	43	77	75
Future Volume (vph)	58	601	113	73	564	14	116	59	124	43	77	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%				4%
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99						0.98		0.99		
Frt		0.976			0.996			0.898				0.926
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1686	1703	0	1703	1818	0	1670	1530	0	1685	1611	0
Flt Permitted	0.261			0.143			0.386			0.622		
Satd. Flow (perm)	463	1703	0	256	1818	0	679	1530	0	1097	1611	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		8			1							
Link Speed (mph)		35			35			30				30
Link Distance (ft)		459			413			745				941
Travel Time (s)		8.9			8.0			16.9				21.4
Confl. Peds. (#/hr)			13	13					3	3		
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	7%	7%	6%	4%	7%	5%	5%	7%	5%	8%	6%
Adj. Flow (vph)	62	639	120	78	600	15	123	63	132	46	82	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	759	0	78	615	0	123	195	0	46	162	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	NYS DOT											
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

2021-BD-RETAIL-AM

09/10/2018

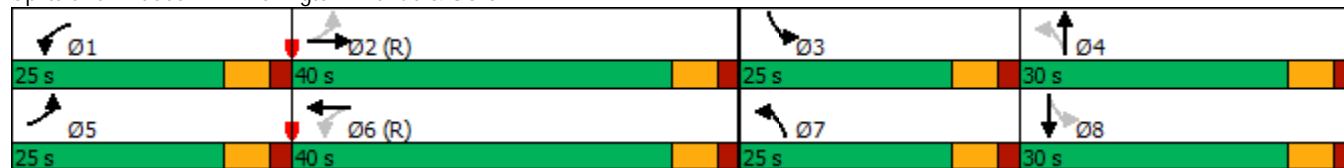


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	9.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	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	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0						7.0	
Flash Dont Walk (s)		22.0			27.0						16.0	
Pedestrian Calls (#/hr)		7			0						3	
v/c Ratio	0.19	0.85		0.33	0.64		0.44	0.66		0.18	0.73	
Control Delay	12.8	37.7		19.6	27.0		36.2	55.8		30.7	67.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.8	37.7		19.6	27.0		36.2	55.8		30.7	67.7	
Queue Length 50th (ft)	18	499		22	206		74	144		26	122	
Queue Length 95th (ft)	45	#915		m79	#493		111	210		49	186	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	478	896		386	962		349	320		400	322	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.13	0.85		0.20	0.64		0.35	0.61		0.12	0.50	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 # 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: Lexington Avenue & US 6



HCM 6th Signalized Intersection Summary
 1: Lexington Avenue & US 6

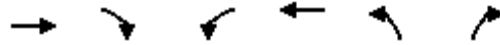
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	58	601	113	73	564	14	116	59	124	43	77	75
Future Volume (veh/h)	58	601	113	73	564	14	116	59	124	43	77	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1788	1773	1773	1811	1841	1841	1864	1864	1864	1732	1687	1687
Adj Flow Rate, veh/h	62	639	120	78	600	15	123	63	132	46	82	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	7	7	6	4	4	5	5	5	5	8	8
Cap, veh/h	377	810	152	265	1014	25	226	92	192	180	100	98
Arrive On Green	0.03	0.56	0.56	0.03	0.57	0.57	0.08	0.17	0.17	0.03	0.13	0.13
Sat Flow, veh/h	1702	1442	271	1725	1787	45	1776	534	1118	1649	779	760
Grp Volume(v), veh/h	62	0	759	78	0	615	123	0	195	46	0	162
Grp Sat Flow(s),veh/h/ln	1702	0	1713	1725	0	1832	1776	0	1651	1649	0	1540
Q Serve(g_s), s	1.9	0.0	41.8	2.3	0.0	26.3	7.0	0.0	13.3	2.9	0.0	12.3
Cycle Q Clear(g_c), s	1.9	0.0	41.8	2.3	0.0	26.3	7.0	0.0	13.3	2.9	0.0	12.3
Prop In Lane	1.00		0.16	1.00		0.02	1.00		0.68	1.00		0.49
Lane Grp Cap(c), veh/h	377	0	962	265	0	1039	226	0	284	180	0	198
V/C Ratio(X)	0.16	0.00	0.79	0.29	0.00	0.59	0.54	0.00	0.69	0.26	0.00	0.82
Avail Cap(c_a), veh/h	598	0	962	479	0	1039	373	0	330	388	0	308
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.4	0.0	20.7	18.5	0.0	16.9	40.7	0.0	46.7	43.7	0.0	50.9
Incr Delay (d2), s/veh	0.1	0.0	6.5	0.2	0.0	2.5	0.8	0.0	3.4	0.3	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	17.4	0.9	0.0	11.2	3.1	0.0	5.7	1.2	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	0.0	27.2	18.7	0.0	19.4	41.4	0.0	50.0	44.0	0.0	55.9
LnGrp LOS	B	A	C	B	A	B	D	A	D	D	A	E
Approach Vol, veh/h		821			693			318			208	
Approach Delay, s/veh		26.2			19.3			46.7			53.3	
Approach LOS		C			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	73.4	9.9	26.6	9.5	74.0	15.1	21.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0				
Max Q Clear Time (g_c+I1), s	4.3	43.8	4.9	15.3	3.9	28.3	9.0	14.3				
Green Ext Time (p_c), s	0.1	0.0	0.1	0.4	0.1	1.2	0.2	0.3				

Intersection Summary												
HCM 6th Ctrl Delay											29.8	
HCM 6th LOS											C	

Lanes, Volumes, Timings
2: Old Farm Lane & US 6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	765	22	26	657	22	82
Future Volume (vph)	765	22	26	657	22	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.996				0.893	
Flt Protected			0.950		0.990	
Satd. Flow (prot)	1743	0	1902	1804	1641	0
Flt Permitted			0.950		0.990	
Satd. Flow (perm)	1743	0	1902	1804	1641	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Confl. Peds. (#/hr)		6	6		4	1
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	14%	0%	7%	0%	3%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	805	23	27	692	23	86
Shared Lane Traffic (%)						
Lane Group Flow (vph)	828	0	27	692	109	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	765	22	26	657	22	82
Future Vol, veh/h	765	22	26	657	22	82
Conflicting Peds, #/hr	0	6	6	0	4	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	9	14	0	7	0	3
Mvmt Flow	805	23	27	692	23	86

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	834	0	1573 824
Stage 1	-	-	-	-	823 -
Stage 2	-	-	-	-	750 -
Critical Hdwy	-	-	4.1	-	6.4 6.23
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.327
Pot Cap-1 Maneuver	-	-	808	-	123 371
Stage 1	-	-	-	-	435 -
Stage 2	-	-	-	-	470 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	803	-	118 369
Mov Cap-2 Maneuver	-	-	-	-	250 -
Stage 1	-	-	-	-	418 -
Stage 2	-	-	-	-	468 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	20.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	335	-	-	803	-
HCM Lane V/C Ratio	0.327	-	-	0.034	-
HCM Control Delay (s)	20.9	-	-	9.6	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.4	-	-	0.1	-

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

2021-BD-RETAIL-AM

09/10/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	715	58	32	597	28	37	25	65	17	19	21
Future Volume (vph)	61	715	58	32	597	28	37	25	65	17	19	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99	0.98		1.00	0.97
Frt		0.989			0.993				0.850			0.850
Flt Protected	0.950			0.950				0.971			0.977	
Satd. Flow (prot)	1814	1799	0	1778	1781	0	0	1863	1631	0	1724	1500
Flt Permitted	0.287			0.221				0.971			0.977	
Satd. Flow (perm)	548	1799	0	414	1781	0	0	1853	1593	0	1722	1456
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			2				127			127
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	3		1	1		3	3		1	1		3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	5%	2%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	66	769	62	34	642	30	40	27	70	18	20	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	831	0	34	672	0	0	67	70	0	38	23
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template	NYS DOT		NYS DOT				Left		Left			
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38		38	38	38		38	38
Detector 2 Size(ft)	40	40		40	40		40	40	40		40	40

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6					8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	40.0		25.0	40.0		25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	20.8%	20.8%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	34.0		20.0	34.0		19.0	19.0	19.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		1								2	2	2
v/c Ratio	0.14	0.67		0.10	0.57			0.49	0.30		0.29	0.10
Control Delay	12.6	27.0		8.0	18.9			64.4	3.5		55.6	0.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	12.6	27.0		8.0	18.9			64.4	3.5		55.6	0.9
Queue Length 50th (ft)	22	489		7	300			51	0		29	0
Queue Length 95th (ft)	m48	m#852		24	600			96	3		59	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	619	1245		535	1182			294	359		344	392
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.11	0.67		0.06	0.57			0.23	0.19		0.11	0.06

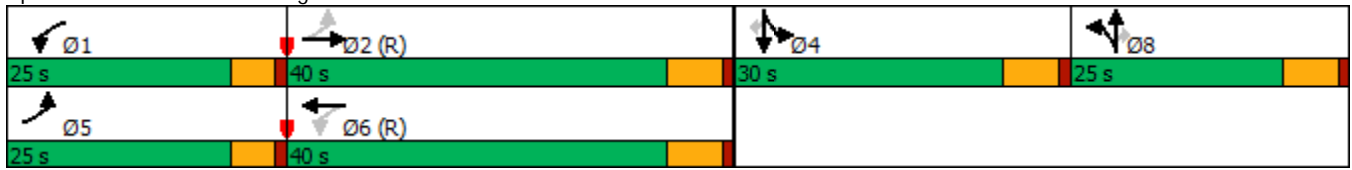
Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 # 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.

Lanes, Volumes, Timings
 3: Mohegan Avenue/Lakeland Street & US 6

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Splits and Phases: 3: Mohegan Avenue/Lakeland Street & US 6



HCM 6th Signalized Intersection Summary
 3: Mohegan Avenue/Lakeland Street & US 6

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	715	58	32	597	28	37	25	65	17	19	21
Future Volume (veh/h)	61	715	58	32	597	28	37	25	65	17	19	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1864	1864	1847	1788	1788	1979	1979	1979	1894	1894	1894
Adj Flow Rate, veh/h	66	769	62	34	642	30	40	27	0	18	20	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	5	5	0	4	4	0	0	0	0	0	0
Cap, veh/h	515	1177	95	395	1152	54	53	36		37	41	65
Arrive On Green	0.04	0.69	0.69	0.03	0.68	0.68	0.05	0.05	0.00	0.04	0.04	0.04
Sat Flow, veh/h	1847	1702	137	1759	1687	79	1147	774	1677	876	974	1548
Grp Volume(v), veh/h	66	0	831	34	0	672	67	0	0	38	0	23
Grp Sat Flow(s),veh/h/ln	1847	0	1839	1759	0	1766	1921	0	1677	1850	0	1548
Q Serve(g_s), s	1.2	0.0	30.5	0.7	0.0	23.4	4.1	0.0	0.0	2.4	0.0	1.7
Cycle Q Clear(g_c), s	1.2	0.0	30.5	0.7	0.0	23.4	4.1	0.0	0.0	2.4	0.0	1.7
Prop In Lane	1.00		0.07	1.00		0.04	0.60		1.00	0.47		1.00
Lane Grp Cap(c), veh/h	515	0	1272	395	0	1206	89	0		78	0	65
V/C Ratio(X)	0.13	0.00	0.65	0.09	0.00	0.56	0.75	0.00		0.49	0.00	0.35
Avail Cap(c_a), veh/h	755	0	1272	638	0	1206	304	0		370	0	310
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.4	0.0	10.4	8.9	0.0	9.8	56.5	0.0	0.0	56.2	0.0	55.9
Incr Delay (d2), s/veh	0.1	0.0	2.6	0.0	0.0	1.9	4.7	0.0	0.0	1.7	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	11.8	0.2	0.0	8.7	2.1	0.0	0.0	1.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.5	0.0	13.0	9.0	0.0	11.6	61.2	0.0	0.0	57.9	0.0	57.1
LnGrp LOS	A	A	B	A	A	B	E	A		E	A	E
Approach Vol, veh/h		897			706			67	A		61	
Approach Delay, s/veh		12.6			11.5			61.2			57.6	
Approach LOS		B			B			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	89.0		11.1	9.4	87.9		11.6				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	34.0		24.0	20.0	34.0		19.0				
Max Q Clear Time (g_c+I1), s	2.7	32.5		4.4	3.2	25.4		6.1				
Green Ext Time (p_c), s	0.0	0.8		0.1	0.2	1.7		0.1				

Intersection Summary

HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
4: Site Driveway/CVS Driveway & Mohegan Avenue

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	21	47	41	10	82	8	32	2	6	3	4	13
Future Volume (vph)	21	47	41	10	82	8	32	2	6	3	4	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.949			0.988			0.980			0.912	
Flt Protected		0.991			0.995			0.962			0.992	
Satd. Flow (prot)	0	1690	0	0	3515	0	0	1793	0	0	1719	0
Flt Permitted		0.991			0.995			0.962			0.992	
Satd. Flow (perm)	0	1690	0	0	3515	0	0	1793	0	0	1719	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)	1						1	1		1	1	1
Confl. Bikes (#/hr)							1					
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	10%	5%	3%	0%	3%	0%	3%	0%	0%	0%	0%	0%
Adj. Flow (vph)	27	61	53	13	106	10	42	3	8	4	5	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	141	0	0	129	0	0	53	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	47	41	10	82	8	32	2	6	3	4	13
Future Vol, veh/h	21	47	41	10	82	8	32	2	6	3	4	13
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	10	5	3	0	3	0	3	0	0	0	0	0
Mvmt Flow	27	61	53	13	106	10	42	3	8	4	5	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	117	0	0	114	0	0	225	285	89	286	306	60
Stage 1	-	-	-	-	-	-	142	142	-	138	138	-
Stage 2	-	-	-	-	-	-	83	143	-	148	168	-
Critical Hdwy	4.25	-	-	4.1	-	-	6.345	5.5	5.7	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.145	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.545	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.295	-	-	2.2	-	-	3.5285	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1418	-	-	1488	-	-	765	679	987	660	611	999
Stage 1	-	-	-	-	-	-	892	815	-	857	786	-
Stage 2	-	-	-	-	-	-	935	814	-	859	763	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1417	-	-	1488	-	-	730	659	986	638	593	997
Mov Cap-2 Maneuver	-	-	-	-	-	-	730	659	-	638	593	-
Stage 1	-	-	-	-	-	-	874	799	-	839	778	-
Stage 2	-	-	-	-	-	-	904	806	-	832	748	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			0.7			10.1			9.6		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	755	1417	-	-	1488	-	-	817
HCM Lane V/C Ratio	0.069	0.019	-	-	0.009	-	-	0.032
HCM Control Delay (s)	10.1	7.6	0	-	7.4	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.1

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	729	139	99	780	20	165	44	129	57	49	97
Future Volume (vph)	96	729	139	99	780	20	165	44	129	57	49	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%				4%
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00		0.99	0.98		1.00	0.98	
Frt		0.976			0.996			0.888			0.901	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1769	1810	0	1770	1837	0	1736	1580	0	1769	1609	0
Flt Permitted	0.071			0.070			0.390			0.645		
Satd. Flow (perm)	132	1810	0	130	1837	0	709	1580	0	1199	1609	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		8			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)	2		3	3		2	3		1	1		3
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	2%	3%	0%	1%	2%	2%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	1	1
Adj. Flow (vph)	99	752	143	102	804	21	170	45	133	59	51	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	895	0	102	825	0	170	178	0	59	151	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane				Yes								
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	NYSDOT											
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	9.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	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	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		2			1			1				
v/c Ratio	0.56	1.02		0.56	0.93		0.51	0.55		0.22	0.72	
Control Delay	30.3	68.3		31.0	45.3		36.4	48.9		30.2	67.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.3	68.3		31.0	45.3		36.4	48.9		30.2	67.8	
Queue Length 50th (ft)	31	-698		53	478		102	127		33	114	
Queue Length 95th (ft)	91	#1171		m80	m#850		141	186		57	177	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	338	875		337	890		375	343		429	321	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.29	1.02		0.30	0.93		0.45	0.52		0.14	0.47	

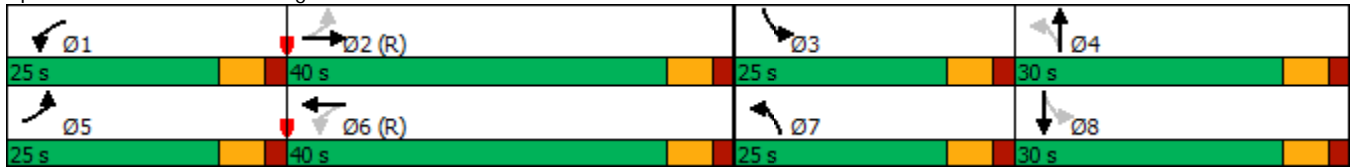
Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 ~ 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: Lexington Avenue & US 6



HCM 6th Signalized Intersection Summary
 1: Lexington Avenue & US 6

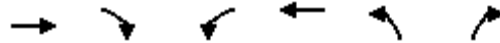
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09/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	729	139	99	780	20	165	44	129	57	49	97
Future Volume (veh/h)	96	729	139	99	780	20	165	44	129	57	49	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1862	1862	1862	1870	1856	1856	1924	1909	1909	1806	1776	1776
Adj Flow Rate, veh/h	99	752	143	102	804	21	170	45	133	59	51	100
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	2	3	3	1	2	2	0	2	2
Cap, veh/h	253	828	157	196	985	26	263	72	213	213	60	118
Arrive On Green	0.04	0.55	0.55	0.04	0.55	0.55	0.10	0.17	0.17	0.04	0.11	0.11
Sat Flow, veh/h	1773	1514	288	1781	1799	47	1833	423	1249	1720	529	1037
Grp Volume(v), veh/h	99	0	895	102	0	825	170	0	178	59	0	151
Grp Sat Flow(s),veh/h/ln	1773	0	1802	1781	0	1846	1833	0	1671	1720	0	1566
Q Serve(g_s), s	2.9	0.0	53.7	3.0	0.0	43.9	9.5	0.0	11.9	3.6	0.0	11.3
Cycle Q Clear(g_c), s	2.9	0.0	53.7	3.0	0.0	43.9	9.5	0.0	11.9	3.6	0.0	11.3
Prop In Lane	1.00		0.16	1.00		0.03	1.00		0.75	1.00		0.66
Lane Grp Cap(c), veh/h	253	0	985	196	0	1011	263	0	285	213	0	178
V/C Ratio(X)	0.39	0.00	0.91	0.52	0.00	0.82	0.65	0.00	0.62	0.28	0.00	0.85
Avail Cap(c_a), veh/h	461	0	985	404	0	1011	375	0	334	415	0	313
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.2	0.0	24.5	25.1	0.0	22.2	40.3	0.0	46.2	44.5	0.0	52.1
Incr Delay (d2), s/veh	0.4	0.0	13.6	0.8	0.0	7.3	1.0	0.0	1.5	0.3	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	25.1	1.5	0.0	19.9	4.4	0.0	5.1	1.6	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	38.1	25.9	0.0	29.5	41.3	0.0	47.7	44.8	0.0	56.4
LnGrp LOS	C	A	D	C	A	C	D	A	D	D	A	E
Approach Vol, veh/h		994			927			348			210	
Approach Delay, s/veh		36.3			29.1			44.5			53.1	
Approach LOS		D			C			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	71.6	10.9	26.5	10.9	71.7	17.7	19.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0				
Max Q Clear Time (g_c+I1), s	5.0	55.7	5.6	13.9	4.9	45.9	11.5	13.3				
Green Ext Time (p_c), s	0.2	0.0	0.1	0.4	0.2	0.0	0.3	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			36.2									
HCM 6th LOS			D									

Lanes, Volumes, Timings
2: Old Farm Lane & US 6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	907	49	82	953	34	58
Future Volume (vph)	907	49	82	953	34	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.915	
Flt Protected			0.950		0.982	
Satd. Flow (prot)	1861	0	1369	1930	1689	0
Flt Permitted			0.950		0.982	
Satd. Flow (perm)	1861	0	1369	1930	1689	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	0%	39%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	935	51	85	982	35	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	986	0	85	982	95	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶		↷	↶	↷	
Traffic Vol, veh/h	907	49	82	953	34	58
Future Vol, veh/h	907	49	82	953	34	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	39	0	3	0
Mvmt Flow	935	51	85	982	35	60

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	986	0	2113
Stage 1	-	-	-	-	961
Stage 2	-	-	-	-	1152
Critical Hdwy	-	-	4.49	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.551	-	3.527
Pot Cap-1 Maneuver	-	-	573	-	56
Stage 1	-	-	-	-	370
Stage 2	-	-	-	-	300
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	573	-	48
Mov Cap-2 Maneuver	-	-	-	-	138
Stage 1	-	-	-	-	315
Stage 2	-	-	-	-	300

Approach	EB	WB	NB
HCM Control Delay, s	0	1	34.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	213	-	-	573	-
HCM Lane V/C Ratio	0.445	-	-	0.148	-
HCM Control Delay (s)	34.8	-	-	12.4	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	2.1	-	-	0.5	-

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	864	102	45	947	16	136	33	65	24	26	20
Future Volume (vph)	27	864	102	45	947	16	136	33	65	24	26	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.98			0.96	
Frt		0.984			0.998			0.850			0.850	
Flt Protected	0.950			0.950				0.961			0.976	
Satd. Flow (prot)	1814	1857	0	1778	1824	0	0	1830	1631	0	1682	1500
Flt Permitted	0.061			0.060				0.961			0.976	
Satd. Flow (perm)	116	1857	0	112	1824	0	0	1800	1631	0	1682	1435
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			1			127			127	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	1		3	3		1	7					7
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	4%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	29	919	109	48	1007	17	145	35	69	26	28	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	1028	0	48	1024	0	0	180	69	0	54	21
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template	NYSDOT			NYSDOT			Left			Left		
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38		38	38			38	38

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Size(ft)	40	40		40	40			40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6					8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	40.0		25.0	40.0		25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	20.8%	20.8%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	34.0		20.0	34.0		19.0	19.0	19.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0	3.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		2								4	4	4
v/c Ratio	0.18	0.98		0.31	0.96			0.69	0.20		0.39	0.09
Control Delay	21.9	53.3		16.7	47.7			62.1	1.3		58.3	0.8
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	21.9	53.3		16.7	47.7			62.1	1.3		58.3	0.8
Queue Length 50th (ft)	12	-684		13	-855			134	0		41	0
Queue Length 95th (ft)	m26	m#1148		39	#1338			201	2		76	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	358	1054		350	1064			303	376		336	388
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.08	0.98		0.14	0.96			0.59	0.18		0.16	0.05

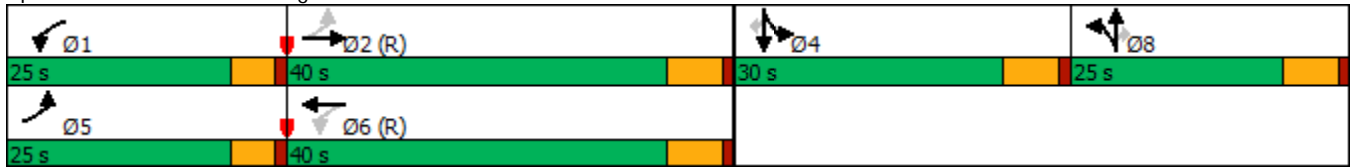
Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 ~ 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: 3: Mohegan Avenue/Lakeland Street & US 6



HCM 6th Signalized Intersection Summary
3: Mohegan Avenue/Lakeland Street & US 6

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09/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	864	102	45	947	16	136	33	65	24	26	20
Future Volume (veh/h)	27	864	102	45	947	16	136	33	65	24	26	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1924	1924	1847	1817	1817	1919	1919	1979	1894	1894	1894
Adj Flow Rate, veh/h	29	919	109	48	1007	17	145	35	0	26	28	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	1	1	0	2	2	4	4	0	0	0	0
Cap, veh/h	166	1020	121	190	1086	18	171	41		49	53	81
Arrive On Green	0.03	0.60	0.60	0.03	0.61	0.61	0.12	0.12	0.00	0.06	0.06	0.06
Sat Flow, veh/h	1847	1688	200	1759	1775	30	1486	359	1677	891	959	1464
Grp Volume(v), veh/h	29	0	1028	48	0	1024	180	0	0	54	0	21
Grp Sat Flow(s),veh/h/ln	1847	0	1888	1759	0	1805	1844	0	1677	1850	0	1464
Q Serve(g_s), s	0.7	0.0	56.8	1.2	0.0	61.1	11.5	0.0	0.0	3.4	0.0	1.6
Cycle Q Clear(g_c), s	0.7	0.0	56.8	1.2	0.0	61.1	11.5	0.0	0.0	3.4	0.0	1.6
Prop In Lane	1.00		0.11	1.00		0.02	0.81		1.00	0.48		1.00
Lane Grp Cap(c), veh/h	166	0	1141	190	0	1104	212	0		103	0	81
V/C Ratio(X)	0.17	0.00	0.90	0.25	0.00	0.93	0.85	0.00		0.53	0.00	0.26
Avail Cap(c_a), veh/h	427	0	1141	424	0	1104	292	0		370	0	293
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.2	0.0	20.6	22.8	0.0	20.9	52.1	0.0	0.0	55.1	0.0	54.3
Incr Delay (d2), s/veh	0.5	0.0	11.4	0.3	0.0	14.4	15.4	0.0	0.0	1.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	26.4	0.7	0.0	27.7	6.2	0.0	0.0	1.6	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	0.0	32.0	23.1	0.0	35.3	67.5	0.0	0.0	56.7	0.0	54.9
LnGrp LOS	C	A	C	C	A	D	E	A		E	A	D
Approach Vol, veh/h		1057			1072			180	A		75	
Approach Delay, s/veh		31.8			34.8			67.5			56.2	
Approach LOS		C			C			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	78.5		12.7	8.1	79.4		19.8				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	34.0		24.0	20.0	34.0		19.0				
Max Q Clear Time (g_c+I1), s	3.2	58.8		5.4	2.7	63.1		13.5				
Green Ext Time (p_c), s	0.1	0.0		0.2	0.1	0.0		0.4				

Intersection Summary

HCM 6th Ctrl Delay	36.6
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
4: Site Driveway/CVS Driveway & Mohegan Avenue

2021-BD-RETAIL-PM

09/10/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	58	67	48	14	94	13	69	2	6	15	4	71
Future Volume (vph)	58	67	48	14	94	13	69	2	6	15	4	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.963			0.984			0.990			0.893	
Flt Protected		0.983			0.994			0.957			0.992	
Satd. Flow (prot)	0	1790	0	0	3584	0	0	1845	0	0	1683	0
Flt Permitted		0.983			0.994			0.957			0.992	
Satd. Flow (perm)	0	1790	0	0	3584	0	0	1845	0	0	1683	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)	1		5	5		1	4		1	1		4
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	60	69	49	14	97	13	71	2	6	15	4	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	124	0	0	79	0	0	92	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	58	67	48	14	94	13	69	2	6	15	4	71
Future Vol, veh/h	58	67	48	14	94	13	69	2	6	15	4	71
Conflicting Peds, #/hr	1	0	5	5	0	1	4	0	1	1	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	60	69	49	14	97	13	71	2	6	15	4	73

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	111	0	0	123	0	0	302	358	100	352	376	60
Stage 1	-	-	-	-	-	-	219	219	-	133	133	-
Stage 2	-	-	-	-	-	-	83	139	-	219	243	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.3	5.5	5.7	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1492	-	-	1477	-	-	700	631	974	595	558	999
Stage 1	-	-	-	-	-	-	837	771	-	862	790	-
Stage 2	-	-	-	-	-	-	943	816	-	788	708	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1491	-	-	1470	-	-	613	594	968	565	526	994
Mov Cap-2 Maneuver	-	-	-	-	-	-	613	594	-	565	526	-
Stage 1	-	-	-	-	-	-	797	734	-	824	781	-
Stage 2	-	-	-	-	-	-	857	807	-	746	674	-

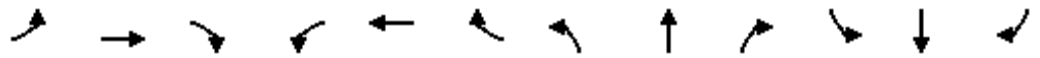
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.5			0.9			11.5			9.7		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	630	1491	-	-	1470	-	-	852
HCM Lane V/C Ratio	0.126	0.04	-	-	0.01	-	-	0.109
HCM Control Delay (s)	11.5	7.5	0	-	7.5	0	-	9.7
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.4

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

2021-BD-RETAIL-SAT

09/10/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	814	225	77	899	25	231	37	130	36	52	84
Future Volume (vph)	99	814	225	77	899	25	231	37	130	36	52	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%				4%
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99			1.00		1.00	0.98		1.00	0.99	
Frt		0.968			0.996			0.883			0.908	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1797	0	1805	1866	0	1754	1586	0	1769	1657	0
Flt Permitted	0.073			0.076			0.413			0.646		
Satd. Flow (perm)	134	1797	0	144	1866	0	761	1586	0	1198	1657	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		12			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)	5		2	2		5	1		2	2		1
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
Heavy Vehicles (%)	2%	1%	0%	0%	1%	13%	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	104	857	237	81	946	26	243	39	137	38	55	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	1094	0	81	972	0	243	176	0	38	143	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	NYS DOT											
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

2021-BD-RETAIL-SAT
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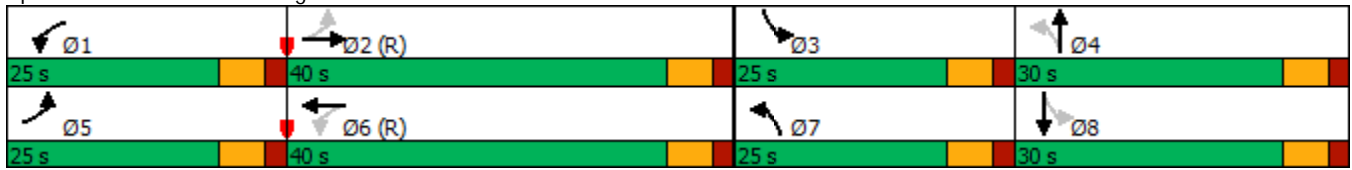


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	29.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	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	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		1			3			1				
v/c Ratio	0.57	1.25		0.46	1.13		0.62	0.43		0.16	0.70	
Control Delay	31.1	149.5		28.0	100.1		38.3	41.4		28.4	67.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.1	149.5		28.0	100.1		38.3	41.4		28.4	67.4	
Queue Length 50th (ft)	35	~1096		24	~875		145	119		20	108	
Queue Length 95th (ft)	92	#1465		m65	#1234		203	183		42	169	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	333	878		346	859		402	405		428	331	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.31	1.25		0.23	1.13		0.60	0.43		0.09	0.43	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 ~ 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: Lexington Avenue & US 6



HCM 6th Signalized Intersection Summary
 1: Lexington Avenue & US 6

2021-BD-RETAIL-SAT
 09/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	99	814	225	77	899	25	231	37	130	36	52	84
Future Volume (veh/h)	99	814	225	77	899	25	231	37	130	36	52	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1847	1862	1862	1900	1885	1885	1939	1939	1939	1806	1806	1806
Adj Flow Rate, veh/h	104	857	237	81	946	26	243	39	137	38	55	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	1	1	0	1	1	0	0	0	0	0	0
Cap, veh/h	138	738	204	125	946	26	328	79	279	228	66	105
Arrive On Green	0.04	0.53	0.53	0.04	0.52	0.52	0.13	0.21	0.21	0.03	0.11	0.11
Sat Flow, veh/h	1759	1402	388	1810	1826	50	1847	375	1319	1720	621	994
Grp Volume(v), veh/h	104	0	1094	81	0	972	243	0	176	38	0	143
Grp Sat Flow(s),veh/h/ln	1759	0	1790	1810	0	1876	1847	0	1695	1720	0	1616
Q Serve(g_s), s	3.3	0.0	63.2	2.5	0.0	62.2	13.6	0.0	11.0	2.4	0.0	10.4
Cycle Q Clear(g_c), s	3.3	0.0	63.2	2.5	0.0	62.2	13.6	0.0	11.0	2.4	0.0	10.4
Prop In Lane	1.00		0.22	1.00		0.03	1.00		0.78	1.00		0.62
Lane Grp Cap(c), veh/h	138	0	942	125	0	972	328	0	358	228	0	171
V/C Ratio(X)	0.75	0.00	1.16	0.65	0.00	1.00	0.74	0.00	0.49	0.17	0.00	0.84
Avail Cap(c_a), veh/h	338	0	942	347	0	972	377	0	358	455	0	323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.3	0.0	28.4	28.6	0.0	28.9	39.2	0.0	41.7	46.2	0.0	52.6
Incr Delay (d2), s/veh	3.1	0.0	84.5	2.1	0.0	28.9	5.2	0.0	0.4	0.1	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	47.3	1.2	0.0	34.0	6.6	0.0	4.6	1.0	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	112.9	30.7	0.0	57.8	44.4	0.0	42.0	46.3	0.0	56.7
LnGrp LOS	C	A	F	C	A	F	D	A	D	D	A	E
Approach Vol, veh/h		1198			1053			419				181
Approach Delay, s/veh		105.8			55.7			43.4				54.5
Approach LOS		F			E			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.3	69.2	9.2	31.4	11.3	68.2	21.8	18.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0				
Max Q Clear Time (g_c+I1), s	4.5	65.2	4.4	13.0	5.3	64.2	15.6	12.4				
Green Ext Time (p_c), s	0.1	0.0	0.0	0.4	0.2	0.0	0.2	0.3				
Intersection Summary												
HCM 6th Ctrl Delay				74.9								
HCM 6th LOS				E								

Lanes, Volumes, Timings
2: Old Farm Lane & US 6

2021-BD-RETAIL-SAT

09/10/2018



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	940	36	44	991	20	53
Future Volume (vph)	940	36	44	991	20	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.995				0.902	
Flt Protected			0.950		0.986	
Satd. Flow (prot)	1882	0	1812	1911	1619	0
Flt Permitted			0.950		0.986	
Satd. Flow (perm)	1882	0	1812	1911	1619	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Confl. Peds. (#/hr)		4	4			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	5%	1%	0%	6%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	979	38	46	1032	21	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1017	0	46	1032	76	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶		↷	↶	↷	
Traffic Vol, veh/h	940	36	44	991	20	53
Future Vol, veh/h	940	36	44	991	20	53
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	5	1	0	6
Mvmt Flow	979	38	46	1032	21	55

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1021	0	2126 1002
Stage 1	-	-	-	-	1002 -
Stage 2	-	-	-	-	1124 -
Critical Hdwy	-	-	4.15	-	6.4 6.26
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.245	-	3.5 3.354
Pot Cap-1 Maneuver	-	-	668	-	56 289
Stage 1	-	-	-	-	358 -
Stage 2	-	-	-	-	313 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	665	-	52 288
Mov Cap-2 Maneuver	-	-	-	-	158 -
Stage 1	-	-	-	-	332 -
Stage 2	-	-	-	-	313 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	27.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	235	-	-	665	-
HCM Lane V/C Ratio	0.324	-	-	0.069	-
HCM Control Delay (s)	27.5	-	-	10.8	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

2021-BD-RETAIL-SAT
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	909	86	34	916	11	104	17	46	19	9	21
Future Volume (vph)	18	909	86	34	916	11	104	17	46	19	9	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			0.97	
Frt		0.987			0.998			0.850			0.850	
Flt Protected	0.950			0.950				0.959			0.968	
Satd. Flow (prot)	1814	1859	0	1778	1824	0	0	1809	1584	0	1632	1500
Flt Permitted	0.089			0.055				0.959			0.968	
Satd. Flow (perm)	170	1859	0	103	1824	0	0	1790	1584	0	1632	1451
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			1			127			127	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	1		1	1		1	4					4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	3%	0%	2%	0%	2%	0%	3%	7%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	19	977	92	37	985	12	112	18	49	20	10	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	1069	0	37	997	0	0	130	49	0	30	23
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template	NYS DOT			NYS DOT			Left			Left		
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38		38	38	38		38	38
Detector 2 Size(ft)	40	40		40	40		40	40	40		40	40

Lanes, Volumes, Timings
 3: Mohegan Avenue/Lakeland Street & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6					8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	40.0		25.0	40.0		25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	20.8%	20.8%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	34.0		20.0	34.0		19.0	19.0	19.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		1								2	2	2
v/c Ratio	0.10	0.91		0.25	0.85		0.66	0.17		0.25	0.10	
Control Delay	17.9	38.1		13.2	29.2		66.4	1.3		54.8	0.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.9	38.1		13.2	29.2		66.4	1.3		54.8	0.9	
Queue Length 50th (ft)	7	716		8	488		98	0		23	0	
Queue Length 95th (ft)	m13	m#854		29	#1224		158	0		49	0	
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	391	1170		350	1177		286	357		326	391	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.05	0.91		0.11	0.85		0.45	0.14		0.09	0.06	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

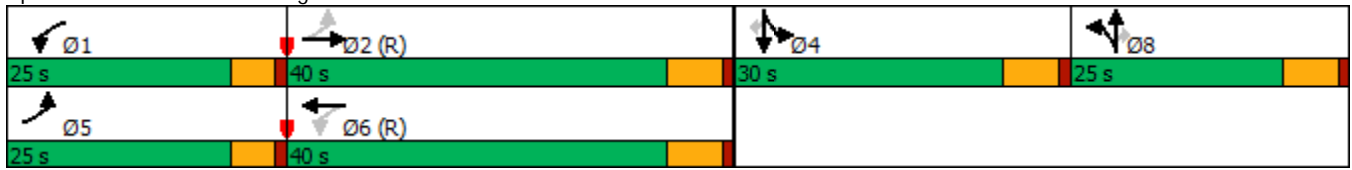
Natural Cycle: 90

Control Type: Actuated-Coordinated

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: 3: Mohegan Avenue/Lakeland Street & US 6



HCM 6th Signalized Intersection Summary
 3: Mohegan Avenue/Lakeland Street & US 6

2021-BD-RETAIL-SAT
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↖	↗		↖	↗
Traffic Volume (veh/h)	18	909	86	34	916	11	104	17	46	19	9	21
Future Volume (veh/h)	18	909	86	34	916	11	104	17	46	19	9	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1924	1924	1847	1817	1817	1979	1979	1934	1894	1894	1894
Adj Flow Rate, veh/h	19	977	92	37	985	12	112	18	0	20	10	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	1	0	2	2	0	0	3	0	0	0
Cap, veh/h	239	1128	106	216	1180	14	138	22		52	26	65
Arrive On Green	0.02	0.65	0.65	0.03	0.66	0.66	0.08	0.08	0.00	0.04	0.04	0.04
Sat Flow, veh/h	1847	1732	163	1759	1784	22	1634	263	1639	1222	611	1530
Grp Volume(v), veh/h	19	0	1069	37	0	997	130	0	0	30	0	23
Grp Sat Flow(s),veh/h/ln	1847	0	1895	1759	0	1806	1897	0	1639	1833	0	1530
Q Serve(g_s), s	0.4	0.0	54.1	0.8	0.0	50.0	8.1	0.0	0.0	1.9	0.0	1.8
Cycle Q Clear(g_c), s	0.4	0.0	54.1	0.8	0.0	50.0	8.1	0.0	0.0	1.9	0.0	1.8
Prop In Lane	1.00		0.09	1.00		0.01	0.86		1.00	0.67		1.00
Lane Grp Cap(c), veh/h	239	0	1235	216	0	1195	160	0		78	0	65
V/C Ratio(X)	0.08	0.00	0.87	0.17	0.00	0.83	0.81	0.00		0.38	0.00	0.35
Avail Cap(c_a), veh/h	511	0	1235	458	0	1195	300	0		367	0	306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.8	0.0	16.7	19.4	0.0	15.3	54.0	0.0	0.0	55.9	0.0	55.8
Incr Delay (d2), s/veh	0.1	0.0	8.3	0.1	0.0	6.9	3.7	0.0	0.0	1.1	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	23.7	0.5	0.0	20.5	4.0	0.0	0.0	0.9	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.0	0.0	25.0	19.5	0.0	22.3	57.7	0.0	0.0	57.0	0.0	57.0
LnGrp LOS	B	A	C	B	A	C	E	A		E	A	E
Approach Vol, veh/h		1088			1034			130	A		53	
Approach Delay, s/veh		24.9			22.2			57.7			57.0	
Approach LOS		C			C			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	84.2		11.1	7.3	85.4		16.2				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	34.0		24.0	20.0	34.0		19.0				
Max Q Clear Time (g_c+I1), s	2.8	56.1		3.9	2.4	52.0		10.1				
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	0.0		0.2				

Intersection Summary

HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
4: Site Driveway/CVS Driveway & Mohegan Avenue

2021-BD-RETAIL-SAT
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	53	59	17	1	79	14	19	0	2	13	0	69
Future Volume (vph)	53	59	17	1	79	14	19	0	2	13	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.982			0.978			0.989			0.886	
Flt Protected		0.980						0.956			0.992	
Satd. Flow (prot)	0	1788	0	0	3495	0	0	1841	0	0	1656	0
Flt Permitted		0.980						0.956			0.992	
Satd. Flow (perm)	0	1788	0	0	3495	0	0	1841	0	0	1656	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)			3	3			2		1	1		
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	65	73	21	1	98	17	23	0	2	16	0	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	159	0	0	116	0	0	25	0	0	101	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	59	17	1	79	14	19	0	2	13	0	69
Future Vol, veh/h	53	59	17	1	79	14	19	0	2	13	0	69
Conflicting Peds, #/hr	0	0	3	3	0	0	2	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	0	0	3	0	0	0	0	0	0	1
Mvmt Flow	65	73	21	1	98	17	23	0	2	16	0	85

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	115	0	0	97	0	0	270	334	88	325	336	60
Stage 1	-	-	-	-	-	-	217	217	-	109	109	-
Stage 2	-	-	-	-	-	-	53	117	-	216	227	-
Critical Hdwy	4.13	-	-	4.1	-	-	6.3	5.5	5.7	7.3	6.5	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.219	-	-	2.2	-	-	3.5	4	3.3	3.5	43.3095	
Pot Cap-1 Maneuver	1473	-	-	1509	-	-	729	647	988	621	588	996
Stage 1	-	-	-	-	-	-	839	772	-	890	809	-
Stage 2	-	-	-	-	-	-	973	829	-	791	720	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1473	-	-	1505	-	-	639	614	984	596	558	994
Mov Cap-2 Maneuver	-	-	-	-	-	-	639	614	-	596	558	-
Stage 1	-	-	-	-	-	-	797	733	-	848	808	-
Stage 2	-	-	-	-	-	-	887	828	-	751	684	-

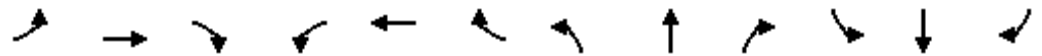
Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.1			0.1			10.7			9.5		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	661	1473	-	-	1505	-	-	899
HCM Lane V/C Ratio	0.039	0.044	-	-	0.001	-	-	0.113
HCM Control Delay (s)	10.7	7.6	0	-	7.4	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.4

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

2021-BD-RETAIL-AM-IMP

09/10/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	601	113	73	564	14	116	59	124	43	77	75
Future Volume (vph)	58	601	113	73	564	14	116	59	124	43	77	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%				4%
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99						0.98		0.99		
Frt		0.976			0.996			0.898				0.926
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1686	1703	0	1703	1818	0	1670	1530	0	1685	1611	0
Flt Permitted	0.261			0.143			0.386			0.622		
Satd. Flow (perm)	463	1703	0	256	1818	0	679	1530	0	1097	1611	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		8			1							
Link Speed (mph)		35			35			30				30
Link Distance (ft)		459			413			745				941
Travel Time (s)		8.9			8.0			16.9				21.4
Confl. Peds. (#/hr)			13	13					3	3		
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	7%	7%	6%	4%	7%	5%	5%	7%	5%	8%	6%
Adj. Flow (vph)	62	639	120	78	600	15	123	63	132	46	82	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	759	0	78	615	0	123	195	0	46	162	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	NYS DOT											
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

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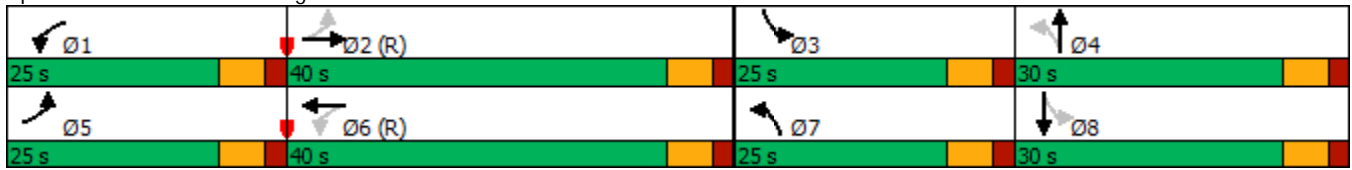


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	9.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	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	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0						7.0	
Flash Dont Walk (s)		22.0			27.0						16.0	
Pedestrian Calls (#/hr)		7			0						3	
v/c Ratio	0.19	0.85		0.33	0.64		0.44	0.66		0.18	0.73	
Control Delay	12.8	37.7		18.4	27.9		36.2	55.8		30.7	67.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.8	37.7		18.4	27.9		36.2	55.8		30.7	67.7	
Queue Length 50th (ft)	18	499		22	243		74	144		26	122	
Queue Length 95th (ft)	45	#915		83	#547		111	210		49	186	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	478	896		386	962		349	320		400	322	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.13	0.85		0.20	0.64		0.35	0.61		0.12	0.50	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Lexington Avenue & US 6



HCM 6th Signalized Intersection Summary
 1: Lexington Avenue & US 6

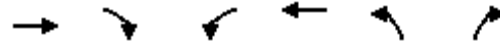
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	601	113	73	564	14	116	59	124	43	77	75
Future Volume (veh/h)	58	601	113	73	564	14	116	59	124	43	77	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1788	1773	1773	1811	1841	1841	1864	1864	1864	1732	1687	1687
Adj Flow Rate, veh/h	62	639	120	78	600	15	123	63	132	46	82	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	7	7	6	4	4	5	5	5	5	8	8
Cap, veh/h	377	810	152	265	1014	25	226	92	192	180	100	98
Arrive On Green	0.03	0.56	0.56	0.03	0.57	0.57	0.08	0.17	0.17	0.03	0.13	0.13
Sat Flow, veh/h	1702	1442	271	1725	1787	45	1776	534	1118	1649	779	760
Grp Volume(v), veh/h	62	0	759	78	0	615	123	0	195	46	0	162
Grp Sat Flow(s),veh/h/ln	1702	0	1713	1725	0	1832	1776	0	1651	1649	0	1540
Q Serve(g_s), s	1.9	0.0	41.8	2.3	0.0	26.3	7.0	0.0	13.3	2.9	0.0	12.3
Cycle Q Clear(g_c), s	1.9	0.0	41.8	2.3	0.0	26.3	7.0	0.0	13.3	2.9	0.0	12.3
Prop In Lane	1.00		0.16	1.00		0.02	1.00		0.68	1.00		0.49
Lane Grp Cap(c), veh/h	377	0	962	265	0	1039	226	0	284	180	0	198
V/C Ratio(X)	0.16	0.00	0.79	0.29	0.00	0.59	0.54	0.00	0.69	0.26	0.00	0.82
Avail Cap(c_a), veh/h	598	0	962	479	0	1039	373	0	330	388	0	308
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.4	0.0	20.7	18.5	0.0	16.9	40.7	0.0	46.7	43.7	0.0	50.9
Incr Delay (d2), s/veh	0.1	0.0	6.5	0.2	0.0	2.5	0.8	0.0	3.4	0.3	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	17.4	0.9	0.0	11.2	3.1	0.0	5.7	1.2	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.5	0.0	27.2	18.7	0.0	19.4	41.4	0.0	50.0	44.0	0.0	55.9
LnGrp LOS	B	A	C	B	A	B	D	A	D	D	A	E
Approach Vol, veh/h		821			693			318			208	
Approach Delay, s/veh		26.2			19.3			46.7			53.3	
Approach LOS		C			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	73.4	9.9	26.6	9.5	74.0	15.1	21.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0				
Max Q Clear Time (g_c+I1), s	4.3	43.8	4.9	15.3	3.9	28.3	9.0	14.3				
Green Ext Time (p_c), s	0.1	0.0	0.1	0.4	0.1	1.2	0.2	0.3				
Intersection Summary												
HCM 6th Ctrl Delay				29.8								
HCM 6th LOS				C								

Lanes, Volumes, Timings
2: Old Farm Lane & US 6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	765	22	26	657	22	82
Future Volume (vph)	765	22	26	657	22	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.996				0.893	
Flt Protected			0.950		0.990	
Satd. Flow (prot)	1743	0	1902	1804	1641	0
Flt Permitted			0.950		0.990	
Satd. Flow (perm)	1743	0	1902	1804	1641	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Confl. Peds. (#/hr)		6	6		4	1
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	14%	0%	7%	0%	3%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	805	23	27	692	23	86
Shared Lane Traffic (%)						
Lane Group Flow (vph)	828	0	27	692	109	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	765	22	26	657	22	82
Future Vol, veh/h	765	22	26	657	22	82
Conflicting Peds, #/hr	0	6	6	0	4	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	9	14	0	7	0	3
Mvmt Flow	805	23	27	692	23	86

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	834	0	1573 824
Stage 1	-	-	-	-	823 -
Stage 2	-	-	-	-	750 -
Critical Hdwy	-	-	4.1	-	6.4 6.23
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.327
Pot Cap-1 Maneuver	-	-	808	-	123 371
Stage 1	-	-	-	-	435 -
Stage 2	-	-	-	-	470 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	803	-	118 369
Mov Cap-2 Maneuver	-	-	-	-	250 -
Stage 1	-	-	-	-	418 -
Stage 2	-	-	-	-	468 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	20.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	335	-	-	803	-
HCM Lane V/C Ratio	0.327	-	-	0.034	-
HCM Control Delay (s)	20.9	-	-	9.6	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.4	-	-	0.1	-

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	715	58	32	597	28	37	25	65	17	19	21
Future Volume (vph)	61	715	58	32	597	28	37	25	65	17	19	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99	0.98		1.00	0.97
Frt		0.989			0.993				0.850			0.850
Flt Protected	0.950			0.950				0.971			0.977	
Satd. Flow (prot)	1814	1799	0	1778	1781	0	0	1863	1631	0	1724	1500
Flt Permitted	0.341			0.283				0.795			0.816	
Satd. Flow (perm)	651	1799	0	530	1781	0	0	1517	1595	0	1438	1456
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			3				73			73
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	3		1	1		3	3		1	1		3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	5%	2%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	66	769	62	34	642	30	40	27	70	18	20	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	831	0	34	672	0	0	67	70	0	38	23
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template	NYS DOT		NYS DOT		Left		Left		Left		Left	
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38		38	38	38		38	38
Detector 2 Size(ft)	40	40		40	40		40	40	40		40	40

Lanes, Volumes, Timings
 3: Mohegan Avenue/Lakeland Street & US 6

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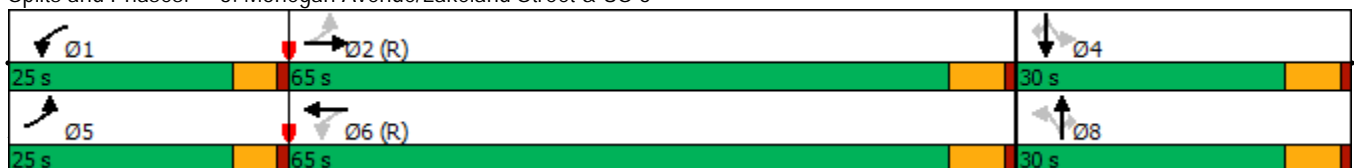


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	65.0		25.0	65.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	20.8%	54.2%		20.8%	54.2%		25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	59.0		20.0	59.0		24.0	24.0	24.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		1								2	2	2
v/c Ratio	0.11	0.59		0.07	0.50			0.50	0.33		0.30	0.12
Control Delay	4.6	12.3		3.3	9.7			62.9	14.3		54.8	1.2
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	4.6	12.3		3.3	9.7			62.9	14.3		54.8	1.2
Queue Length 50th (ft)	12	281		4	202			51	0		28	0
Queue Length 95th (ft)	m21	m420		14	393			92	40		60	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	739	1417		652	1356			303	377		287	349
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.09	0.59		0.05	0.50			0.22	0.19		0.13	0.07

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Mohegan Avenue/Lakeland Street & US 6



HCM 6th Signalized Intersection Summary
 3: Mohegan Avenue/Lakeland Street & US 6

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	715	58	32	597	28	37	25	65	17	19	21
Future Volume (veh/h)	61	715	58	32	597	28	37	25	65	17	19	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		1.00	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1864	1864	1847	1788	1788	1979	1979	1979	1894	1894	1894
Adj Flow Rate, veh/h	66	769	62	34	642	30	40	27	0	18	20	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	5	5	0	4	4	0	0	0	0	0	0
Cap, veh/h	605	1296	104	478	1270	59	95	45		87	80	108
Arrive On Green	0.04	0.76	0.76	0.03	0.75	0.75	0.07	0.07	0.00	0.07	0.07	0.07
Sat Flow, veh/h	1847	1702	137	1759	1687	79	689	655	1677	618	1161	1570
Grp Volume(v), veh/h	66	0	831	34	0	672	67	0	0	38	0	23
Grp Sat Flow(s),veh/h/ln	1847	0	1839	1759	0	1766	1345	0	1677	1779	0	1570
Q Serve(g_s), s	0.9	0.0	23.6	0.5	0.0	18.2	4.0	0.0	0.0	0.0	0.0	1.7
Cycle Q Clear(g_c), s	0.9	0.0	23.6	0.5	0.0	18.2	6.3	0.0	0.0	2.3	0.0	1.7
Prop In Lane	1.00		0.07	1.00		0.04	0.60		1.00	0.47		1.00
Lane Grp Cap(c), veh/h	605	0	1400	478	0	1329	140	0		167	0	108
V/C Ratio(X)	0.11	0.00	0.59	0.07	0.00	0.51	0.48	0.00		0.23	0.00	0.21
Avail Cap(c_a), veh/h	844	0	1400	721	0	1329	350	0		378	0	314
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.3	0.0	6.2	5.2	0.0	5.9	55.3	0.0	0.0	53.1	0.0	52.8
Incr Delay (d2), s/veh	0.1	0.0	1.9	0.0	0.0	1.4	0.9	0.0	0.0	0.3	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	8.1	0.1	0.0	6.1	2.0	0.0	0.0	1.1	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.3	0.0	8.1	5.2	0.0	7.3	56.2	0.0	0.0	53.3	0.0	53.2
LnGrp LOS	A	A	A	A	A	A	E	A		D	A	D
Approach Vol, veh/h		897			706			67	A			61
Approach Delay, s/veh		7.8			7.2			56.2				53.3
Approach LOS		A			A			E				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	97.4		14.3	9.4	96.3		14.3				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	59.0		24.0	20.0	59.0		24.0				
Max Q Clear Time (g_c+I1), s	2.5	25.6		4.3	2.9	20.2		8.3				
Green Ext Time (p_c), s	0.0	6.0		0.1	0.2	2.4		0.1				

Intersection Summary

HCM 6th Ctrl Delay	11.0
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
4: Site Driveway/CVS Driveway & Mohegan Avenue

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	21	47	41	10	82	8	32	2	6	3	4	13
Future Volume (vph)	21	47	41	10	82	8	32	2	6	3	4	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.949			0.988			0.980			0.912	
Flt Protected		0.991			0.995			0.962			0.992	
Satd. Flow (prot)	0	1690	0	0	3515	0	0	1793	0	0	1719	0
Flt Permitted		0.991			0.995			0.962			0.992	
Satd. Flow (perm)	0	1690	0	0	3515	0	0	1793	0	0	1719	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)	1						1	1		1	1	1
Confl. Bikes (#/hr)							1					
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	10%	5%	3%	0%	3%	0%	3%	0%	0%	0%	0%	0%
Adj. Flow (vph)	27	61	53	13	106	10	42	3	8	4	5	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	141	0	0	129	0	0	53	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	47	41	10	82	8	32	2	6	3	4	13
Future Vol, veh/h	21	47	41	10	82	8	32	2	6	3	4	13
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	10	5	3	0	3	0	3	0	0	0	0	0
Mvmt Flow	27	61	53	13	106	10	42	3	8	4	5	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	117	0	0	114	0	0	225	285	89	286	306	60
Stage 1	-	-	-	-	-	-	142	142	-	138	138	-
Stage 2	-	-	-	-	-	-	83	143	-	148	168	-
Critical Hdwy	4.25	-	-	4.1	-	-	6.345	5.5	5.7	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.145	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.545	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.295	-	-	2.2	-	-	3.5285	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1418	-	-	1488	-	-	765	679	987	660	611	999
Stage 1	-	-	-	-	-	-	892	815	-	857	786	-
Stage 2	-	-	-	-	-	-	935	814	-	859	763	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1417	-	-	1488	-	-	730	659	986	638	593	997
Mov Cap-2 Maneuver	-	-	-	-	-	-	730	659	-	638	593	-
Stage 1	-	-	-	-	-	-	874	799	-	839	778	-
Stage 2	-	-	-	-	-	-	904	806	-	832	748	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			0.7			10.1			9.6		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	755	1417	-	-	1488	-	-	817
HCM Lane V/C Ratio	0.069	0.019	-	-	0.009	-	-	0.032
HCM Control Delay (s)	10.1	7.6	0	-	7.4	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.1

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	729	139	99	780	20	165	44	129	57	49	97
Future Volume (vph)	96	729	139	99	780	20	165	44	129	57	49	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%				4%
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00		0.99	0.98		1.00	0.98	
Frt		0.976			0.996			0.888			0.901	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1769	1810	0	1770	1837	0	1736	1580	0	1769	1609	0
Flt Permitted	0.071			0.070			0.390			0.645		
Satd. Flow (perm)	132	1810	0	130	1837	0	709	1580	0	1199	1609	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		8			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)	2		3	3		2	3		1	1		3
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	2%	3%	0%	1%	2%	2%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	1	1
Adj. Flow (vph)	99	752	143	102	804	21	170	45	133	59	51	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	895	0	102	825	0	170	178	0	59	151	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	NYSDOT											
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	9.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	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	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		2			1			1				
v/c Ratio	0.56	1.02		0.56	0.93		0.51	0.55		0.22	0.72	
Control Delay	30.3	68.3		26.8	50.3		36.4	48.9		30.2	67.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.3	68.3		26.8	50.3		36.4	48.9		30.2	67.8	
Queue Length 50th (ft)	31	-698		52	609		102	127		33	114	
Queue Length 95th (ft)	91	#1171		m79	#1029		141	186		57	177	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	338	875		337	890		375	343		429	321	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.29	1.02		0.30	0.93		0.45	0.52		0.14	0.47	

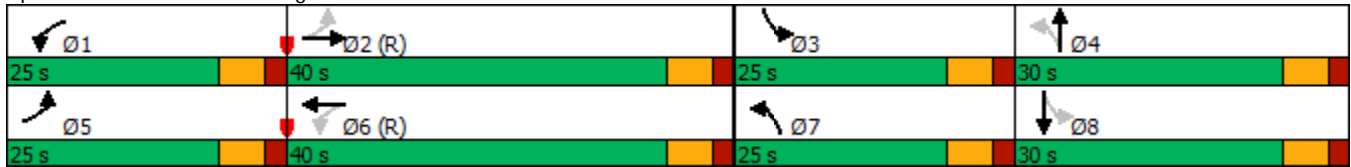
Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 ~ 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: Lexington Avenue & US 6



HCM 6th Signalized Intersection Summary
1: Lexington Avenue & US 6

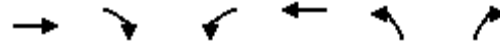
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	729	139	99	780	20	165	44	129	57	49	97
Future Volume (veh/h)	96	729	139	99	780	20	165	44	129	57	49	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1862	1862	1862	1870	1856	1856	1924	1909	1909	1806	1776	1776
Adj Flow Rate, veh/h	99	752	143	102	804	21	170	45	133	59	51	100
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	2	3	3	1	2	2	0	2	2
Cap, veh/h	253	828	157	196	985	26	263	72	213	213	60	118
Arrive On Green	0.04	0.55	0.55	0.04	0.55	0.55	0.10	0.17	0.17	0.04	0.11	0.11
Sat Flow, veh/h	1773	1514	288	1781	1799	47	1833	423	1249	1720	529	1037
Grp Volume(v), veh/h	99	0	895	102	0	825	170	0	178	59	0	151
Grp Sat Flow(s),veh/h/ln	1773	0	1802	1781	0	1846	1833	0	1671	1720	0	1566
Q Serve(g_s), s	2.9	0.0	53.7	3.0	0.0	43.9	9.5	0.0	11.9	3.6	0.0	11.3
Cycle Q Clear(g_c), s	2.9	0.0	53.7	3.0	0.0	43.9	9.5	0.0	11.9	3.6	0.0	11.3
Prop In Lane	1.00		0.16	1.00		0.03	1.00		0.75	1.00		0.66
Lane Grp Cap(c), veh/h	253	0	985	196	0	1011	263	0	285	213	0	178
V/C Ratio(X)	0.39	0.00	0.91	0.52	0.00	0.82	0.65	0.00	0.62	0.28	0.00	0.85
Avail Cap(c_a), veh/h	461	0	985	404	0	1011	375	0	334	415	0	313
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.2	0.0	24.5	25.1	0.0	22.2	40.3	0.0	46.2	44.5	0.0	52.1
Incr Delay (d2), s/veh	0.4	0.0	13.6	0.8	0.0	7.3	1.0	0.0	1.5	0.3	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	25.1	1.5	0.0	19.9	4.4	0.0	5.1	1.6	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	38.1	25.9	0.0	29.5	41.3	0.0	47.7	44.8	0.0	56.4
LnGrp LOS	C	A	D	C	A	C	D	A	D	D	A	E
Approach Vol, veh/h		994			927			348				210
Approach Delay, s/veh		36.3			29.1			44.5				53.1
Approach LOS		D			C			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	71.6	10.9	26.5	10.9	71.7	17.7	19.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0				
Max Q Clear Time (g_c+I1), s	5.0	55.7	5.6	13.9	4.9	45.9	11.5	13.3				
Green Ext Time (p_c), s	0.2	0.0	0.1	0.4	0.2	0.0	0.3	0.3				
Intersection Summary												
HCM 6th Ctrl Delay				36.2								
HCM 6th LOS				D								

Lanes, Volumes, Timings
2: Old Farm Lane & US 6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	907	49	82	953	34	58
Future Volume (vph)	907	49	82	953	34	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.915	
Flt Protected			0.950		0.982	
Satd. Flow (prot)	1861	0	1369	1930	1689	0
Flt Permitted			0.950		0.982	
Satd. Flow (perm)	1861	0	1369	1930	1689	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	0%	39%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	935	51	85	982	35	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	986	0	85	982	95	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	907	49	82	953	34	58
Future Vol, veh/h	907	49	82	953	34	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	39	0	3	0
Mvmt Flow	935	51	85	982	35	60

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	986	0	2113
Stage 1	-	-	-	-	961
Stage 2	-	-	-	-	1152
Critical Hdwy	-	-	4.49	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.551	-	3.527
Pot Cap-1 Maneuver	-	-	573	-	56
Stage 1	-	-	-	-	370
Stage 2	-	-	-	-	300
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	573	-	48
Mov Cap-2 Maneuver	-	-	-	-	138
Stage 1	-	-	-	-	315
Stage 2	-	-	-	-	300

Approach	EB	WB	NB
HCM Control Delay, s	0	1	34.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	213	-	-	573	-
HCM Lane V/C Ratio	0.445	-	-	0.148	-
HCM Control Delay (s)	34.8	-	-	12.4	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	2.1	-	-	0.5	-

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	864	102	45	947	16	136	33	65	24	26	20
Future Volume (vph)	27	864	102	45	947	16	136	33	65	24	26	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.98			0.96	
Frt		0.984			0.998			0.850			0.850	
Flt Protected	0.950			0.950				0.961			0.976	
Satd. Flow (prot)	1814	1857	0	1778	1824	0	0	1830	1631	0	1682	1500
Flt Permitted	0.117			0.107				0.731			0.720	
Satd. Flow (perm)	223	1857	0	200	1824	0	0	1369	1631	0	1241	1435
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			1			73			73	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	1		3	3		1	7					7
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	4%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	29	919	109	48	1007	17	145	35	69	26	28	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	1028	0	48	1024	0	0	180	69	0	54	21
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template	NYS DOT			NYS DOT			Left		Left			
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38		38	38			38	38

Lanes, Volumes, Timings
 3: Mohegan Avenue/Lakeland Street & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Size(ft)	40	40		40	40			40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	65.0		25.0	65.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	20.8%	54.2%		20.8%	54.2%		25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	59.0		20.0	59.0		24.0	24.0	24.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0	3.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		2								4	4	4
v/c Ratio	0.12	0.84		0.22	0.83			0.79	0.21		0.26	0.07
Control Delay	7.6	22.1		7.5	24.6			71.4	9.9		45.2	0.5
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	7.6	22.1		7.5	24.6			71.4	9.9		45.2	0.5
Queue Length 50th (ft)	6	389		9	621			134	0		36	0
Queue Length 95th (ft)	m11	m538		21	#1023			211	37		74	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	430	1229		411	1232			273	384		248	345
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.07	0.84		0.12	0.83			0.66	0.18		0.22	0.06

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 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: 3: Mohegan Avenue/Lakeland Street & US 6



HCM 6th Signalized Intersection Summary
 3: Mohegan Avenue/Lakeland Street & US 6

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09/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	864	102	45	947	16	136	33	65	24	26	20
Future Volume (veh/h)	27	864	102	45	947	16	136	33	65	24	26	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		1.00	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1924	1924	1847	1817	1817	1919	1919	1979	1894	1894	1894
Adj Flow Rate, veh/h	29	919	109	48	1007	17	145	35	0	26	28	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	1	1	0	2	2	4	4	0	0	0	0
Cap, veh/h	238	1112	132	254	1182	20	219	40		164	163	256
Arrive On Green	0.03	0.66	0.66	0.03	0.67	0.67	0.17	0.17	0.00	0.17	0.17	0.17
Sat Flow, veh/h	1847	1688	200	1759	1775	30	989	239	1677	720	980	1536
Grp Volume(v), veh/h	29	0	1028	48	0	1024	180	0	0	54	0	21
Grp Sat Flow(s),veh/h/ln	1847	0	1888	1759	0	1805	1227	0	1677	1700	0	1536
Q Serve(g_s), s	0.6	0.0	49.0	1.0	0.0	52.6	14.6	0.0	0.0	0.0	0.0	1.4
Cycle Q Clear(g_c), s	0.6	0.0	49.0	1.0	0.0	52.6	17.7	0.0	0.0	3.0	0.0	1.4
Prop In Lane	1.00		0.11	1.00		0.02	0.81		1.00	0.48		1.00
Lane Grp Cap(c), veh/h	238	0	1243	254	0	1202	258	0		327	0	256
V/C Ratio(X)	0.12	0.00	0.83	0.19	0.00	0.85	0.70	0.00		0.16	0.00	0.08
Avail Cap(c_a), veh/h	498	0	1243	489	0	1202	307	0		381	0	307
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.8	0.0	15.3	16.8	0.0	15.5	50.6	0.0	0.0	42.9	0.0	42.3
Incr Delay (d2), s/veh	0.2	0.0	6.4	0.1	0.0	7.7	5.4	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	20.9	0.6	0.0	21.6	5.7	0.0	0.0	1.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.0	0.0	21.7	16.9	0.0	23.2	56.0	0.0	0.0	43.0	0.0	42.3
LnGrp LOS	B	A	C	B	A	C	E	A		D	A	D
Approach Vol, veh/h		1057			1072			180	A		75	
Approach Delay, s/veh		21.6			22.9			56.0			42.8	
Approach LOS		C			C			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	85.0		26.0	8.1	85.9		26.0				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	59.0		24.0	20.0	59.0		24.0				
Max Q Clear Time (g_c+I1), s	3.0	51.0		5.0	2.6	54.6		19.7				
Green Ext Time (p_c), s	0.1	4.2		0.2	0.1	1.9		0.3				

Intersection Summary

HCM 6th Ctrl Delay	25.5
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
 4: Site Driveway/CVS Driveway & Mohegan Avenue

2021-BD-RETAIL-PM-IMP

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	58	67	48	14	94	13	69	2	6	15	4	71
Future Volume (vph)	58	67	48	14	94	13	69	2	6	15	4	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.963			0.984			0.990			0.893	
Flt Protected		0.983			0.994			0.957			0.992	
Satd. Flow (prot)	0	1790	0	0	3584	0	0	1845	0	0	1683	0
Flt Permitted		0.983			0.994			0.957			0.992	
Satd. Flow (perm)	0	1790	0	0	3584	0	0	1845	0	0	1683	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)	1		5	5		1	4		1	1		4
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	60	69	49	14	97	13	71	2	6	15	4	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	178	0	0	124	0	0	79	0	0	92	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	58	67	48	14	94	13	69	2	6	15	4	71
Future Vol, veh/h	58	67	48	14	94	13	69	2	6	15	4	71
Conflicting Peds, #/hr	1	0	5	5	0	1	4	0	1	1	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	60	69	49	14	97	13	71	2	6	15	4	73

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	111	0	0	123	0	0	302	358	100	352	376	60
Stage 1	-	-	-	-	-	-	219	219	-	133	133	-
Stage 2	-	-	-	-	-	-	83	139	-	219	243	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.3	5.5	5.7	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1492	-	-	1477	-	-	700	631	974	595	558	999
Stage 1	-	-	-	-	-	-	837	771	-	862	790	-
Stage 2	-	-	-	-	-	-	943	816	-	788	708	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1491	-	-	1470	-	-	613	594	968	565	526	994
Mov Cap-2 Maneuver	-	-	-	-	-	-	613	594	-	565	526	-
Stage 1	-	-	-	-	-	-	797	734	-	824	781	-
Stage 2	-	-	-	-	-	-	857	807	-	746	674	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.5			0.9			11.5			9.7		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	630	1491	-	-	1470	-	-	852
HCM Lane V/C Ratio	0.126	0.04	-	-	0.01	-	-	0.109
HCM Control Delay (s)	11.5	7.5	0	-	7.5	0	-	9.7
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.4

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

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09/10/2018

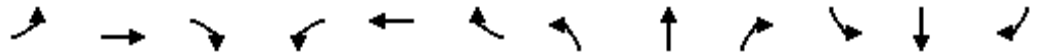


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	814	225	77	899	25	231	37	130	36	52	84
Future Volume (vph)	99	814	225	77	899	25	231	37	130	36	52	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%				4%
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99			1.00		1.00	0.98		1.00	0.99	
Frt		0.968			0.996			0.883			0.908	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1797	0	1805	1866	0	1754	1586	0	1769	1657	0
Flt Permitted	0.073			0.076			0.413			0.646		
Satd. Flow (perm)	134	1797	0	144	1866	0	761	1586	0	1198	1657	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		12			1							
Link Speed (mph)		35			35			30				30
Link Distance (ft)		459			413			745				941
Travel Time (s)		8.9			8.0			16.9				21.4
Confl. Peds. (#/hr)	5		2	2		5	1		2	2		1
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
Heavy Vehicles (%)	2%	1%	0%	0%	1%	13%	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	104	857	237	81	946	26	243	39	137	38	55	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	1094	0	81	972	0	243	176	0	38	143	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	NYS DOT											
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

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09/10/2018

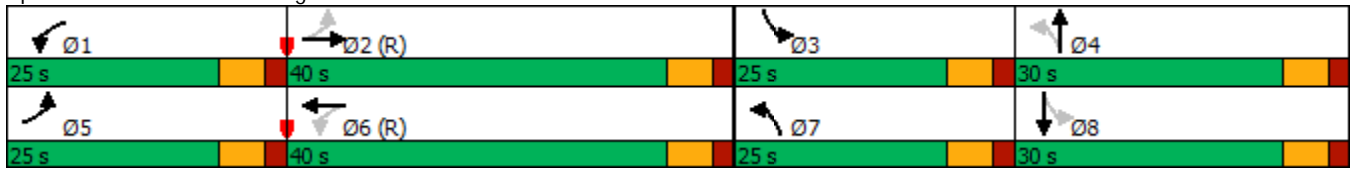


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	29.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	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	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		1			3			1				
v/c Ratio	0.57	1.25		0.46	1.13		0.62	0.43		0.16	0.70	
Control Delay	31.1	149.5		24.8	103.6		38.3	41.4		28.4	67.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.1	149.5		24.8	103.6		38.3	41.4		28.4	67.4	
Queue Length 50th (ft)	35	~1096		28	~876		145	119		20	108	
Queue Length 95th (ft)	92	#1465		m66	#1252		203	183		42	169	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	333	878		346	859		402	405		428	331	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.31	1.25		0.23	1.13		0.60	0.43		0.09	0.43	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 ~ 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: Lexington Avenue & US 6



HCM 6th Signalized Intersection Summary
1: Lexington Avenue & US 6

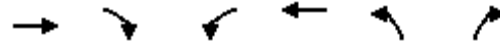
2021-BD-RETAIL-SAT-IMP

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	99	814	225	77	899	25	231	37	130	36	52	84
Future Volume (veh/h)	99	814	225	77	899	25	231	37	130	36	52	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1847	1862	1862	1900	1885	1885	1939	1939	1939	1806	1806	1806
Adj Flow Rate, veh/h	104	857	237	81	946	26	243	39	137	38	55	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	1	1	0	1	1	0	0	0	0	0	0
Cap, veh/h	138	738	204	125	946	26	328	79	279	228	66	105
Arrive On Green	0.04	0.53	0.53	0.04	0.52	0.52	0.13	0.21	0.21	0.03	0.11	0.11
Sat Flow, veh/h	1759	1402	388	1810	1826	50	1847	375	1319	1720	621	994
Grp Volume(v), veh/h	104	0	1094	81	0	972	243	0	176	38	0	143
Grp Sat Flow(s),veh/h/ln	1759	0	1790	1810	0	1876	1847	0	1695	1720	0	1616
Q Serve(g_s), s	3.3	0.0	63.2	2.5	0.0	62.2	13.6	0.0	11.0	2.4	0.0	10.4
Cycle Q Clear(g_c), s	3.3	0.0	63.2	2.5	0.0	62.2	13.6	0.0	11.0	2.4	0.0	10.4
Prop In Lane	1.00		0.22	1.00		0.03	1.00		0.78	1.00		0.62
Lane Grp Cap(c), veh/h	138	0	942	125	0	972	328	0	358	228	0	171
V/C Ratio(X)	0.75	0.00	1.16	0.65	0.00	1.00	0.74	0.00	0.49	0.17	0.00	0.84
Avail Cap(c_a), veh/h	338	0	942	347	0	972	377	0	358	455	0	323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.3	0.0	28.4	28.6	0.0	28.9	39.2	0.0	41.7	46.2	0.0	52.6
Incr Delay (d2), s/veh	3.1	0.0	84.5	2.1	0.0	28.9	5.2	0.0	0.4	0.1	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	47.3	1.2	0.0	34.0	6.6	0.0	4.6	1.0	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	112.9	30.7	0.0	57.8	44.4	0.0	42.0	46.3	0.0	56.7
LnGrp LOS	C	A	F	C	A	F	D	A	D	D	A	E
Approach Vol, veh/h		1198			1053			419				181
Approach Delay, s/veh		105.8			55.7			43.4				54.5
Approach LOS		F			E			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.3	69.2	9.2	31.4	11.3	68.2	21.8	18.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0				
Max Q Clear Time (g_c+I1), s	4.5	65.2	4.4	13.0	5.3	64.2	15.6	12.4				
Green Ext Time (p_c), s	0.1	0.0	0.0	0.4	0.2	0.0	0.2	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			74.9									
HCM 6th LOS			E									

Lanes, Volumes, Timings
2: Old Farm Lane & US 6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	940	36	44	991	20	53
Future Volume (vph)	940	36	44	991	20	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.995				0.902	
Flt Protected			0.950		0.986	
Satd. Flow (prot)	1882	0	1812	1911	1619	0
Flt Permitted			0.950		0.986	
Satd. Flow (perm)	1882	0	1812	1911	1619	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Confl. Peds. (#/hr)		4	4			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	5%	1%	0%	6%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	979	38	46	1032	21	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1017	0	46	1032	76	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	940	36	44	991	20	53
Future Vol, veh/h	940	36	44	991	20	53
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	5	1	0	6
Mvmt Flow	979	38	46	1032	21	55

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1021	0	2126
Stage 1	-	-	-	-	1002
Stage 2	-	-	-	-	1124
Critical Hdwy	-	-	4.15	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.245	-	3.5
Pot Cap-1 Maneuver	-	-	668	-	56
Stage 1	-	-	-	-	358
Stage 2	-	-	-	-	313
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	665	-	52
Mov Cap-2 Maneuver	-	-	-	-	158
Stage 1	-	-	-	-	332
Stage 2	-	-	-	-	313

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	27.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	235	-	-	665	-
HCM Lane V/C Ratio	0.324	-	-	0.069	-
HCM Control Delay (s)	27.5	-	-	10.8	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	1.3	-	-	0.2	-

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	909	86	34	916	11	104	17	46	19	9	21
Future Volume (vph)	18	909	86	34	916	11	104	17	46	19	9	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			0.97	
Frt		0.987			0.998			0.850			0.850	
Flt Protected	0.950			0.950				0.959			0.968	
Satd. Flow (prot)	1814	1859	0	1778	1824	0	0	1809	1584	0	1632	1500
Flt Permitted	0.168			0.122				0.734			0.759	
Satd. Flow (perm)	321	1859	0	228	1824	0	0	1370	1584	0	1280	1451
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			1			73			73	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	1		1	1		1	4					4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	3%	0%	2%	0%	2%	0%	3%	7%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	19	977	92	37	985	12	112	18	49	20	10	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	1069	0	37	997	0	0	130	49	0	30	23
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template	NYS DOT			NYS DOT			Left			Left		
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38		38	38	38		38	38
Detector 2 Size(ft)	40	40		40	40		40	40	40		40	40

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	65.0		25.0	65.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	20.8%	54.2%		20.8%	54.2%		25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	59.0		20.0	59.0		24.0	24.0	24.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		1								2	2	2
v/c Ratio	0.06	0.80		0.15	0.75			0.72	0.18		0.18	0.09
Control Delay	6.4	18.9		5.5	17.2			70.4	5.5		46.1	0.7
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	6.4	18.9		5.5	17.2			70.4	5.5		46.1	0.7
Queue Length 50th (ft)	4	387		6	335			98	0		21	0
Queue Length 95th (ft)	m6	m400		17	#957			157	18		48	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	497	1328		435	1330			274	375		256	348
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.04	0.80		0.09	0.75			0.47	0.13		0.12	0.07

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 # 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: 3: Mohegan Avenue/Lakeland Street & US 6



HCM 6th Signalized Intersection Summary
 3: Mohegan Avenue/Lakeland Street & US 6

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	909	86	34	916	11	104	17	46	19	9	21
Future Volume (veh/h)	18	909	86	34	916	11	104	17	46	19	9	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		1.00	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1924	1924	1847	1817	1817	1979	1979	1934	1894	1894	1894
Adj Flow Rate, veh/h	19	977	92	37	985	12	112	18	0	20	10	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	1	0	2	2	0	0	3	0	0	0
Cap, veh/h	316	1230	116	286	1285	16	189	21		173	77	187
Arrive On Green	0.02	0.71	0.71	0.03	0.72	0.72	0.12	0.12	0.00	0.12	0.12	0.12
Sat Flow, veh/h	1847	1732	163	1759	1784	22	1123	181	1639	1038	652	1578
Grp Volume(v), veh/h	19	0	1069	37	0	997	130	0	0	30	0	23
Grp Sat Flow(s),veh/h/ln	1847	0	1895	1759	0	1806	1304	0	1639	1690	0	1578
Q Serve(g_s), s	0.3	0.0	45.0	0.7	0.0	41.4	10.3	0.0	0.0	0.0	0.0	1.6
Cycle Q Clear(g_c), s	0.3	0.0	45.0	0.7	0.0	41.4	12.1	0.0	0.0	1.8	0.0	1.6
Prop In Lane	1.00		0.09	1.00		0.01	0.86		1.00	0.67		1.00
Lane Grp Cap(c), veh/h	316	0	1345	286	0	1301	211	0		251	0	187
V/C Ratio(X)	0.06	0.00	0.79	0.13	0.00	0.77	0.62	0.00		0.12	0.00	0.12
Avail Cap(c_a), veh/h	588	0	1345	528	0	1301	332	0		375	0	316
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.4	0.0	11.6	13.3	0.0	10.5	52.8	0.0	0.0	47.4	0.0	47.3
Incr Delay (d2), s/veh	0.1	0.0	4.9	0.1	0.0	4.4	1.1	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	17.9	0.4	0.0	15.4	3.9	0.0	0.0	0.8	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	0.0	16.5	13.3	0.0	14.9	53.9	0.0	0.0	47.4	0.0	47.4
LnGrp LOS	B	A	B	B	A	B	D	A		D	A	D
Approach Vol, veh/h		1088			1034			130	A			53
Approach Delay, s/veh		16.4			14.8			53.9				47.4
Approach LOS		B			B			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	91.2		20.2	7.3	92.4		20.2				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	59.0		24.0	20.0	59.0		24.0				
Max Q Clear Time (g_c+I1), s	2.7	47.0		3.8	2.3	43.4		14.1				
Green Ext Time (p_c), s	0.0	5.8		0.1	0.0	3.8		0.2				

Intersection Summary

HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
4: Site Driveway/CVS Driveway & Mohegan Avenue

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	53	59	17	1	79	14	19	0	2	13	0	69
Future Volume (vph)	53	59	17	1	79	14	19	0	2	13	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.982			0.978			0.989			0.886	
Flt Protected		0.980						0.956			0.992	
Satd. Flow (prot)	0	1788	0	0	3495	0	0	1841	0	0	1656	0
Flt Permitted		0.980						0.956			0.992	
Satd. Flow (perm)	0	1788	0	0	3495	0	0	1841	0	0	1656	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)			3	3			2		1	1		
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	65	73	21	1	98	17	23	0	2	16	0	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	159	0	0	116	0	0	25	0	0	101	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	59	17	1	79	14	19	0	2	13	0	69
Future Vol, veh/h	53	59	17	1	79	14	19	0	2	13	0	69
Conflicting Peds, #/hr	0	0	3	3	0	0	2	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	0	0	3	0	0	0	0	0	0	1
Mvmt Flow	65	73	21	1	98	17	23	0	2	16	0	85

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	115	0	0	97	0	0	270	334	88	325	336	60
Stage 1	-	-	-	-	-	-	217	217	-	109	109	-
Stage 2	-	-	-	-	-	-	53	117	-	216	227	-
Critical Hdwy	4.13	-	-	4.1	-	-	6.3	5.5	5.7	7.3	6.5	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.219	-	-	2.2	-	-	3.5	4	3.3	3.5	43.3095	
Pot Cap-1 Maneuver	1473	-	-	1509	-	-	729	647	988	621	588	996
Stage 1	-	-	-	-	-	-	839	772	-	890	809	-
Stage 2	-	-	-	-	-	-	973	829	-	791	720	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1473	-	-	1505	-	-	639	614	984	596	558	994
Mov Cap-2 Maneuver	-	-	-	-	-	-	639	614	-	596	558	-
Stage 1	-	-	-	-	-	-	797	733	-	848	808	-
Stage 2	-	-	-	-	-	-	887	828	-	751	684	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.1	0.1	10.7	9.5
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	661	1473	-	-	1505	-	-	899
HCM Lane V/C Ratio	0.039	0.044	-	-	0.001	-	-	0.113
HCM Control Delay (s)	10.7	7.6	0	-	7.4	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.4

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

2021-BD-FAST FOOD-AM

09/10/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	610	113	74	573	15	116	59	125	44	77	75
Future Volume (vph)	58	610	113	74	573	15	116	59	125	44	77	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%				4%
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99						0.98		0.99		
Frt		0.977			0.996			0.898				0.926
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1686	1705	0	1703	1818	0	1670	1530	0	1685	1611	0
Flt Permitted	0.252			0.135			0.386			0.619		
Satd. Flow (perm)	447	1705	0	242	1818	0	679	1530	0	1092	1611	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		8			1							
Link Speed (mph)		35			35			30				30
Link Distance (ft)		459			413			745				941
Travel Time (s)		8.9			8.0			16.9				21.4
Confl. Peds. (#/hr)			13	13					3	3		
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	7%	7%	6%	4%	7%	5%	5%	7%	5%	8%	6%
Adj. Flow (vph)	62	649	120	79	610	16	123	63	133	47	82	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	769	0	79	626	0	123	196	0	47	162	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	NYSDOT											
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

2021-BD-FAST FOOD-AM

09/10/2018

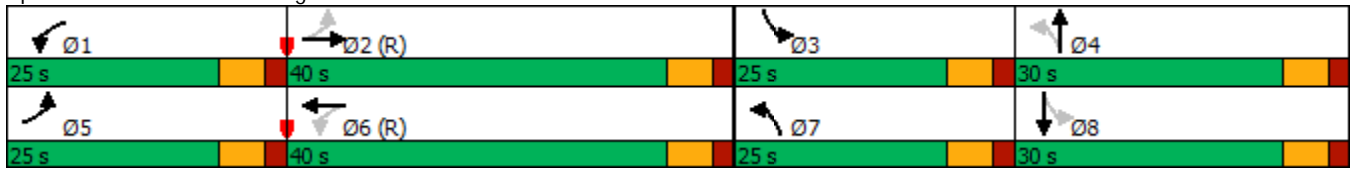


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	9.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	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	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0						7.0	
Flash Dont Walk (s)		22.0			27.0						16.0	
Pedestrian Calls (#/hr)		7			0						3	
v/c Ratio	0.19	0.86		0.35	0.65		0.44	0.66		0.19	0.73	
Control Delay	12.9	38.6		20.4	27.7		36.2	56.1		30.8	67.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.9	38.6		20.4	27.7		36.2	56.1		30.8	67.7	
Queue Length 50th (ft)	18	511		21	218		74	145		27	122	
Queue Length 95th (ft)	45	#933		m78	#527		111	211		50	186	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	471	897		380	962		349	320		399	322	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.13	0.86		0.21	0.65		0.35	0.61		0.12	0.50	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 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: Lexington Avenue & US 6



HCM 6th Signalized Intersection Summary
 1: Lexington Avenue & US 6

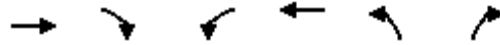
2021-BD-FAST FOOD-AM

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	58	610	113	74	573	15	116	59	125	44	77	75
Future Volume (veh/h)	58	610	113	74	573	15	116	59	125	44	77	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1788	1773	1773	1811	1841	1841	1864	1864	1864	1732	1687	1687
Adj Flow Rate, veh/h	62	649	120	79	610	16	123	63	133	47	82	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	7	7	6	4	4	5	5	5	5	8	8
Cap, veh/h	370	812	150	258	1012	27	226	91	192	179	100	98
Arrive On Green	0.03	0.56	0.56	0.03	0.57	0.57	0.08	0.17	0.17	0.03	0.13	0.13
Sat Flow, veh/h	1702	1447	267	1725	1785	47	1776	531	1120	1649	779	760
Grp Volume(v), veh/h	62	0	769	79	0	626	123	0	196	47	0	162
Grp Sat Flow(s),veh/h/ln	1702	0	1714	1725	0	1832	1776	0	1651	1649	0	1540
Q Serve(g_s), s	1.9	0.0	42.8	2.3	0.0	27.0	7.0	0.0	13.4	3.0	0.0	12.3
Cycle Q Clear(g_c), s	1.9	0.0	42.8	2.3	0.0	27.0	7.0	0.0	13.4	3.0	0.0	12.3
Prop In Lane	1.00		0.16	1.00		0.03	1.00		0.68	1.00		0.49
Lane Grp Cap(c), veh/h	370	0	962	258	0	1039	226	0	283	179	0	198
V/C Ratio(X)	0.17	0.00	0.80	0.31	0.00	0.60	0.54	0.00	0.69	0.26	0.00	0.82
Avail Cap(c_a), veh/h	591	0	962	472	0	1039	373	0	330	386	0	308
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.6	0.0	20.9	18.9	0.0	17.1	40.7	0.0	46.8	43.7	0.0	50.9
Incr Delay (d2), s/veh	0.1	0.0	6.9	0.2	0.0	2.6	0.8	0.0	3.6	0.3	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	17.9	0.9	0.0	11.5	3.1	0.0	5.8	1.2	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.7	0.0	27.9	19.2	0.0	19.7	41.5	0.0	50.3	44.0	0.0	55.9
LnGrp LOS	B	A	C	B	A	B	D	A	D	D	A	E
Approach Vol, veh/h		831			705			319			209	
Approach Delay, s/veh		26.8			19.6			46.9			53.2	
Approach LOS		C			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	73.4	10.0	26.5	9.5	74.0	15.1	21.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0				
Max Q Clear Time (g_c+I1), s	4.3	44.8	5.0	15.4	3.9	29.0	9.0	14.3				
Green Ext Time (p_c), s	0.1	0.0	0.1	0.4	0.1	1.1	0.2	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			30.1									
HCM 6th LOS			C									

Lanes, Volumes, Timings
2: Old Farm Lane & US 6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	776	22	26	668	22	82
Future Volume (vph)	776	22	26	668	22	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.996				0.893	
Flt Protected			0.950		0.990	
Satd. Flow (prot)	1743	0	1902	1804	1641	0
Flt Permitted			0.950		0.990	
Satd. Flow (perm)	1743	0	1902	1804	1641	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Confl. Peds. (#/hr)		6	6		4	1
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	14%	0%	7%	0%	3%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	817	23	27	703	23	86
Shared Lane Traffic (%)						
Lane Group Flow (vph)	840	0	27	703	109	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	776	22	26	668	22	82
Future Vol, veh/h	776	22	26	668	22	82
Conflicting Peds, #/hr	0	6	6	0	4	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	9	14	0	7	0	3
Mvmt Flow	817	23	27	703	23	86

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	846	0	1596 836
Stage 1	-	-	-	-	835 -
Stage 2	-	-	-	-	761 -
Critical Hdwy	-	-	4.1	-	6.4 6.23
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.327
Pot Cap-1 Maneuver	-	-	800	-	119 366
Stage 1	-	-	-	-	429 -
Stage 2	-	-	-	-	465 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	795	-	114 364
Mov Cap-2 Maneuver	-	-	-	-	245 -
Stage 1	-	-	-	-	412 -
Stage 2	-	-	-	-	463 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	21.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	330	-	-	795	-
HCM Lane V/C Ratio	0.332	-	-	0.034	-
HCM Control Delay (s)	21.2	-	-	9.7	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.4	-	-	0.1	-

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

2021-BD-FAST FOOD-AM

09/10/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	712	72	48	593	28	52	26	80	17	21	21
Future Volume (vph)	61	712	72	48	593	28	52	26	80	17	21	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99	0.98		1.00	0.97
Frt		0.986			0.993				0.850			0.850
Flt Protected	0.950			0.950				0.968			0.979	
Satd. Flow (prot)	1814	1794	0	1778	1781	0	0	1858	1631	0	1727	1500
Flt Permitted	0.282			0.187				0.968			0.979	
Satd. Flow (perm)	538	1794	0	350	1781	0	0	1847	1593	0	1725	1456
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			2				127			127
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	3		1	1		3	3		1	1		3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	5%	2%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	66	766	77	52	638	30	56	28	86	18	23	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	843	0	52	668	0	0	84	86	0	41	23
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template	NYS DOT		NYS DOT		Left		Left		Left		Left	
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38		38	38	38		38	38
Detector 2 Size(ft)	40	40		40	40		40	40	40		40	40

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

2021-BD-FAST FOOD-AM

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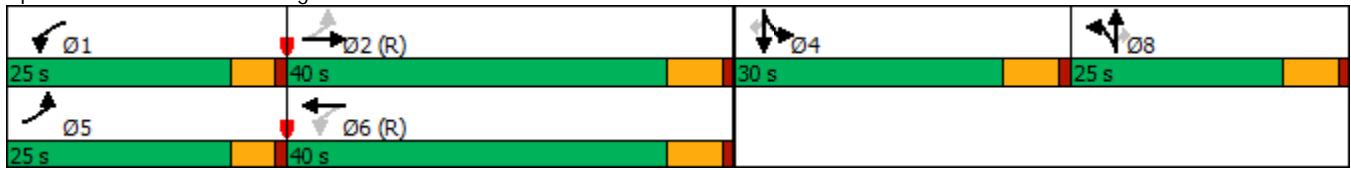


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6					8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	40.0		25.0	40.0		25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	20.8%	20.8%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	34.0		20.0	34.0		19.0	19.0	19.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		1								2	2	2
v/c Ratio	0.15	0.74		0.17	0.60			0.55	0.35		0.31	0.10
Control Delay	13.6	30.5		9.0	20.5			65.1	6.4		56.0	0.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	13.6	30.5		9.0	20.5			65.1	6.4		56.0	0.9
Queue Length 50th (ft)	22	503		11	307			64	0		31	0
Queue Length 95th (ft)	m47	m#894		34	613			113	18		62	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	597	1136		488	1111			294	359		345	392
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.11	0.74		0.11	0.60			0.29	0.24		0.12	0.06

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 # 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: 3: Mohegan Avenue/Lakeland Street & US 6



HCM 6th Signalized Intersection Summary
 3: Mohegan Avenue/Lakeland Street & US 6

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	712	72	48	593	28	52	26	80	17	21	21
Future Volume (veh/h)	61	712	72	48	593	28	52	26	80	17	21	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1864	1864	1847	1788	1788	1979	1979	1979	1894	1894	1894
Adj Flow Rate, veh/h	66	766	77	52	638	30	56	28	0	18	23	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	5	5	0	4	4	0	0	0	0	0	0
Cap, veh/h	504	1123	113	376	1132	53	73	37		35	44	66
Arrive On Green	0.04	0.67	0.67	0.03	0.67	0.67	0.06	0.06	0.00	0.04	0.04	0.04
Sat Flow, veh/h	1847	1666	167	1759	1687	79	1277	638	1677	814	1040	1549
Grp Volume(v), veh/h	66	0	843	52	0	668	84	0	0	41	0	23
Grp Sat Flow(s),veh/h/ln	1847	0	1834	1759	0	1766	1915	0	1677	1853	0	1549
Q Serve(g_s), s	1.3	0.0	33.3	1.1	0.0	24.0	5.2	0.0	0.0	2.6	0.0	1.7
Cycle Q Clear(g_c), s	1.3	0.0	33.3	1.1	0.0	24.0	5.2	0.0	0.0	2.6	0.0	1.7
Prop In Lane	1.00		0.09	1.00		0.04	0.67		1.00	0.44		1.00
Lane Grp Cap(c), veh/h	504	0	1236	376	0	1185	110	0		79	0	66
V/C Ratio(X)	0.13	0.00	0.68	0.14	0.00	0.56	0.77	0.00		0.52	0.00	0.35
Avail Cap(c_a), veh/h	743	0	1236	609	0	1185	303	0		371	0	310
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.9	0.0	11.8	10.3	0.0	10.4	55.8	0.0	0.0	56.2	0.0	55.8
Incr Delay (d2), s/veh	0.1	0.0	3.1	0.1	0.0	1.9	4.1	0.0	0.0	1.9	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	13.2	0.4	0.0	9.1	2.6	0.0	0.0	1.3	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.0	0.0	14.9	10.3	0.0	12.4	59.9	0.0	0.0	58.2	0.0	57.0
LnGrp LOS	A	A	B	B	A	B	E	A		E	A	E
Approach Vol, veh/h		909			720			84	A		64	
Approach Delay, s/veh		14.4			12.2			59.9			57.7	
Approach LOS		B			B			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	86.9		11.1	9.4	86.5		12.9				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	34.0		24.0	20.0	34.0		19.0				
Max Q Clear Time (g_c+I1), s	3.1	35.3		4.6	3.3	26.0		7.2				
Green Ext Time (p_c), s	0.1	0.0		0.1	0.2	1.6		0.1				

Intersection Summary

HCM 6th Ctrl Delay	17.2
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
4: Site Driveway/CVS Driveway & Mohegan Avenue

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	21	46	74	14	81	8	64	2	10	3	4	13
Future Volume (vph)	21	46	74	14	81	8	64	2	10	3	4	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.929			0.989			0.982			0.912	
Flt Protected		0.993			0.993			0.960			0.992	
Satd. Flow (prot)	0	1666	0	0	3515	0	0	1791	0	0	1719	0
Flt Permitted		0.993			0.993			0.960			0.992	
Satd. Flow (perm)	0	1666	0	0	3515	0	0	1791	0	0	1719	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)	1						1	1		1	1	1
Confl. Bikes (#/hr)							1					
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	10%	5%	3%	0%	3%	0%	3%	0%	0%	0%	0%	0%
Adj. Flow (vph)	27	60	96	18	105	10	83	3	13	4	5	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	183	0	0	133	0	0	99	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	46	74	14	81	8	64	2	10	3	4	13
Future Vol, veh/h	21	46	74	14	81	8	64	2	10	3	4	13
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	10	5	3	0	3	0	3	0	0	0	0	0
Mvmt Flow	27	60	96	18	105	10	83	3	13	4	5	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	116	0	0	156	0	0	254	314	109	318	357	60
Stage 1	-	-	-	-	-	-	162	162	-	147	147	-
Stage 2	-	-	-	-	-	-	92	152	-	171	210	-
Critical Hdwy	4.25	-	-	4.1	-	-	6.345	5.5	5.7	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.145	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.545	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.295	-	-	2.2	-	-	3.5285	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1419	-	-	1436	-	-	737	660	965	627	572	999
Stage 1	-	-	-	-	-	-	875	803	-	847	779	-
Stage 2	-	-	-	-	-	-	926	809	-	836	732	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1418	-	-	1436	-	-	700	637	964	599	552	997
Mov Cap-2 Maneuver	-	-	-	-	-	-	700	637	-	599	552	-
Stage 1	-	-	-	-	-	-	857	786	-	828	768	-
Stage 2	-	-	-	-	-	-	892	798	-	804	717	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	1	10.8	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	724	1418	-	-	1436	-	-	791
HCM Lane V/C Ratio	0.136	0.019	-	-	0.013	-	-	0.033
HCM Control Delay (s)	10.8	7.6	0	-	7.5	0	-	9.7
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.1

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	734	139	99	784	21	165	44	129	58	49	97
Future Volume (vph)	96	734	139	99	784	21	165	44	129	58	49	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%				4%
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00		0.99	0.98		1.00	0.98	
Frt		0.976			0.996			0.888			0.901	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1769	1810	0	1770	1837	0	1736	1580	0	1769	1609	0
Flt Permitted	0.071			0.070			0.390			0.645		
Satd. Flow (perm)	132	1810	0	130	1837	0	709	1580	0	1199	1609	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		8			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)	2		3	3		2	3		1	1		3
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	2%	3%	0%	1%	2%	2%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	1	1
Adj. Flow (vph)	99	757	143	102	808	22	170	45	133	60	51	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	900	0	102	830	0	170	178	0	60	151	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane				Yes								
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	NYSDOT											
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	9.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	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	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		2			1			1				
v/c Ratio	0.56	1.03		0.56	0.93		0.51	0.55		0.22	0.72	
Control Delay	30.3	69.9		30.9	46.0		36.4	49.0		30.3	67.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.3	69.9		30.9	46.0		36.4	49.0		30.3	67.8	
Queue Length 50th (ft)	31	~736		52	484		102	128		34	114	
Queue Length 95th (ft)	91	#1177		m79	m#854		141	186		58	177	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	338	875		337	890		375	343		429	321	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.29	1.03		0.30	0.93		0.45	0.52		0.14	0.47	

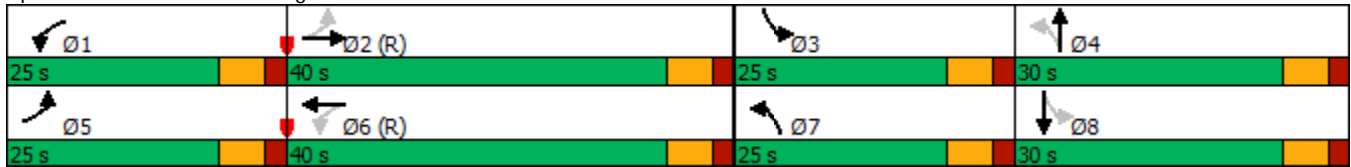
Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 ~ 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: Lexington Avenue & US 6



HCM 6th Signalized Intersection Summary
1: Lexington Avenue & US 6

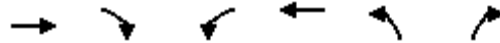
2021-BD-FAST FOOD-PM

09/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	→		↰	→		↰	→		↰	→	↰
Traffic Volume (veh/h)	96	734	139	99	784	21	165	44	129	58	49	97
Future Volume (veh/h)	96	734	139	99	784	21	165	44	129	58	49	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1862	1862	1862	1870	1856	1856	1924	1909	1909	1806	1776	1776
Adj Flow Rate, veh/h	99	757	143	102	808	22	170	45	133	60	51	100
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	2	3	3	1	2	2	0	2	2
Cap, veh/h	250	829	157	193	984	27	263	72	212	213	60	118
Arrive On Green	0.04	0.55	0.55	0.04	0.55	0.55	0.10	0.17	0.17	0.04	0.11	0.11
Sat Flow, veh/h	1773	1516	286	1781	1796	49	1833	423	1249	1720	529	1037
Grp Volume(v), veh/h	99	0	900	102	0	830	170	0	178	60	0	151
Grp Sat Flow(s),veh/h/ln	1773	0	1802	1781	0	1845	1833	0	1671	1720	0	1566
Q Serve(g_s), s	2.9	0.0	54.2	3.0	0.0	44.4	9.5	0.0	11.9	3.7	0.0	11.3
Cycle Q Clear(g_c), s	2.9	0.0	54.2	3.0	0.0	44.4	9.5	0.0	11.9	3.7	0.0	11.3
Prop In Lane	1.00		0.16	1.00		0.03	1.00		0.75	1.00		0.66
Lane Grp Cap(c), veh/h	250	0	986	193	0	1011	263	0	284	213	0	178
V/C Ratio(X)	0.40	0.00	0.91	0.53	0.00	0.82	0.65	0.00	0.63	0.28	0.00	0.85
Avail Cap(c_a), veh/h	458	0	986	401	0	1011	375	0	334	414	0	313
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.4	0.0	24.6	25.4	0.0	22.3	40.3	0.0	46.3	44.5	0.0	52.1
Incr Delay (d2), s/veh	0.4	0.0	14.1	0.8	0.0	7.5	1.0	0.0	1.5	0.3	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	25.4	1.5	0.0	20.2	4.4	0.0	5.1	1.6	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	0.0	38.7	26.3	0.0	29.8	41.3	0.0	47.8	44.7	0.0	56.4
LnGrp LOS	C	A	D	C	A	C	D	A	D	D	A	E
Approach Vol, veh/h		999			932			348				211
Approach Delay, s/veh		36.9			29.4			44.6				53.1
Approach LOS		D			C			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	71.6	11.0	26.4	10.9	71.7	17.7	19.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0				
Max Q Clear Time (g_c+I1), s	5.0	56.2	5.7	13.9	4.9	46.4	11.5	13.3				
Green Ext Time (p_c), s	0.2	0.0	0.1	0.4	0.2	0.0	0.3	0.3				
Intersection Summary												
HCM 6th Ctrl Delay				36.6								
HCM 6th LOS				D								

Lanes, Volumes, Timings
2: Old Farm Lane & US 6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	913	49	82	958	34	58
Future Volume (vph)	913	49	82	958	34	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.915	
Flt Protected			0.950		0.982	
Satd. Flow (prot)	1861	0	1369	1930	1689	0
Flt Permitted			0.950		0.982	
Satd. Flow (perm)	1861	0	1369	1930	1689	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	0%	39%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	941	51	85	988	35	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	992	0	85	988	95	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	913	49	82	958	34	58
Future Vol, veh/h	913	49	82	958	34	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	39	0	3	0
Mvmt Flow	941	51	85	988	35	60

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	992	0	2125 967
Stage 1	-	-	-	-	967 -
Stage 2	-	-	-	-	1158 -
Critical Hdwy	-	-	4.49	-	6.43 6.2
Critical Hdwy Stg 1	-	-	-	-	5.43 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	-	-	2.551	-	3.527 3.3
Pot Cap-1 Maneuver	-	-	570	-	55 311
Stage 1	-	-	-	-	367 -
Stage 2	-	-	-	-	298 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	570	-	47 311
Mov Cap-2 Maneuver	-	-	-	-	136 -
Stage 1	-	-	-	-	312 -
Stage 2	-	-	-	-	298 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1	35.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	211	-	-	570	-
HCM Lane V/C Ratio	0.45	-	-	0.148	-
HCM Control Delay (s)	35.3	-	-	12.4	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	2.1	-	-	0.5	-

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

2021-BD-FAST FOOD-PM

09/10/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	27	862	110	55	944	16	142	33	74	24	26	20	
Future Volume (vph)	27	862	110	55	944	16	142	33	74	24	26	20	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10	
Grade (%)		-1%			3%			-2%			1%		
Storage Length (ft)	80		0	100		0	0		0	0		25	
Storage Lanes	1		0	1		0	0		1	0		1	
Taper Length (ft)	75			100			25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor		1.00			1.00			0.98			0.96		
Frt		0.983			0.998			0.850			0.850		
Flt Protected	0.950			0.950				0.961			0.976		
Satd. Flow (prot)	1814	1854	0	1778	1824	0	0	1830	1631	0	1682	1500	
Flt Permitted	0.061			0.060				0.961			0.976		
Satd. Flow (perm)	116	1854	0	112	1824	0	0	1800	1631	0	1682	1435	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)		5			1			127			127		
Link Speed (mph)		35			35			30			30		
Link Distance (ft)		366			382			260			307		
Travel Time (s)		7.1			7.4			5.9			7.0		
Confl. Peds. (#/hr)	1		3	3		1	7					7	
Confl. Bikes (#/hr)												1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	4%	0%	5%	0%	0%	
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0	
Adj. Flow (vph)	29	917	117	59	1004	17	151	35	79	26	28	21	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	29	1034	0	59	1021	0	0	186	79	0	54	21	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)		12			12			0			0		
Link Offset(ft)		0			0			0			0		
Crosswalk Width(ft)		16			16			16			16		
Two way Left Turn Lane		Yes											
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10	
Turning Speed (mph)	15		9	15		9	15		9	15		9	
Number of Detectors	2	2		2	2		1	2	2	1	2	2	
Detector Template	NYS DOT			NYS DOT			Left		Left				
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78	
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10	
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel													
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38			38	38	

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

2021-BD-FAST FOOD-PM
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Size(ft)	40	40		40	40			40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6					8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	40.0		25.0	40.0		25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	20.8%	20.8%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	34.0		20.0	34.0		19.0	19.0	19.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0	3.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		2								4	4	4
v/c Ratio	0.18	0.99		0.37	0.97			0.70	0.23		0.39	0.09
Control Delay	22.2	57.2		19.5	48.4			62.1	2.9		58.3	0.8
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	22.2	57.2		19.5	48.4			62.1	2.9		58.3	0.8
Queue Length 50th (ft)	12	-843		16	-853			139	0		41	0
Queue Length 95th (ft)	m26	m#1167		50	#1341			206	10		76	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	358	1043		350	1058			306	379		336	388
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.08	0.99		0.17	0.97			0.61	0.21		0.16	0.05

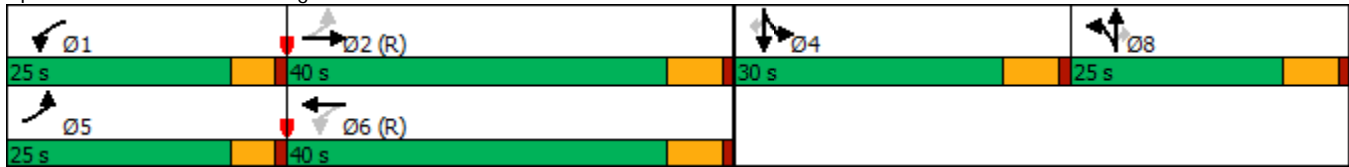
Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 ~ 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: 3: Mohegan Avenue/Lakeland Street & US 6



HCM 6th Signalized Intersection Summary
 3: Mohegan Avenue/Lakeland Street & US 6

2021-BD-FAST FOOD-PM

09/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	862	110	55	944	16	142	33	74	24	26	20
Future Volume (veh/h)	27	862	110	55	944	16	142	33	74	24	26	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1924	1924	1847	1817	1817	1919	1919	1979	1894	1894	1894
Adj Flow Rate, veh/h	29	917	117	59	1004	17	151	35	0	26	28	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	1	1	0	2	2	4	4	0	0	0	0
Cap, veh/h	164	1001	128	183	1080	18	177	41		49	53	81
Arrive On Green	0.03	0.60	0.60	0.04	0.61	0.61	0.12	0.12	0.00	0.06	0.06	0.06
Sat Flow, veh/h	1847	1672	213	1759	1775	30	1497	347	1677	891	959	1464
Grp Volume(v), veh/h	29	0	1034	59	0	1021	186	0	0	54	0	21
Grp Sat Flow(s),veh/h/ln	1847	0	1885	1759	0	1805	1844	0	1677	1850	0	1464
Q Serve(g_s), s	0.7	0.0	58.5	1.5	0.0	61.2	11.9	0.0	0.0	3.4	0.0	1.6
Cycle Q Clear(g_c), s	0.7	0.0	58.5	1.5	0.0	61.2	11.9	0.0	0.0	3.4	0.0	1.6
Prop In Lane	1.00		0.11	1.00		0.02	0.81		1.00	0.48		1.00
Lane Grp Cap(c), veh/h	164	0	1129	183	0	1098	218	0		103	0	81
V/C Ratio(X)	0.18	0.00	0.92	0.32	0.00	0.93	0.85	0.00		0.53	0.00	0.26
Avail Cap(c_a), veh/h	424	0	1129	413	0	1098	292	0		370	0	293
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.4	0.0	21.4	24.3	0.0	21.2	51.9	0.0	0.0	55.1	0.0	54.3
Incr Delay (d2), s/veh	0.5	0.0	13.0	0.4	0.0	14.7	16.5	0.0	0.0	1.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	27.6	0.9	0.0	27.9	6.5	0.0	0.0	1.6	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.9	0.0	34.4	24.7	0.0	35.9	68.4	0.0	0.0	56.7	0.0	54.9
LnGrp LOS	C	A	C	C	A	D	E	A		E	A	D
Approach Vol, veh/h		1063			1080			186	A			75
Approach Delay, s/veh		34.1			35.3			68.4				56.2
Approach LOS		C			D			E				E
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	77.8		12.7	8.1	79.0		20.2				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	34.0		24.0	20.0	34.0		19.0				
Max Q Clear Time (g_c+I1), s	3.5	60.5		5.4	2.7	63.2		13.9				
Green Ext Time (p_c), s	0.1	0.0		0.2	0.1	0.0		0.3				

Intersection Summary

HCM 6th Ctrl Delay	38.0
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
4: Site Driveway/CVS Driveway & Mohegan Avenue

2021-BD-FAST FOOD-PM

09/10/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	58	67	66	17	93	13	85	2	7	15	4	71
Future Volume (vph)	58	67	66	17	93	13	85	2	7	15	4	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.953			0.985			0.990			0.893	
Flt Protected		0.985			0.993			0.957			0.992	
Satd. Flow (prot)	0	1775	0	0	3584	0	0	1845	0	0	1683	0
Flt Permitted		0.985			0.993			0.957			0.992	
Satd. Flow (perm)	0	1775	0	0	3584	0	0	1845	0	0	1683	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)	1		5	5		1	4		1	1		4
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	60	69	68	18	96	13	88	2	7	15	4	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	197	0	0	127	0	0	97	0	0	92	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	58	67	66	17	93	13	85	2	7	15	4	71
Future Vol, veh/h	58	67	66	17	93	13	85	2	7	15	4	71
Conflicting Peds, #/hr	1	0	5	5	0	1	4	0	1	1	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	60	69	68	18	96	13	88	2	7	15	4	73

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	110	0	0	142	0	0	318	374	109	369	402	60
Stage 1	-	-	-	-	-	-	228	228	-	140	140	-
Stage 2	-	-	-	-	-	-	90	146	-	229	262	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.3	5.5	5.7	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1493	-	-	1453	-	-	685	621	965	579	540	999
Stage 1	-	-	-	-	-	-	830	766	-	854	785	-
Stage 2	-	-	-	-	-	-	936	812	-	778	695	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1492	-	-	1446	-	-	598	582	959	547	507	994
Mov Cap-2 Maneuver	-	-	-	-	-	-	598	582	-	547	507	-
Stage 1	-	-	-	-	-	-	789	728	-	816	774	-
Stage 2	-	-	-	-	-	-	848	801	-	735	661	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	1	11.9	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	615	1492	-	-	1446	-	-	843
HCM Lane V/C Ratio	0.158	0.04	-	-	0.012	-	-	0.11
HCM Control Delay (s)	11.9	7.5	0	-	7.5	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0	-	-	0.4

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

2021-BD-FAST FOOD-SAT

09/10/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	823	225	78	909	26	231	37	132	37	52	84
Future Volume (vph)	99	823	225	78	909	26	231	37	132	37	52	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%				4%
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99			1.00		1.00	0.98		1.00	0.99	
Frt		0.968			0.996			0.883			0.908	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1797	0	1805	1866	0	1754	1586	0	1769	1657	0
Flt Permitted	0.073			0.076			0.413			0.645		
Satd. Flow (perm)	134	1797	0	144	1866	0	761	1586	0	1197	1657	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		11			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)	5		2	2		5	1		2	2		1
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
Heavy Vehicles (%)	2%	1%	0%	0%	1%	13%	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	104	866	237	82	957	27	243	39	139	39	55	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	1103	0	82	984	0	243	178	0	39	143	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	NYSDOT											
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

2021-BD-FAST FOOD-SAT

09/10/2018

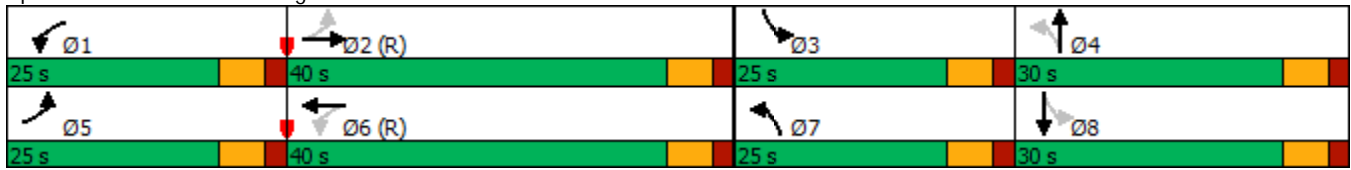


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	29.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	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	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		1			3			1				
v/c Ratio	0.57	1.26		0.47	1.15		0.62	0.44		0.16	0.70	
Control Delay	31.1	154.4		28.0	105.7		38.3	41.6		28.5	67.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.1	154.4		28.0	105.7		38.3	41.6		28.5	67.4	
Queue Length 50th (ft)	35	~1112		25	~895		145	121		21	108	
Queue Length 95th (ft)	92	#1482		m67	#1254		203	185		43	169	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	333	877		346	859		402	405		428	331	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.31	1.26		0.24	1.15		0.60	0.44		0.09	0.43	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 ~ 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.

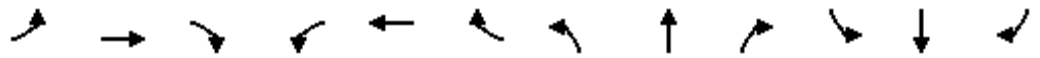
Splits and Phases: 1: Lexington Avenue & US 6



HCM 6th Signalized Intersection Summary
1: Lexington Avenue & US 6

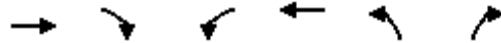
2021-BD-FAST FOOD-SAT

09/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	823	225	78	909	26	231	37	132	37	52	84
Future Volume (veh/h)	99	823	225	78	909	26	231	37	132	37	52	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1847	1862	1862	1900	1885	1885	1939	1939	1939	1806	1806	1806
Adj Flow Rate, veh/h	104	866	237	82	957	27	243	39	139	39	55	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	1	1	0	1	1	0	0	0	0	0	0
Cap, veh/h	138	739	202	126	945	27	328	78	278	229	66	105
Arrive On Green	0.04	0.53	0.53	0.04	0.52	0.52	0.13	0.21	0.21	0.03	0.11	0.11
Sat Flow, veh/h	1759	1406	385	1810	1824	51	1847	371	1323	1720	621	994
Grp Volume(v), veh/h	104	0	1103	82	0	984	243	0	178	39	0	143
Grp Sat Flow(s),veh/h/ln	1759	0	1790	1810	0	1876	1847	0	1694	1720	0	1616
Q Serve(g_s), s	3.3	0.0	63.1	2.5	0.0	62.2	13.6	0.0	11.1	2.4	0.0	10.4
Cycle Q Clear(g_c), s	3.3	0.0	63.1	2.5	0.0	62.2	13.6	0.0	11.1	2.4	0.0	10.4
Prop In Lane	1.00		0.21	1.00		0.03	1.00		0.78	1.00		0.62
Lane Grp Cap(c), veh/h	138	0	942	126	0	972	328	0	357	229	0	171
V/C Ratio(X)	0.75	0.00	1.17	0.65	0.00	1.01	0.74	0.00	0.50	0.17	0.00	0.84
Avail Cap(c_a), veh/h	338	0	942	347	0	972	377	0	357	455	0	323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.3	0.0	28.4	28.6	0.0	28.9	39.2	0.0	41.8	46.1	0.0	52.6
Incr Delay (d2), s/veh	3.1	0.0	88.5	2.1	0.0	32.0	5.2	0.0	0.4	0.1	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	48.4	1.2	0.0	34.8	6.6	0.0	4.7	1.0	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	117.0	30.7	0.0	60.9	44.4	0.0	42.2	46.3	0.0	56.7
LnGrp LOS	C	A	F	C	A	F	D	A	D	D	A	E
Approach Vol, veh/h		1207			1066			421				182
Approach Delay, s/veh		109.6			58.6			43.5				54.4
Approach LOS		F			E			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	69.1	9.2	31.3	11.3	68.2	21.8	18.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0				
Max Q Clear Time (g_c+I1), s	4.5	65.1	4.4	13.1	5.3	64.2	15.6	12.4				
Green Ext Time (p_c), s	0.1	0.0	0.0	0.4	0.2	0.0	0.2	0.3				
Intersection Summary												
HCM 6th Ctrl Delay				77.5								
HCM 6th LOS				E								

Lanes, Volumes, Timings
2: Old Farm Lane & US 6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	952	36	44	1003	20	53
Future Volume (vph)	952	36	44	1003	20	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.995				0.902	
Flt Protected			0.950		0.986	
Satd. Flow (prot)	1882	0	1812	1911	1619	0
Flt Permitted			0.950		0.986	
Satd. Flow (perm)	1882	0	1812	1911	1619	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Confl. Peds. (#/hr)		4	4			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	5%	1%	0%	6%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	992	38	46	1045	21	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1030	0	46	1045	76	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	952	36	44	1003	20	53
Future Vol, veh/h	952	36	44	1003	20	53
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	5	1	0	6
Mvmt Flow	992	38	46	1045	21	55

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1034	0	2152 1015
Stage 1	-	-	-	-	1015 -
Stage 2	-	-	-	-	1137 -
Critical Hdwy	-	-	4.15	-	6.4 6.26
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.245	-	3.5 3.354
Pot Cap-1 Maneuver	-	-	661	-	54 284
Stage 1	-	-	-	-	353 -
Stage 2	-	-	-	-	309 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	658	-	50 283
Mov Cap-2 Maneuver	-	-	-	-	156 -
Stage 1	-	-	-	-	327 -
Stage 2	-	-	-	-	309 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	28
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	231	-	-	658	-
HCM Lane V/C Ratio	0.329	-	-	0.07	-
HCM Control Delay (s)	28	-	-	10.9	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	1.4	-	-	0.2	-

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	905	102	51	912	11	120	18	63	19	10	21
Future Volume (vph)	18	905	102	51	912	11	120	18	63	19	10	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			0.97	
Frt		0.985			0.998			0.850			0.850	
Flt Protected	0.950			0.950				0.958			0.969	
Satd. Flow (prot)	1814	1854	0	1778	1824	0	0	1807	1584	0	1636	1500
Flt Permitted	0.083			0.055				0.958			0.969	
Satd. Flow (perm)	158	1854	0	103	1824	0	0	1788	1584	0	1636	1451
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			1			127			127	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	1		1	1		1	4					4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	3%	0%	2%	0%	2%	0%	3%	7%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	19	973	110	55	981	12	129	19	68	20	11	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	1083	0	55	993	0	0	148	68	0	31	23
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template	NYS DOT			NYS DOT			Left			Left		
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38		38	38	38		38	38
Detector 2 Size(ft)	40	40		40	40		40	40	40		40	40

Lanes, Volumes, Timings
 3: Mohegan Avenue/Lakeland Street & US 6

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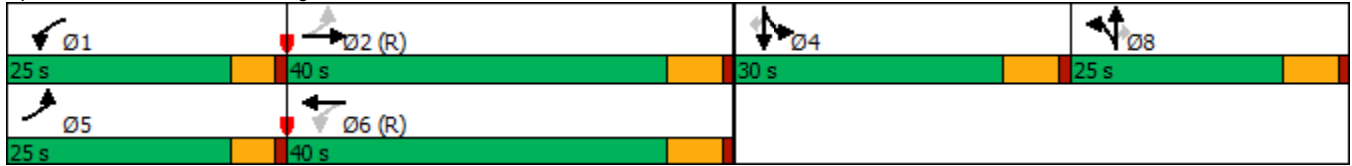
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2			6					8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	40.0		25.0	40.0		25.0	25.0	25.0	30.0	30.0	30.0
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	20.8%	20.8%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	34.0		20.0	34.0		19.0	19.0	19.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		1								2	2	2
v/c Ratio	0.10	0.97		0.35	0.86			0.69	0.23		0.26	0.10
Control Delay	18.8	45.2		17.8	30.5			66.6	1.7		55.0	0.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	18.8	45.2		17.8	30.5			66.6	1.7		55.0	0.9
Queue Length 50th (ft)	8	~732		13	502			112	0		24	0
Queue Length 95th (ft)	m14	m#898		47	#1237			174	1		50	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	383	1111		349	1159			288	359		327	391
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.05	0.97		0.16	0.86			0.51	0.19		0.09	0.06

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 ~ 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: 3: Mohegan Avenue/Lakeland Street & US 6



HCM 6th Signalized Intersection Summary
3: Mohegan Avenue/Lakeland Street & US 6

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	905	102	51	912	11	120	18	63	19	10	21
Future Volume (veh/h)	18	905	102	51	912	11	120	18	63	19	10	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.95
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1924	1924	1847	1817	1817	1979	1979	1934	1894	1894	1894
Adj Flow Rate, veh/h	19	973	110	55	981	12	129	19	0	20	11	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	1	0	2	2	0	0	3	0	0	0
Cap, veh/h	229	1080	122	197	1162	14	156	23		51	28	66
Arrive On Green	0.02	0.64	0.64	0.04	0.65	0.65	0.09	0.09	0.00	0.04	0.04	0.04
Sat Flow, veh/h	1847	1698	192	1759	1784	22	1653	243	1639	1184	651	1530
Grp Volume(v), veh/h	19	0	1083	55	0	993	148	0	0	31	0	23
Grp Sat Flow(s),veh/h/ln	1847	0	1890	1759	0	1806	1896	0	1639	1835	0	1530
Q Serve(g_s), s	0.4	0.0	58.7	1.3	0.0	51.1	9.2	0.0	0.0	2.0	0.0	1.8
Cycle Q Clear(g_c), s	0.4	0.0	58.7	1.3	0.0	51.1	9.2	0.0	0.0	2.0	0.0	1.8
Prop In Lane	1.00		0.10	1.00		0.01	0.87		1.00	0.65		1.00
Lane Grp Cap(c), veh/h	229	0	1202	197	0	1176	179	0		79	0	66
V/C Ratio(X)	0.08	0.00	0.90	0.28	0.00	0.84	0.83	0.00		0.39	0.00	0.35
Avail Cap(c_a), veh/h	500	0	1202	429	0	1176	300	0		367	0	306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.6	0.0	18.6	22.8	0.0	16.2	53.4	0.0	0.0	55.9	0.0	55.8
Incr Delay (d2), s/veh	0.2	0.0	11.0	0.3	0.0	7.5	3.7	0.0	0.0	1.2	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	26.6	0.8	0.0	21.2	4.6	0.0	0.0	0.9	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.8	0.0	29.6	23.0	0.0	23.7	57.0	0.0	0.0	57.1	0.0	57.0
LnGrp LOS	B	A	C	C	A	C	E	A		E	A	E
Approach Vol, veh/h		1102			1048			148	A		54	
Approach Delay, s/veh		29.4			23.6			57.0			57.0	
Approach LOS		C			C			E			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	82.3		11.1	7.3	84.2		17.3				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	34.0		24.0	20.0	34.0		19.0				
Max Q Clear Time (g_c+I1), s	3.3	60.7		4.0	2.4	53.1		11.2				
Green Ext Time (p_c), s	0.1	0.0		0.1	0.0	0.0		0.2				

Intersection Summary

HCM 6th Ctrl Delay	29.2
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
4: Site Driveway/CVS Driveway & Mohegan Avenue

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	53	58	52	5	79	14	54	0	6	13	0	69
Future Volume (vph)	53	58	52	5	79	14	54	0	6	13	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.957			0.979			0.987			0.886	
Flt Protected		0.984			0.998			0.957			0.992	
Satd. Flow (prot)	0	1756	0	0	3495	0	0	1840	0	0	1656	0
Flt Permitted		0.984			0.998			0.957			0.992	
Satd. Flow (perm)	0	1756	0	0	3495	0	0	1840	0	0	1656	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)			3	3			2		1	1		
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	65	72	64	6	98	17	67	0	7	16	0	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	201	0	0	121	0	0	74	0	0	101	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	58	52	5	79	14	54	0	6	13	0	69
Future Vol, veh/h	53	58	52	5	79	14	54	0	6	13	0	69
Conflicting Peds, #/hr	0	0	3	3	0	0	2	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	0	0	3	0	0	0	0	0	0	1
Mvmt Flow	65	72	64	6	98	17	67	0	7	16	0	85

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	115	0	0	139	0	0	300	364	108	358	388	60
Stage 1	-	-	-	-	-	-	237	237	-	119	119	-
Stage 2	-	-	-	-	-	-	63	127	-	239	269	-
Critical Hdwy	4.13	-	-	4.1	-	-	6.3	5.5	5.7	7.3	6.5	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.219	-	-	2.2	-	-	3.5	4	3.3	3.5	43.3095	
Pot Cap-1 Maneuver	1473	-	-	1457	-	-	701	627	966	589	550	996
Stage 1	-	-	-	-	-	-	823	761	-	879	801	-
Stage 2	-	-	-	-	-	-	963	823	-	769	690	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1473	-	-	1453	-	-	613	593	962	561	520	994
Mov Cap-2 Maneuver	-	-	-	-	-	-	613	593	-	561	520	-
Stage 1	-	-	-	-	-	-	781	722	-	837	798	-
Stage 2	-	-	-	-	-	-	875	820	-	726	655	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.5			0.4			11.4			9.6		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	636	1473	-	-	1453	-	-	886
HCM Lane V/C Ratio	0.116	0.044	-	-	0.004	-	-	0.114
HCM Control Delay (s)	11.4	7.6	0	-	7.5	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.4

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

2021-BD-FAST FOOD-AM-IMP

09/10/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	610	113	74	573	15	116	59	125	44	77	75
Future Volume (vph)	58	610	113	74	573	15	116	59	125	44	77	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%				4%
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99						0.98		0.99		
Frt		0.977			0.996			0.898				0.926
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1686	1705	0	1703	1818	0	1670	1530	0	1685	1611	0
Flt Permitted	0.252			0.135			0.386			0.619		
Satd. Flow (perm)	447	1705	0	242	1818	0	679	1530	0	1092	1611	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		8			1							
Link Speed (mph)		35			35			30				30
Link Distance (ft)		459			413			745				941
Travel Time (s)		8.9			8.0			16.9				21.4
Confl. Peds. (#/hr)			13	13					3	3		
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	7%	7%	6%	4%	7%	5%	5%	7%	5%	8%	6%
Adj. Flow (vph)	62	649	120	79	610	16	123	63	133	47	82	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	769	0	79	626	0	123	196	0	47	162	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	NYS DOT											
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

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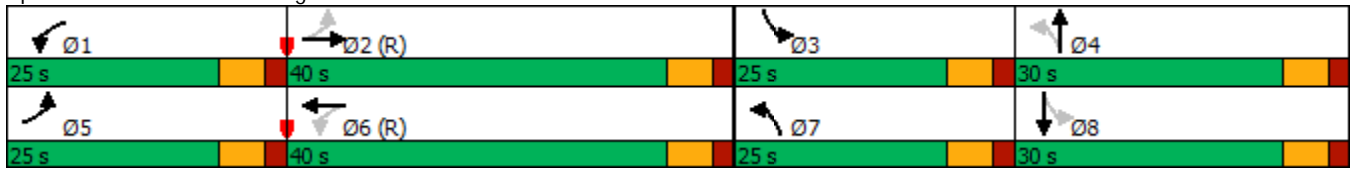


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	9.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	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	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0						7.0	
Flash Dont Walk (s)		22.0			27.0						16.0	
Pedestrian Calls (#/hr)		7			0						3	
v/c Ratio	0.19	0.86		0.35	0.65		0.44	0.66		0.19	0.73	
Control Delay	12.9	38.6		19.3	29.2		36.2	56.1		30.8	67.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.9	38.6		19.3	29.2		36.2	56.1		30.8	67.7	
Queue Length 50th (ft)	18	511		21	268		74	145		27	122	
Queue Length 95th (ft)	45	#933		82	#565		111	211		50	186	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	471	897		380	962		349	320		399	322	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.13	0.86		0.21	0.65		0.35	0.61		0.12	0.50	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: Lexington Avenue & US 6



HCM 6th Signalized Intersection Summary
1: Lexington Avenue & US 6

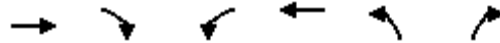
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	→	↱	↰	→	↱	↰	→	↱	↰	→	↱
Traffic Volume (veh/h)	58	610	113	74	573	15	116	59	125	44	77	75
Future Volume (veh/h)	58	610	113	74	573	15	116	59	125	44	77	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1788	1773	1773	1811	1841	1841	1864	1864	1864	1732	1687	1687
Adj Flow Rate, veh/h	62	649	120	79	610	16	123	63	133	47	82	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	6	7	7	6	4	4	5	5	5	5	8	8
Cap, veh/h	370	812	150	258	1012	27	226	91	192	179	100	98
Arrive On Green	0.03	0.56	0.56	0.03	0.57	0.57	0.08	0.17	0.17	0.03	0.13	0.13
Sat Flow, veh/h	1702	1447	267	1725	1785	47	1776	531	1120	1649	779	760
Grp Volume(v), veh/h	62	0	769	79	0	626	123	0	196	47	0	162
Grp Sat Flow(s),veh/h/ln	1702	0	1714	1725	0	1832	1776	0	1651	1649	0	1540
Q Serve(g_s), s	1.9	0.0	42.8	2.3	0.0	27.0	7.0	0.0	13.4	3.0	0.0	12.3
Cycle Q Clear(g_c), s	1.9	0.0	42.8	2.3	0.0	27.0	7.0	0.0	13.4	3.0	0.0	12.3
Prop In Lane	1.00		0.16	1.00		0.03	1.00		0.68	1.00		0.49
Lane Grp Cap(c), veh/h	370	0	962	258	0	1039	226	0	283	179	0	198
V/C Ratio(X)	0.17	0.00	0.80	0.31	0.00	0.60	0.54	0.00	0.69	0.26	0.00	0.82
Avail Cap(c_a), veh/h	591	0	962	472	0	1039	373	0	330	386	0	308
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.6	0.0	20.9	18.9	0.0	17.1	40.7	0.0	46.8	43.7	0.0	50.9
Incr Delay (d2), s/veh	0.1	0.0	6.9	0.2	0.0	2.6	0.8	0.0	3.6	0.3	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	17.9	0.9	0.0	11.5	3.1	0.0	5.8	1.2	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.7	0.0	27.9	19.2	0.0	19.7	41.5	0.0	50.3	44.0	0.0	55.9
LnGrp LOS	B	A	C	B	A	B	D	A	D	D	A	E
Approach Vol, veh/h		831			705			319			209	
Approach Delay, s/veh		26.8			19.6			46.9			53.2	
Approach LOS		C			B			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	73.4	10.0	26.5	9.5	74.0	15.1	21.4				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0				
Max Q Clear Time (g_c+I1), s	4.3	44.8	5.0	15.4	3.9	29.0	9.0	14.3				
Green Ext Time (p_c), s	0.1	0.0	0.1	0.4	0.1	1.1	0.2	0.3				
Intersection Summary												
HCM 6th Ctrl Delay				30.1								
HCM 6th LOS				C								

Lanes, Volumes, Timings
2: Old Farm Lane & US 6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	776	22	26	668	22	82
Future Volume (vph)	776	22	26	668	22	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.996				0.893	
Flt Protected			0.950		0.990	
Satd. Flow (prot)	1743	0	1902	1804	1641	0
Flt Permitted			0.950		0.990	
Satd. Flow (perm)	1743	0	1902	1804	1641	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Confl. Peds. (#/hr)		6	6		4	1
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	14%	0%	7%	0%	3%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	817	23	27	703	23	86
Shared Lane Traffic (%)						
Lane Group Flow (vph)	840	0	27	703	109	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	776	22	26	668	22	82
Future Vol, veh/h	776	22	26	668	22	82
Conflicting Peds, #/hr	0	6	6	0	4	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	9	14	0	7	0	3
Mvmt Flow	817	23	27	703	23	86

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	846	0	1596
Stage 1	-	-	-	-	835
Stage 2	-	-	-	-	761
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	800	-	119
Stage 1	-	-	-	-	429
Stage 2	-	-	-	-	465
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	795	-	114
Mov Cap-2 Maneuver	-	-	-	-	245
Stage 1	-	-	-	-	412
Stage 2	-	-	-	-	463

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	21.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	330	-	-	795	-
HCM Lane V/C Ratio	0.332	-	-	0.034	-
HCM Control Delay (s)	21.2	-	-	9.7	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.4	-	-	0.1	-

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

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09/10/2018

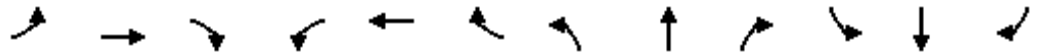


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	712	72	48	593	28	52	26	80	17	21	21
Future Volume (vph)	61	712	72	48	593	28	52	26	80	17	21	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99	0.98		1.00	0.97
Frt		0.986			0.993				0.850			0.850
Flt Protected	0.950			0.950				0.968			0.979	
Satd. Flow (prot)	1814	1794	0	1778	1781	0	0	1858	1631	0	1727	1500
Flt Permitted	0.339			0.257				0.774			0.824	
Satd. Flow (perm)	647	1794	0	481	1781	0	0	1476	1595	0	1452	1456
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			3				86			73
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	3		1	1		3	3		1	1		3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	5%	2%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	66	766	77	52	638	30	56	28	86	18	23	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	843	0	52	668	0	0	84	86	0	41	23
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template	NYS DOT		NYS DOT		Left		Left		Left		Left	
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38		38	38	38		38	38
Detector 2 Size(ft)	40	40		40	40		40	40	40		40	40

Lanes, Volumes, Timings
 3: Mohegan Avenue/Lakeland Street & US 6

2021-BD-FAST FOOD-AM-IMP

09/10/2018

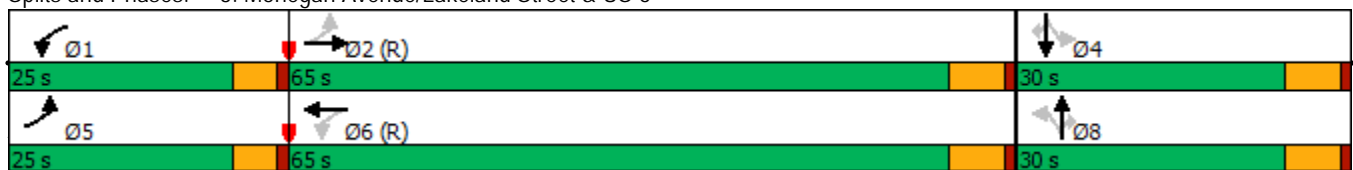


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	65.0		25.0	65.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	20.8%	54.2%		20.8%	54.2%		25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	59.0		20.0	59.0		24.0	24.0	24.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		1								2	2	2
v/c Ratio	0.12	0.64		0.12	0.52			0.58	0.37		0.29	0.11
Control Delay	4.7	13.5		3.7	10.6			66.2	14.1		53.1	1.0
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	4.7	13.5		3.7	10.6			66.2	14.1		53.1	1.0
Queue Length 50th (ft)	12	256		6	212			64	0		30	0
Queue Length 95th (ft)	m21	m427		19	390			110	46		63	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	718	1310		605	1287			295	387		290	349
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.09	0.64		0.09	0.52			0.28	0.22		0.14	0.07

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Mohegan Avenue/Lakeland Street & US 6



HCM 6th Signalized Intersection Summary
 3: Mohegan Avenue/Lakeland Street & US 6

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	712	72	48	593	28	52	26	80	17	21	21
Future Volume (veh/h)	61	712	72	48	593	28	52	26	80	17	21	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		1.00	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1864	1864	1847	1788	1788	1979	1979	1979	1894	1894	1894
Adj Flow Rate, veh/h	66	766	77	52	638	30	56	28	0	18	23	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	5	5	0	4	4	0	0	0	0	0	0
Cap, veh/h	588	1232	124	454	1243	58	117	43		91	99	133
Arrive On Green	0.04	0.74	0.74	0.03	0.74	0.74	0.08	0.08	0.00	0.08	0.08	0.08
Sat Flow, veh/h	1847	1666	167	1759	1687	79	793	504	1677	565	1173	1577
Grp Volume(v), veh/h	66	0	843	52	0	668	84	0	0	41	0	23
Grp Sat Flow(s),veh/h/ln	1847	0	1834	1759	0	1766	1297	0	1677	1738	0	1577
Q Serve(g_s), s	1.0	0.0	26.6	0.8	0.0	19.2	5.6	0.0	0.0	0.0	0.0	1.6
Cycle Q Clear(g_c), s	1.0	0.0	26.6	0.8	0.0	19.2	8.1	0.0	0.0	2.4	0.0	1.6
Prop In Lane	1.00		0.09	1.00		0.04	0.67		1.00	0.44		1.00
Lane Grp Cap(c), veh/h	588	0	1356	454	0	1301	160	0		190	0	133
V/C Ratio(X)	0.11	0.00	0.62	0.11	0.00	0.51	0.53	0.00		0.22	0.00	0.17
Avail Cap(c_a), veh/h	827	0	1356	687	0	1301	340	0		378	0	315
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.9	0.0	7.5	6.4	0.0	6.7	54.6	0.0	0.0	51.4	0.0	51.0
Incr Delay (d2), s/veh	0.1	0.0	2.2	0.0	0.0	1.4	1.0	0.0	0.0	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	9.5	0.2	0.0	6.6	2.5	0.0	0.0	1.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.9	0.0	9.7	6.4	0.0	8.1	55.6	0.0	0.0	51.6	0.0	51.3
LnGrp LOS	A	A	A	A	A	A	E	A		D	A	D
Approach Vol, veh/h		909			720			84	A			64
Approach Delay, s/veh		9.3			8.0			55.6				51.5
Approach LOS		A			A			E				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	94.7		16.1	9.4	94.4		16.1				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	59.0		24.0	20.0	59.0		24.0				
Max Q Clear Time (g_c+I1), s	2.8	28.6		4.4	3.0	21.2		10.1				
Green Ext Time (p_c), s	0.1	6.0		0.1	0.2	2.4		0.1				

Intersection Summary

HCM 6th Ctrl Delay	12.5
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
4: Site Driveway/CVS Driveway & Mohegan Avenue

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	21	46	74	14	81	8	64	2	10	3	4	13
Future Volume (vph)	21	46	74	14	81	8	64	2	10	3	4	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.929			0.989			0.982			0.912	
Flt Protected		0.993			0.993			0.960			0.992	
Satd. Flow (prot)	0	1666	0	0	3515	0	0	1791	0	0	1719	0
Flt Permitted		0.993			0.993			0.960			0.992	
Satd. Flow (perm)	0	1666	0	0	3515	0	0	1791	0	0	1719	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)	1						1	1		1	1	1
Confl. Bikes (#/hr)							1					
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	10%	5%	3%	0%	3%	0%	3%	0%	0%	0%	0%	0%
Adj. Flow (vph)	27	60	96	18	105	10	83	3	13	4	5	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	183	0	0	133	0	0	99	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	46	74	14	81	8	64	2	10	3	4	13
Future Vol, veh/h	21	46	74	14	81	8	64	2	10	3	4	13
Conflicting Peds, #/hr	1	0	0	0	0	1	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	10	5	3	0	3	0	3	0	0	0	0	0
Mvmt Flow	27	60	96	18	105	10	83	3	13	4	5	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	116	0	0	156	0	0	254	314	109	318	357	60
Stage 1	-	-	-	-	-	-	162	162	-	147	147	-
Stage 2	-	-	-	-	-	-	92	152	-	171	210	-
Critical Hdwy	4.25	-	-	4.1	-	-	6.345	5.5	5.7	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.145	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.545	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.295	-	-	2.2	-	-	3.5285	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1419	-	-	1436	-	-	737	660	965	627	572	999
Stage 1	-	-	-	-	-	-	875	803	-	847	779	-
Stage 2	-	-	-	-	-	-	926	809	-	836	732	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1418	-	-	1436	-	-	700	637	964	599	552	997
Mov Cap-2 Maneuver	-	-	-	-	-	-	700	637	-	599	552	-
Stage 1	-	-	-	-	-	-	857	786	-	828	768	-
Stage 2	-	-	-	-	-	-	892	798	-	804	717	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	1	10.8	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	724	1418	-	-	1436	-	-	791
HCM Lane V/C Ratio	0.136	0.019	-	-	0.013	-	-	0.033
HCM Control Delay (s)	10.8	7.6	0	-	7.5	0	-	9.7
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.1

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	734	139	99	784	21	165	44	129	58	49	97
Future Volume (vph)	96	734	139	99	784	21	165	44	129	58	49	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%				4%
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00		0.99	0.98		1.00	0.98	
Frt		0.976			0.996			0.888			0.901	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1769	1810	0	1770	1837	0	1736	1580	0	1769	1609	0
Flt Permitted	0.071			0.070			0.390			0.645		
Satd. Flow (perm)	132	1810	0	130	1837	0	709	1580	0	1199	1609	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		8			1							
Link Speed (mph)		35			35			30				30
Link Distance (ft)		459			413			745				941
Travel Time (s)		8.9			8.0			16.9				21.4
Confl. Peds. (#/hr)	2		3	3		2	3		1	1		3
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	2%	3%	0%	1%	2%	2%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	1	1
Adj. Flow (vph)	99	757	143	102	808	22	170	45	133	60	51	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	900	0	102	830	0	170	178	0	60	151	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	NYSDOT											
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	9.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	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	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		2			1			1				
v/c Ratio	0.56	1.03		0.56	0.93		0.51	0.55		0.22	0.72	
Control Delay	30.3	69.9		26.7	51.0		36.4	49.0		30.3	67.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.3	69.9		26.7	51.0		36.4	49.0		30.3	67.8	
Queue Length 50th (ft)	31	~736		51	618		102	128		34	114	
Queue Length 95th (ft)	91	#1177		m77	#1037		141	186		58	177	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	338	875		337	890		375	343		429	321	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.29	1.03		0.30	0.93		0.45	0.52		0.14	0.47	

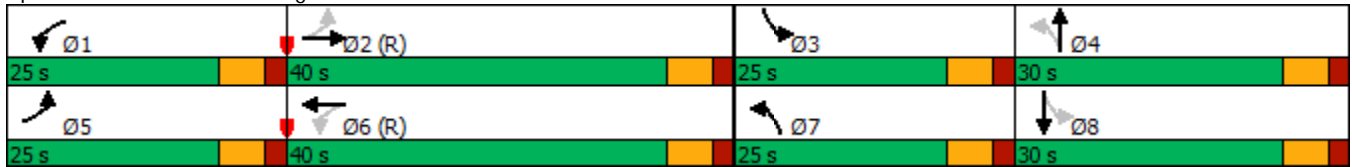
Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 ~ 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: Lexington Avenue & US 6



HCM 6th Signalized Intersection Summary
 1: Lexington Avenue & US 6

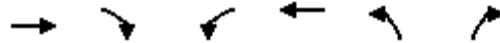
2021-BD-FAST FOOD-PM-IMP

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	734	139	99	784	21	165	44	129	58	49	97
Future Volume (veh/h)	96	734	139	99	784	21	165	44	129	58	49	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1862	1862	1862	1870	1856	1856	1924	1909	1909	1806	1776	1776
Adj Flow Rate, veh/h	99	757	143	102	808	22	170	45	133	60	51	100
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	2	3	3	1	2	2	0	2	2
Cap, veh/h	250	829	157	193	984	27	263	72	212	213	60	118
Arrive On Green	0.04	0.55	0.55	0.04	0.55	0.55	0.10	0.17	0.17	0.04	0.11	0.11
Sat Flow, veh/h	1773	1516	286	1781	1796	49	1833	423	1249	1720	529	1037
Grp Volume(v), veh/h	99	0	900	102	0	830	170	0	178	60	0	151
Grp Sat Flow(s),veh/h/ln	1773	0	1802	1781	0	1845	1833	0	1671	1720	0	1566
Q Serve(g_s), s	2.9	0.0	54.2	3.0	0.0	44.4	9.5	0.0	11.9	3.7	0.0	11.3
Cycle Q Clear(g_c), s	2.9	0.0	54.2	3.0	0.0	44.4	9.5	0.0	11.9	3.7	0.0	11.3
Prop In Lane	1.00		0.16	1.00		0.03	1.00		0.75	1.00		0.66
Lane Grp Cap(c), veh/h	250	0	986	193	0	1011	263	0	284	213	0	178
V/C Ratio(X)	0.40	0.00	0.91	0.53	0.00	0.82	0.65	0.00	0.63	0.28	0.00	0.85
Avail Cap(c_a), veh/h	458	0	986	401	0	1011	375	0	334	414	0	313
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.4	0.0	24.6	25.4	0.0	22.3	40.3	0.0	46.3	44.5	0.0	52.1
Incr Delay (d2), s/veh	0.4	0.0	14.1	0.8	0.0	7.5	1.0	0.0	1.5	0.3	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	25.4	1.5	0.0	20.2	4.4	0.0	5.1	1.6	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	0.0	38.7	26.3	0.0	29.8	41.3	0.0	47.8	44.7	0.0	56.4
LnGrp LOS	C	A	D	C	A	C	D	A	D	D	A	E
Approach Vol, veh/h		999			932			348				211
Approach Delay, s/veh		36.9			29.4			44.6				53.1
Approach LOS		D			C			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	71.6	11.0	26.4	10.9	71.7	17.7	19.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0				
Max Q Clear Time (g_c+I1), s	5.0	56.2	5.7	13.9	4.9	46.4	11.5	13.3				
Green Ext Time (p_c), s	0.2	0.0	0.1	0.4	0.2	0.0	0.3	0.3				
Intersection Summary												
HCM 6th Ctrl Delay				36.6								
HCM 6th LOS				D								

Lanes, Volumes, Timings
2: Old Farm Lane & US 6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	
Traffic Volume (vph)	913	49	82	958	34	58
Future Volume (vph)	913	49	82	958	34	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.915	
Flt Protected			0.950		0.982	
Satd. Flow (prot)	1861	0	1369	1930	1689	0
Flt Permitted			0.950		0.982	
Satd. Flow (perm)	1861	0	1369	1930	1689	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	0%	39%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	941	51	85	988	35	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	992	0	85	988	95	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	913	49	82	958	34	58
Future Vol, veh/h	913	49	82	958	34	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	39	0	3	0
Mvmt Flow	941	51	85	988	35	60

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	992	0	2125 967
Stage 1	-	-	-	-	967 -
Stage 2	-	-	-	-	1158 -
Critical Hdwy	-	-	4.49	-	6.43 6.2
Critical Hdwy Stg 1	-	-	-	-	5.43 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	-	-	2.551	-	3.527 3.3
Pot Cap-1 Maneuver	-	-	570	-	55 311
Stage 1	-	-	-	-	367 -
Stage 2	-	-	-	-	298 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	570	-	47 311
Mov Cap-2 Maneuver	-	-	-	-	136 -
Stage 1	-	-	-	-	312 -
Stage 2	-	-	-	-	298 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1	35.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	211	-	-	570	-
HCM Lane V/C Ratio	0.45	-	-	0.148	-
HCM Control Delay (s)	35.3	-	-	12.4	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	2.1	-	-	0.5	-

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	862	110	55	944	16	142	33	74	24	26	20
Future Volume (vph)	27	862	110	55	944	16	142	33	74	24	26	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.98				0.96
Frt		0.983			0.998				0.850			0.850
Flt Protected	0.950			0.950				0.961			0.976	
Satd. Flow (prot)	1814	1854	0	1778	1824	0	0	1830	1631	0	1682	1500
Flt Permitted	0.116			0.097				0.729			0.714	
Satd. Flow (perm)	222	1854	0	182	1824	0	0	1365	1631	0	1230	1435
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			1				79			73
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	1		3	3		1	7					7
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	4%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	29	917	117	59	1004	17	151	35	79	26	28	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	1034	0	59	1021	0	0	186	79	0	54	21
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template	NYSDOT			NYSDOT			Left			Left		
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38			38	38		38	38

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Size(ft)	40	40		40	40			40	40		40	40
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	65.0		25.0	65.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	20.8%	54.2%		20.8%	54.2%		25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	59.0		20.0	59.0		24.0	24.0	24.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		3.0	3.0	3.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		2								4	4	4
v/c Ratio	0.12	0.85		0.28	0.83			0.81	0.23		0.26	0.07
Control Delay	7.7	23.0		8.5	24.9			72.4	10.4		45.0	0.5
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	7.7	23.0		8.5	24.9			72.4	10.4		45.0	0.5
Queue Length 50th (ft)	6	393		11	628			138	0		36	0
Queue Length 95th (ft)	m11	m541		25	#1018			#223	42		74	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	429	1216		400	1226			273	389		246	345
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.07	0.85		0.15	0.83			0.68	0.20		0.22	0.06

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 # 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: 3: Mohegan Avenue/Lakeland Street & US 6



HCM 6th Signalized Intersection Summary
 3: Mohegan Avenue/Lakeland Street & US 6

2021-BD-FAST FOOD-PM-IMP

09/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	862	110	55	944	16	142	33	74	24	26	20
Future Volume (veh/h)	27	862	110	55	944	16	142	33	74	24	26	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.98		1.00	0.99		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1924	1924	1847	1817	1817	1919	1919	1979	1894	1894	1894
Adj Flow Rate, veh/h	29	917	117	59	1004	17	151	35	0	26	28	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	1	1	0	2	2	4	4	0	0	0	0
Cap, veh/h	235	1090	139	247	1175	20	225	39		168	167	262
Arrive On Green	0.03	0.65	0.65	0.04	0.66	0.66	0.17	0.17	0.00	0.17	0.17	0.17
Sat Flow, veh/h	1847	1672	213	1759	1775	30	1000	232	1677	725	980	1537
Grp Volume(v), veh/h	29	0	1034	59	0	1021	186	0	0	54	0	21
Grp Sat Flow(s),veh/h/ln	1847	0	1885	1759	0	1805	1232	0	1677	1705	0	1537
Q Serve(g_s), s	0.6	0.0	50.7	1.3	0.0	52.8	15.2	0.0	0.0	0.0	0.0	1.4
Cycle Q Clear(g_c), s	0.6	0.0	50.7	1.3	0.0	52.8	18.2	0.0	0.0	3.0	0.0	1.4
Prop In Lane	1.00		0.11	1.00		0.02	0.81		1.00	0.48		1.00
Lane Grp Cap(c), veh/h	235	0	1229	247	0	1195	264	0		335	0	262
V/C Ratio(X)	0.12	0.00	0.84	0.24	0.00	0.85	0.70	0.00		0.16	0.00	0.08
Avail Cap(c_a), veh/h	495	0	1229	477	0	1195	307	0		382	0	307
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.0	0.0	16.1	18.1	0.0	15.8	50.3	0.0	0.0	42.5	0.0	41.9
Incr Delay (d2), s/veh	0.2	0.0	7.0	0.2	0.0	7.9	5.9	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	21.9	0.7	0.0	21.8	5.9	0.0	0.0	1.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	0.0	23.1	18.3	0.0	23.7	56.2	0.0	0.0	42.6	0.0	41.9
LnGrp LOS	B	A	C	B	A	C	E	A		D	A	D
Approach Vol, veh/h		1063			1080			186	A		75	
Approach Delay, s/veh		23.0			23.4			56.2			42.4	
Approach LOS		C			C			E			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	84.3		26.4	8.1	85.5		26.4				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	59.0		24.0	20.0	59.0		24.0				
Max Q Clear Time (g_c+I1), s	3.3	52.7		5.0	2.6	54.8		20.2				
Green Ext Time (p_c), s	0.1	3.5		0.2	0.1	1.8		0.3				

Intersection Summary

HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

















Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
 4: Site Driveway/CVS Driveway & Mohegan Avenue

2021-BD-FAST FOOD-PM-IMP

09/10/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	67	66	17	93	13	85	2	7	15	4	71
Future Volume (vph)	58	67	66	17	93	13	85	2	7	15	4	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.953			0.985			0.990			0.893	
Flt Protected		0.985			0.993			0.957			0.992	
Satd. Flow (prot)	0	1775	0	0	3584	0	0	1845	0	0	1683	0
Flt Permitted		0.985			0.993			0.957			0.992	
Satd. Flow (perm)	0	1775	0	0	3584	0	0	1845	0	0	1683	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)	1		5	5		1	4		1	1		4
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	60	69	68	18	96	13	88	2	7	15	4	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	197	0	0	127	0	0	97	0	0	92	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	58	67	66	17	93	13	85	2	7	15	4	71
Future Vol, veh/h	58	67	66	17	93	13	85	2	7	15	4	71
Conflicting Peds, #/hr	1	0	5	5	0	1	4	0	1	1	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	60	69	68	18	96	13	88	2	7	15	4	73

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	110	0	0	142	0	0	318	374	109	369	402	60
Stage 1	-	-	-	-	-	-	228	228	-	140	140	-
Stage 2	-	-	-	-	-	-	90	146	-	229	262	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.3	5.5	5.7	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1493	-	-	1453	-	-	685	621	965	579	540	999
Stage 1	-	-	-	-	-	-	830	766	-	854	785	-
Stage 2	-	-	-	-	-	-	936	812	-	778	695	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1492	-	-	1446	-	-	598	582	959	547	507	994
Mov Cap-2 Maneuver	-	-	-	-	-	-	598	582	-	547	507	-
Stage 1	-	-	-	-	-	-	789	728	-	816	774	-
Stage 2	-	-	-	-	-	-	848	801	-	735	661	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	1	11.9	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	615	1492	-	-	1446	-	-	843
HCM Lane V/C Ratio	0.158	0.04	-	-	0.012	-	-	0.11
HCM Control Delay (s)	11.9	7.5	0	-	7.5	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0	-	-	0.4

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

2021-BD-FAST FOOD-SAT-IMP

09/10/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	823	225	78	909	26	231	37	132	37	52	84
Future Volume (vph)	99	823	225	78	909	26	231	37	132	37	52	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	12	12	12
Grade (%)		2%			0%			-1%				4%
Storage Length (ft)	0		0	140		0	115		0	190		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			50			125			90		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99			1.00		1.00	0.98		1.00	0.99	
Frt		0.968			0.996			0.883			0.908	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1797	0	1805	1866	0	1754	1586	0	1769	1657	0
Flt Permitted	0.073			0.076			0.413			0.645		
Satd. Flow (perm)	134	1797	0	144	1866	0	761	1586	0	1197	1657	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		11			1							
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		459			413			745			941	
Travel Time (s)		8.9			8.0			16.9			21.4	
Confl. Peds. (#/hr)	5		2	2		5	1		2	2		1
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
Heavy Vehicles (%)	2%	1%	0%	0%	1%	13%	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	104	866	237	82	957	27	243	39	139	39	55	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	1103	0	82	984	0	243	178	0	39	143	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.01	1.01	1.01	1.00	1.00	1.00	1.04	1.04	1.04	1.03	1.03	1.03
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		2	2		2	2	
Detector Template	NYS DOT											
Leading Detector (ft)	78	78		78	78		78	78		78	78	
Trailing Detector (ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Position(ft)	-10	-10		-10	-10		-10	-10		-10	-10	
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	

Lanes, Volumes, Timings
1: Lexington Avenue & US 6

2021-BD-FAST FOOD-SAT-IMP

09/10/2018

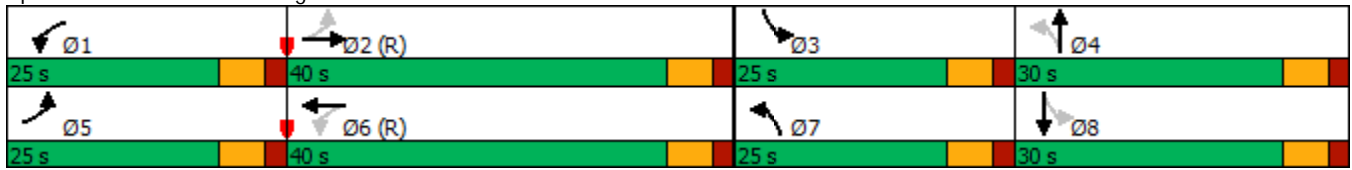


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	16.0		9.0	16.0		9.0	9.0		9.0	29.0	
Total Split (s)	25.0	40.0		25.0	40.0		25.0	30.0		25.0	30.0	
Total Split (%)	20.8%	33.3%		20.8%	33.3%		20.8%	25.0%		20.8%	25.0%	
Maximum Green (s)	19.0	34.0		19.0	34.0		19.0	24.0		19.0	24.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	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	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		22.0			27.0			16.0				
Pedestrian Calls (#/hr)		1			3			1				
v/c Ratio	0.57	1.26		0.47	1.15		0.62	0.44		0.16	0.70	
Control Delay	31.1	154.4		24.6	108.9		38.3	41.6		28.5	67.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.1	154.4		24.6	108.9		38.3	41.6		28.5	67.4	
Queue Length 50th (ft)	35	~1112		30	~895		145	121		21	108	
Queue Length 95th (ft)	92	#1482		m67	#1272		203	185		43	169	
Internal Link Dist (ft)		379			333			665			861	
Turn Bay Length (ft)				140			115			190		
Base Capacity (vph)	333	877		346	859		402	405		428	331	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.31	1.26		0.24	1.15		0.60	0.44		0.09	0.43	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 ~ 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: Lexington Avenue & US 6



HCM 6th Signalized Intersection Summary
1: Lexington Avenue & US 6

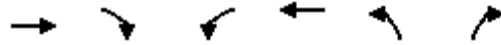
2021-BD-FAST FOOD-SAT-IMP

09/10/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	823	225	78	909	26	231	37	132	37	52	84
Future Volume (veh/h)	99	823	225	78	909	26	231	37	132	37	52	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1847	1862	1862	1900	1885	1885	1939	1939	1939	1806	1806	1806
Adj Flow Rate, veh/h	104	866	237	82	957	27	243	39	139	39	55	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	1	1	0	1	1	0	0	0	0	0	0
Cap, veh/h	138	739	202	126	945	27	328	78	278	229	66	105
Arrive On Green	0.04	0.53	0.53	0.04	0.52	0.52	0.13	0.21	0.21	0.03	0.11	0.11
Sat Flow, veh/h	1759	1406	385	1810	1824	51	1847	371	1323	1720	621	994
Grp Volume(v), veh/h	104	0	1103	82	0	984	243	0	178	39	0	143
Grp Sat Flow(s),veh/h/ln	1759	0	1790	1810	0	1876	1847	0	1694	1720	0	1616
Q Serve(g_s), s	3.3	0.0	63.1	2.5	0.0	62.2	13.6	0.0	11.1	2.4	0.0	10.4
Cycle Q Clear(g_c), s	3.3	0.0	63.1	2.5	0.0	62.2	13.6	0.0	11.1	2.4	0.0	10.4
Prop In Lane	1.00		0.21	1.00		0.03	1.00		0.78	1.00		0.62
Lane Grp Cap(c), veh/h	138	0	942	126	0	972	328	0	357	229	0	171
V/C Ratio(X)	0.75	0.00	1.17	0.65	0.00	1.01	0.74	0.00	0.50	0.17	0.00	0.84
Avail Cap(c_a), veh/h	338	0	942	347	0	972	377	0	357	455	0	323
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.3	0.0	28.4	28.6	0.0	28.9	39.2	0.0	41.8	46.1	0.0	52.6
Incr Delay (d2), s/veh	3.1	0.0	88.5	2.1	0.0	32.0	5.2	0.0	0.4	0.1	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	48.4	1.2	0.0	34.8	6.6	0.0	4.7	1.0	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	117.0	30.7	0.0	60.9	44.4	0.0	42.2	46.3	0.0	56.7
LnGrp LOS	C	A	F	C	A	F	D	A	D	D	A	E
Approach Vol, veh/h		1207			1066			421				182
Approach Delay, s/veh		109.6			58.6			43.5				54.4
Approach LOS		F			E			D				D
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	69.1	9.2	31.3	11.3	68.2	21.8	18.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	19.0	34.0	19.0	24.0	19.0	34.0	19.0	24.0				
Max Q Clear Time (g_c+I1), s	4.5	65.1	4.4	13.1	5.3	64.2	15.6	12.4				
Green Ext Time (p_c), s	0.1	0.0	0.0	0.4	0.2	0.0	0.2	0.3				
Intersection Summary												
HCM 6th Ctrl Delay				77.5								
HCM 6th LOS				E								

Lanes, Volumes, Timings
2: Old Farm Lane & US 6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	952	36	44	1003	20	53
Future Volume (vph)	952	36	44	1003	20	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	13	12	12	12
Grade (%)	-1%			-4%	0%	
Storage Length (ft)		0	50		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.995				0.902	
Flt Protected			0.950		0.986	
Satd. Flow (prot)	1882	0	1812	1911	1619	0
Flt Permitted			0.950		0.986	
Satd. Flow (perm)	1882	0	1812	1911	1619	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	285			384	188	
Travel Time (s)	5.6			7.5	4.3	
Confl. Peds. (#/hr)		4	4			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	5%	1%	0%	6%
Bus Blockages (#/hr)	0	0	0	1	0	0
Adj. Flow (vph)	992	38	46	1045	21	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1030	0	46	1045	76	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	13			13	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	0.99	0.99	0.93	0.98	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	952	36	44	1003	20	53
Future Vol, veh/h	952	36	44	1003	20	53
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-4	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	5	1	0	6
Mvmt Flow	992	38	46	1045	21	55

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1034	0	2152 1015
Stage 1	-	-	-	-	1015 -
Stage 2	-	-	-	-	1137 -
Critical Hdwy	-	-	4.15	-	6.4 6.26
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.245	-	3.5 3.354
Pot Cap-1 Maneuver	-	-	661	-	54 284
Stage 1	-	-	-	-	353 -
Stage 2	-	-	-	-	309 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	658	-	50 283
Mov Cap-2 Maneuver	-	-	-	-	156 -
Stage 1	-	-	-	-	327 -
Stage 2	-	-	-	-	309 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	28
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	231	-	-	658	-
HCM Lane V/C Ratio	0.329	-	-	0.07	-
HCM Control Delay (s)	28	-	-	10.9	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	1.4	-	-	0.2	-

Lanes, Volumes, Timings
3: Mohegan Avenue/Lakeland Street & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	905	102	51	912	11	120	18	63	19	10	21
Future Volume (vph)	18	905	102	51	912	11	120	18	63	19	10	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	10	10	10
Grade (%)		-1%			3%			-2%			1%	
Storage Length (ft)	80		0	100		0	0		0	0		25
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	75			100			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.99			0.97	
Frt		0.985			0.998			0.850			0.850	
Flt Protected	0.950			0.950				0.958			0.969	
Satd. Flow (prot)	1814	1854	0	1778	1824	0	0	1807	1584	0	1636	1500
Flt Permitted	0.164			0.092				0.731			0.752	
Satd. Flow (perm)	313	1854	0	172	1824	0	0	1364	1584	0	1270	1451
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			1			73			73	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			382			260			307	
Travel Time (s)		7.1			7.4			5.9			7.0	
Confl. Peds. (#/hr)	1		1	1		1	4					4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	3%	0%	2%	0%	2%	0%	3%	7%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	1	1	0	0	0	0	0	0
Adj. Flow (vph)	19	973	110	55	981	12	129	19	68	20	11	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	1083	0	55	993	0	0	148	68	0	31	23
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	0.99	0.99	0.99	1.02	1.03	1.02	0.99	0.99	0.99	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2	2	1	2	2
Detector Template	NYS DOT			NYS DOT			Left			Left		
Leading Detector (ft)	78	78		78	78		20	78	78	20	78	78
Trailing Detector (ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10		0	-10	-10	0	-10	-10
Detector 1 Size(ft)	40	40		40	40		20	40	40	20	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	2.0	3.0		2.0	3.0		0.0	2.0	2.0	0.0	2.0	2.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	38	38		38	38		38	38		38	38	38
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	40

Lanes, Volumes, Timings
 3: Mohegan Avenue/Lakeland Street & US 6

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	2.0	3.0		2.0	3.0			2.0	2.0		2.0	2.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.0	16.0		10.0	16.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	25.0	65.0		25.0	65.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	20.8%	54.2%		20.8%	54.2%		25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Maximum Green (s)	20.0	59.0		20.0	59.0		24.0	24.0	24.0	24.0	24.0	24.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	5.0	6.0		5.0	6.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0								7.0	7.0	7.0
Flash Dont Walk (s)		12.0								12.0	12.0	12.0
Pedestrian Calls (#/hr)		1								2	2	2
v/c Ratio	0.06	0.86		0.27	0.76			0.76	0.23		0.17	0.08
Control Delay	6.9	21.2		7.6	18.3			71.6	10.4		44.7	0.6
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	6.9	21.2		7.6	18.3			71.6	10.4		44.7	0.6
Queue Length 50th (ft)	4	399		9	356			111	0		21	0
Queue Length 95th (ft)	m6	m411		24	#966			175	36		48	0
Internal Link Dist (ft)		286			302			180			227	
Turn Bay Length (ft)	80			100								25
Base Capacity (vph)	489	1266		399	1309			272	375		254	348
Starvation Cap Reductn	0	0		0	0			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0
Reduced v/c Ratio	0.04	0.86		0.14	0.76			0.54	0.18		0.12	0.07

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

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: 3: Mohegan Avenue/Lakeland Street & US 6



HCM 6th Signalized Intersection Summary
 3: Mohegan Avenue/Lakeland Street & US 6

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	905	102	51	912	11	120	18	63	19	10	21
Future Volume (veh/h)	18	905	102	51	912	11	120	18	63	19	10	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.99		1.00	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1939	1924	1924	1847	1817	1817	1979	1979	1934	1894	1894	1894
Adj Flow Rate, veh/h	19	973	110	55	981	12	129	19	0	20	11	23
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	1	0	2	2	0	0	3	0	0	0
Cap, veh/h	302	1175	133	265	1263	15	207	22		183	91	207
Arrive On Green	0.02	0.69	0.69	0.04	0.71	0.71	0.13	0.13	0.00	0.13	0.13	0.13
Sat Flow, veh/h	1847	1698	192	1759	1784	22	1148	169	1639	1016	691	1581
Grp Volume(v), veh/h	19	0	1083	55	0	993	148	0	0	31	0	23
Grp Sat Flow(s),veh/h/ln	1847	0	1890	1759	0	1806	1317	0	1639	1708	0	1581
Q Serve(g_s), s	0.4	0.0	49.6	1.1	0.0	42.9	11.7	0.0	0.0	0.0	0.0	1.5
Cycle Q Clear(g_c), s	0.4	0.0	49.6	1.1	0.0	42.9	13.5	0.0	0.0	1.8	0.0	1.5
Prop In Lane	1.00		0.10	1.00		0.01	0.87		1.00	0.65		1.00
Lane Grp Cap(c), veh/h	302	0	1308	265	0	1278	229	0		273	0	207
V/C Ratio(X)	0.06	0.00	0.83	0.21	0.00	0.78	0.65	0.00		0.11	0.00	0.11
Avail Cap(c_a), veh/h	574	0	1308	497	0	1278	331	0		380	0	316
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.3	0.0	13.3	16.1	0.0	11.4	52.0	0.0	0.0	46.1	0.0	46.0
Incr Delay (d2), s/veh	0.1	0.0	6.1	0.1	0.0	4.7	1.1	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	20.4	0.7	0.0	16.3	4.4	0.0	0.0	0.8	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.4	0.0	19.5	16.2	0.0	16.1	53.2	0.0	0.0	46.1	0.0	46.0
LnGrp LOS	B	A	B	B	A	B	D	A		D	A	D
Approach Vol, veh/h		1102			1048			148	A			54
Approach Delay, s/veh		19.3			16.1			53.2				46.1
Approach LOS		B			B			D				D
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	89.1		21.7	7.3	90.9		21.7				
Change Period (Y+Rc), s	5.0	6.0		6.0	5.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	59.0		24.0	20.0	59.0		24.0				
Max Q Clear Time (g_c+I1), s	3.1	51.6		3.8	2.4	44.9		15.5				
Green Ext Time (p_c), s	0.1	4.2		0.1	0.0	3.6		0.2				

Intersection Summary

HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Lanes, Volumes, Timings
 4: Site Driveway/CVS Driveway & Mohegan Avenue

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	53	58	52	5	79	14	54	0	6	13	0	69
Future Volume (vph)	53	58	52	5	79	14	54	0	6	13	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			-3%			-5%			0%	
Storage Length (ft)	0		0	0		20	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.957			0.979			0.987			0.886	
Flt Protected		0.984			0.998			0.957			0.992	
Satd. Flow (prot)	0	1756	0	0	3495	0	0	1840	0	0	1656	0
Flt Permitted		0.984			0.998			0.957			0.992	
Satd. Flow (perm)	0	1756	0	0	3495	0	0	1840	0	0	1656	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		260			504			168			135	
Travel Time (s)		5.9			11.5			3.8			3.1	
Confl. Peds. (#/hr)			3	3			2		1	1		
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	0%	0%	3%	0%	0%	0%	0%	0%	0%	1%
Adj. Flow (vph)	65	72	64	6	98	17	67	0	7	16	0	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	201	0	0	121	0	0	74	0	0	101	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	0.98	0.98	0.98	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	58	52	5	79	14	54	0	6	13	0	69
Future Vol, veh/h	53	58	52	5	79	14	54	0	6	13	0	69
Conflicting Peds, #/hr	0	0	3	3	0	0	2	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	20	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-3	-	-	-5	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	0	0	3	0	0	0	0	0	0	1
Mvmt Flow	65	72	64	6	98	17	67	0	7	16	0	85

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	115	0	0	139	0	0	300	364	108	358	388	60
Stage 1	-	-	-	-	-	-	237	237	-	119	119	-
Stage 2	-	-	-	-	-	-	63	127	-	239	269	-
Critical Hdwy	4.13	-	-	4.1	-	-	6.3	5.5	5.7	7.3	6.5	6.915
Critical Hdwy Stg 1	-	-	-	-	-	-	5.1	4.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.5	4.5	-	6.1	5.5	-
Follow-up Hdwy	2.219	-	-	2.2	-	-	3.5	4	3.3	3.5	43.3095	
Pot Cap-1 Maneuver	1473	-	-	1457	-	-	701	627	966	589	550	996
Stage 1	-	-	-	-	-	-	823	761	-	879	801	-
Stage 2	-	-	-	-	-	-	963	823	-	769	690	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1473	-	-	1453	-	-	613	593	962	561	520	994
Mov Cap-2 Maneuver	-	-	-	-	-	-	613	593	-	561	520	-
Stage 1	-	-	-	-	-	-	781	722	-	837	798	-
Stage 2	-	-	-	-	-	-	875	820	-	726	655	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.5			0.4			11.4			9.6		
HCM LOS							B			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	636	1473	-	-	1453	-	-	886
HCM Lane V/C Ratio	0.116	0.044	-	-	0.004	-	-	0.114
HCM Control Delay (s)	11.4	7.6	0	-	7.5	0	-	9.6
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.4

**Shrub Oak
International School**

Nancy Calicchia

From: Tracy Russo <trusso@zarin-steinmetz.com>
Sent: Thursday, September 2, 2021 12:50 PM
To: Robyn Steinberg; Nancy Calicchia
Cc: David Steinmetz
Subject: Shrub Oak International School - Planning Board Notice for 9/13
Attachments: Affidavit of Mailing.pdf; Affidavit of Posting.pdf

RECEIVED
PLANNING DEPARTMENT
SEP 2 2021
TOWN OF YORKTOWN

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Robyn & Nancy,

Attached please find the Affidavit of Mailing and Posting for the subject matter. Kindly confirm receipt, and please let me know if you would like the hard copies overnighted to you.

Thank you.

Tracy A. Russo

Paralegal



ZARIN &
STEINMETZ

81 Main Street, Suite 415

White Plains, New York 10601

Tel.: (914) 682-7800 x 120

Fax: (914) 683-5492

trusso@zarin-steinmetz.com

www.zarin-steinmetz.com



Please consider the environment before printing this email.

SEP 2 2021

TOWN OF YORKTOWN

AFFIDAVIT OF MAILING

STATE OF NEW YORK)
)
COUNTY OF WESTCHESTER) ss:

Being duly sworn, Tracy A. Russo, hereby deposes and says as follows:

1. I am not party to this action and am over 18 years of age;
2. On August 26, 2021, I served the within Public Notice, via standard^{mail}, addressed to the following people at the last known addresses set forth below:

See attached.

Tracy A. Russo
Tracy A. Russo

Sworn to and subscribed before me
this 26th day of August 2021

[Signature]
NOTARY PUBLIC

LEE J. LEFKOWITZ
Notary Public, State of New York
Qualified in New York County
No. 02LE6263517
My Commission Expires June 11, 2021

NOTICE TO INTERESTED PARTIES

TO: _____

PLEASE TAKE NOTICE that a **Public Hearing** will be held by the Planning Board of the Town of Yorktown in Town Hall, 363 Underhill Avenue, Yorktown Heights, New York 10598 on **Monday, September 13, 2021 at 7:00 pm** or as soon thereafter as possible on the following matter:

Application of Shrub Oak International School for approval of an amended phasing plan, as shown on plans titled, "Shrub Oak International School Application for Site Plan Amendment (Phase 1)," 12 sheets, prepared by Divney Tung Schwalbe, LLP, and last revised July 28, 2021.

The applicant has requested amendments to the Phase 1 plan, approved by Planning Board Resolution #18-04 on May 21, 2018.

The property consists of 127.24 acres in the R1-160 zoning district located on the west side of Stony Street at 3151 Stony Street, Mohegan Lake in the Town of Yorktown and is identified on the Town Tax Map as Section 26.05, Block 1, Lot 4.

The above listed site plans may be viewed on the Town's website: <http://www.yorktownny.org/planning/public-hearings>. Please do not hesitate to call the Planning Department at 914-962-6565 with questions or for more information.

If any interested members of the public would like to provide comments on this application, written comments can be provided to the Board by mail sent to the Planning Department at 1974 Commerce Street, Yorktown Heights, NY 10598 or by email before the meeting to Robyn Steinberg at planning@yorktownny.org. Submitted written comments will be given to the Planning Board in advance of the meeting.

This notice is being sent to you by first class mail, under '195-39B of the Yorktown Town Code requiring the undersigned to notify all interested parties as defined thereunder.

Shrub Oak International School, LLC
Name of Applicant

David S. Steinmetz
By (David S. Steinmetz, Esq., as Attorney for the Applicant)
Zarin & Steinmetz

August 27, 2021
Date

26.05-1-12
GOIDEL, ALAN & DEENA
3174 AMELIA DR.
MOHEGAN LAKE, NY 10547

26.05-1-24
VALENTINO, ERIC &
BISCEGLIA, MORGAN
3220 LOOKOUT STREET
MOHEGAN LAKE, NY 10547

26.05-1-57
BAUER, SHAUN & ANN MARIE
3205 ROCKY PL.
MOHEGAN LAKE, NY 10547

16.17-1-46
TOWN OF YORKTOWN
363 UNDERHILL AVE
YORKTOWN HGTS., YO 10598

16.17-1-9
GROSS, NEIL & SANDRA
3234 AMELIA DR.
MOHEGAN LAKE, NY 10547

26.05-1-7
ARGIRO, ANTHONY (L/E)
3214 AMELIA DR.
MOHEGAN LAKE, NY 10547

26.05-1-10
COLLMAN-PIERRE, ARLENE
3192 AMELIA DR.
MOHEGAN LAKE, NY 10547

26.05-1-4
3151 STONEY ST., LLC
C/O GENERAL COUNSEL
3151 STONY STREET
MOHEGAN LAKE, NY 10547

26.05-1-16
FIRST H.C. OF P.
1821 EAST MAIN STREET
PEEKSKILL, NY 10566

26.05-1-49
TANG, XIAOPING &
LUO, JING
3193 ROCKY PLACE
MOHEGAN LAKE, NY 10547

26.05-1-13
DEDVUKAJ, NIKOLA
3166 AMELIA DR.
MOHEGAN LAKE, NY 10547

26.05-1-23
VALENTINO, ERIC &
BISCEGLIA, MORGAN
3220 LOOKOUT STREET
MOHEGAN LAKE, NY 10547

26.05-1-83
NABBY DAY CAMP INC
1 NABBY HILL
MOHEGAN LAKE, NY 10547

26.06-1-1
TOWN OF YORKTOWN PARKLAND
TBR 10/19/2011
363 UNDERHILL AVE.
YORKTOWN HGTS, NY 10598

26.05-1-5
EHRENREICH, KIRK &
MICHELLE
3228 AMELIA DR.
MOHEGAN LAKE, NY 10547

26.05-1-8
COLLETTI, B & M REV TRUST
& DEROSA, ROBERT & LISA
3208 AMELIA DR.
MOHEGAN LAKE, NY 10547

26.05-1-11
MORETTI, PATSY A. LIVING
TRUST
3182 AMELIA DR.
MOHEGAN LAKE, NY 10547

26.05-1-22
FIRST H.C. OF P.
1821 EAST MAIN STREET
PEEKSKILL, NY 10566

26.05-1-29
VALENTINO, ERIC &
BISCEGLIA, MORGAN
3220 LOOKOUT ST.
MOHEGAN LAKE, NY 10547

26.05-1-67
DOMINGUEZ, KEVIN &
RIJO, LARITZA
3166 HOLLYWOOD ST.
MOHEGAN LAKE, NY 10547

26.05-1-14
MC LOUGHLIN, ANNETTE &
CAHILL, MARTIN
3158 AMELIA DR.
MOHEGAN LAKE, NY 10547

26.05-1-58
SCHWARTZ, LOUIS & ELAINE
225 BROADWAY, STE 2030
NEW YORK, NY 10007

26.09-1-1
TRIPALDI, JOHN & JANICE
3070 DALE ST.
MOHEGAN LAKE, NY 10547

16.17-1-8
WEITZMAN IRREVOCABLE
LIVING TRUST
3240 AMELIA DR.
MOHEGAN LAKE, NY 10547

26.05-1-6
JOHNSON, ROBERT & NANCY
3222 AMELIA DR.
MOHEGAN LAKE, NY 10547

26.05-1-9
DWINELL, JOHN & NANCY
3200 AMELIA DR.
MOHEGAN LAKE, NY 10547

26.05-1-15
KIRKHAM, LINDA & WITHERS,
LYNNE
3220 BAKER ST.
MOHEGAN LAKE, NY 10547

26.06-1-2
3151 STONEY ST. LLC.
C/O GENERAL COUNSEL
3151 STONY STREET
MOHEGAN LAKE, NY 10547

26.05-1-48
SACCENTE, MICHAEL
3197 ROCKY PLACE
MOHEGAN LAKE, NY 10547

26.05-1-1
NABBY DAY CAMP INC
1 NABBY HILL
MOHEGAN LAKE, NY 10547

26.05-1-68

GEDNEY, DAVID & WYNNE
3165 HOLLYWOOD ST.
MOHEGAN LAKE, NY 10547

26.05-1-2

NABBY DAY CAMP INC
1 NABBY HILL
MOHEGAN LAKE, NY 10547

DUP

26.05-1-3

NABBY DAY CAMP INC
1 NABBY HILL
MOHEGAN LAKE, NY 10547

DUP

26.09-1-2

LIBRIZZO, SHARON &
NAPOLETANO, RENEE
3058 DALE ST.
MOHEGAN LAKE, NY 10547

26.09-1-22

TOWN OF YORKTOWN PARKLAND
TBR 10/19/2011
(GRANITE KNOLLS)
363 UNDERHILL AVE.
YORKTOWN HGTS, NY 10598

26.09-1-10

HELMER, JOSEPH &
DODDS, MARY PAT
3036 KNOLLWOOD CT.
MOHEGAN LAKE, NY 10547

26.09-1-6

EKELUND, BRYAN & KENDRA
1528 SYLVAN RD.
MOHEGAN LAKE, NY 10547

26.09-1-3

TYLER, KENNETH E.
FAMILY TRUST
3046 DALE ST.
MOHEGAN LAKE, NY 10547

26.09-1-9

CAVALIERI, ERIC & NICOLE
3035 KNOLLWOOD CT.
MOHEGAN LAKE, NY 10547

SEP 2 2021

Sign Notification Certification

TOWN OF YORKTOWN

Per Section §205-7 of the Town of Yorktown Town Code, every applicant that submits an application to an approval authority empowered to approve or deny said application must post one or more notification signs on the property which is the subject of said application.

Section 26.05 Block 1 Lot 4

Project Name: Shrub Oak International School, LLC

Address: 3151 Stony Street, Mohegan Lake

Applicant's Name: Tracy A. Russo, Paralegal

Address: Zarin & Steinmetz, 81 Main Street, Ste. 415, White Plains, NY 10601

Phone: (914) 682-7800

No. Signs Posted: 1

Sign #1 Location: 3151 Stony Street, entrance to property.

Sign #2 Location: _____

Sign #3 Location: _____

- Please Attach and Label Photos on Additional Sheets -

Applicant's Signature: Tracy A. Russo

Land Owner's Signature: N/A

NOTICE

**THIS PROPERTY IS THE
SUBJECT OF AN APPLICATION
BEFORE THE YORKTOWN
PLANNING BOARD**

**FOR MORE INFORMATION CONTACT THE PLANNING DEPT.
914-962-6565**

WWW.YORKTOWNNY.ORG

YORKTOWN BOARD OF PLANNING

RECEIVED
PLANNING DEPARTMENT

JUL 30 2021

TOWN OF YORKTOWN

From: John Landi <jlandi@yorktownny.org>

Sent: Friday, July 30, 2021 12:17 PM

To: Nancy Calicchia <ncalicchia@yorktownny.org>; Dan Ciarcia <dciarcia@yorktownny.org>; Louise Kobiliak <louise@yorktownny.org>

Cc: John Tegeder <jtegeder@yorktownny.org>; Robyn Steinberg <rsteinberg@yorktownny.org>

Subject: RE: Routing Referral - Shrub Oak International School - Amended Site Plan / SBL: 26.05-1-4; 3151 Stony Street

I don't see the upper parking lot on the new site plan for phase one and in my opinion with the amount of staff and the arrangement of the current parking this additional parking is needed at this time before any other expansion is approved

Thank you

John H. Landi

Building Inspector

Code Enforcement Officer

Fire Inspector

Town Of Yorktown

363 Underhill Avenue

Yorktown Heights, NY 10598

(914) 962-5722 X233

July 28, 2021

Mr. Richard Fon, Chairman
and Members of the Planning Board
Yorktown Community and Cultural Center (YCCC)
1974 Commerce Street, Room 222
Yorktown Heights, New York 10598

RECEIVED
PLANNING DEPARTMENT
JUL 28 2021
TOWN OF YORKTOWN

Re: Shrub Oak International School
3151 Stony Street
Section 26.05, Block 1, Lot 4

Dear Chairman Fon and Members of the Planning Board:

On behalf of the Shrub Oak International School (School), we are pleased to submit revised Site Plans reflecting several minor modifications to amend the previously approved Phase 1 Site Plan approval (See attached list of the revised plans). Also included is the Planning Board Application for Site Plan Approval and the Short Environmental Assessment Form. The purpose of this amendment is to defer certain Phase 1 improvements to Phase 2, such that the Building Permit for work being undertaken at this time can be closed and a Certificate of Occupancy can be issued.

Improvements to be deferred to Phase 2 include the following and as highlighted blue on Figures No. 1, 2 and 3 attached:

1. Helipad and driveway connection, (Fig. No. 1)
2. Small Animal barn and paddocks, (Fig. No. 1)
3. Additional northwest landscaping, (Fig. No. 3)
4. Concrete dumpster pad, (Fig. No. 1)
5. Gravel pathway at rear of west wing, (Fig. No. 1)
6. Concrete generator pad at south end of campus, (Fig. No. 2)
7. Site lights at southwest driveway and several along the entry drive, (Fig. No's 1 & 2)

Mr. Richard Fon, Chairman and Members of the Planning Board
Re: Shrub Oak International School

July 28, 2021
Page 2

The School enrolls 52 students and utilizes a maximum of 55 parking spaces during the day and lesser amounts during other employee shifts. As we have previously discussed with the Planning Board, we are currently working on completing the site plans for the Phase 2 improvements which will also include these deferred items. Should you need any additional information before the meeting, please let us know. We look forward to meeting with the Board at your August 9th Meeting.

Very truly yours,

DIVNEY TUNG SCHWALBE, LLP



Gerhard M. Schwalbe, PE
Partner

Enclosures

cc: Brian Koffler
David Steinmetz, Esq.
Donna Maiello, LA

List of Drawings – Amended Phase 1 Site Plan, Dated 07/28/21

- Cover Sheet
- SP-1.1 Layout Plan (Phase 1 Construction)
- SP-1.2 Layout Plan (Phase 1 Construction)
- SP-2.0 Site Grading and Utility Plan
- SP-3.0 Landscape Plan
- SP-4.1 Site and Utility Details
- SP-4.2 Site and Utility Details
- SP-5.1 Erosion and Sediment Control Plan
- SP-5.2 Erosion and Sediment Control Details
- SP-6.1 Site Lighting Plan
- Survey of Property (Parcel 26.5-1-4)
- Survey of Property (Parcel 26.6-1-2)

SHRUB OAK INTERNATIONAL SCHOOL
Town of Yorktown, New York

OWNER / APPLICANT
SHRUB OAK INTERNATIONAL SCHOOL
3151 Stony Street
Shrub Oak, NY 10547

PLANNER, CIVIL ENGINEER, LANDSCAPE ARCHITECT

DIVNEY • TUNG • SCHWALBE
Intelligent Land Use

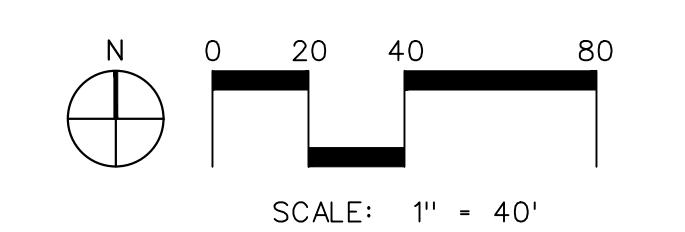
Divney Tung Schwalbe, LLP
One North Broadway
White Plains, NY 10601
P: 914.428.0010
F: 914.428.0017

ARCHITECT
H2M ARCHITECTS + ENGINEERS, D.P.C.
538 Broad Hollow Road, 4th Floor
Melville, NY 11747

ATTORNEY
ZARIN & STEINMETZ
81 Main Street, Suite 415
White Plains, NY 10601

SURVEYOR
BADEY & WATSON SURVEYING & ENGINEERING, P.C.
3063 Route 9
Cold Spring, NY 10516

APPROVED
Resolution Number _____
Date _____



NOTE: ALL SITE DESIGN CONCEPTS AND INFORMATION INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND ARE THE PROPERTY OF DIVNEY TUNG SCHWALBE, LLP. THIS DRAWING WAS CREATED AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT INDICATED HEREON AND SHALL NOT BE USED BY OR DISCLOSED TO ANY PERSON OR ENTITY WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF DIVNEY TUNG SCHWALBE, LLP.

WRITTEN DIMENSIONS ON THIS DRAWING SHALL HAVE PRECEDENCE OVER SCALED MEASUREMENTS. CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB AND THIS OFFICE MUST BE NOTIFIED OF ANY VARIATIONS FROM DIMENSIONS AND CONDITIONS SHOWN BY THESE DRAWINGS.

LEGAL NOTICE: IT IS A VIOLATION OF ARTICLE 145 OF THE NEW YORK STATE EDUCATION LAW FOR ANY PERSON TO ALTER THIS DOCUMENT IN ANY WAY EXCEPT AS PROVIDED IN SECTION 7209 (2), ARTICLE 145, NEW YORK STATE EDUCATION LAW.

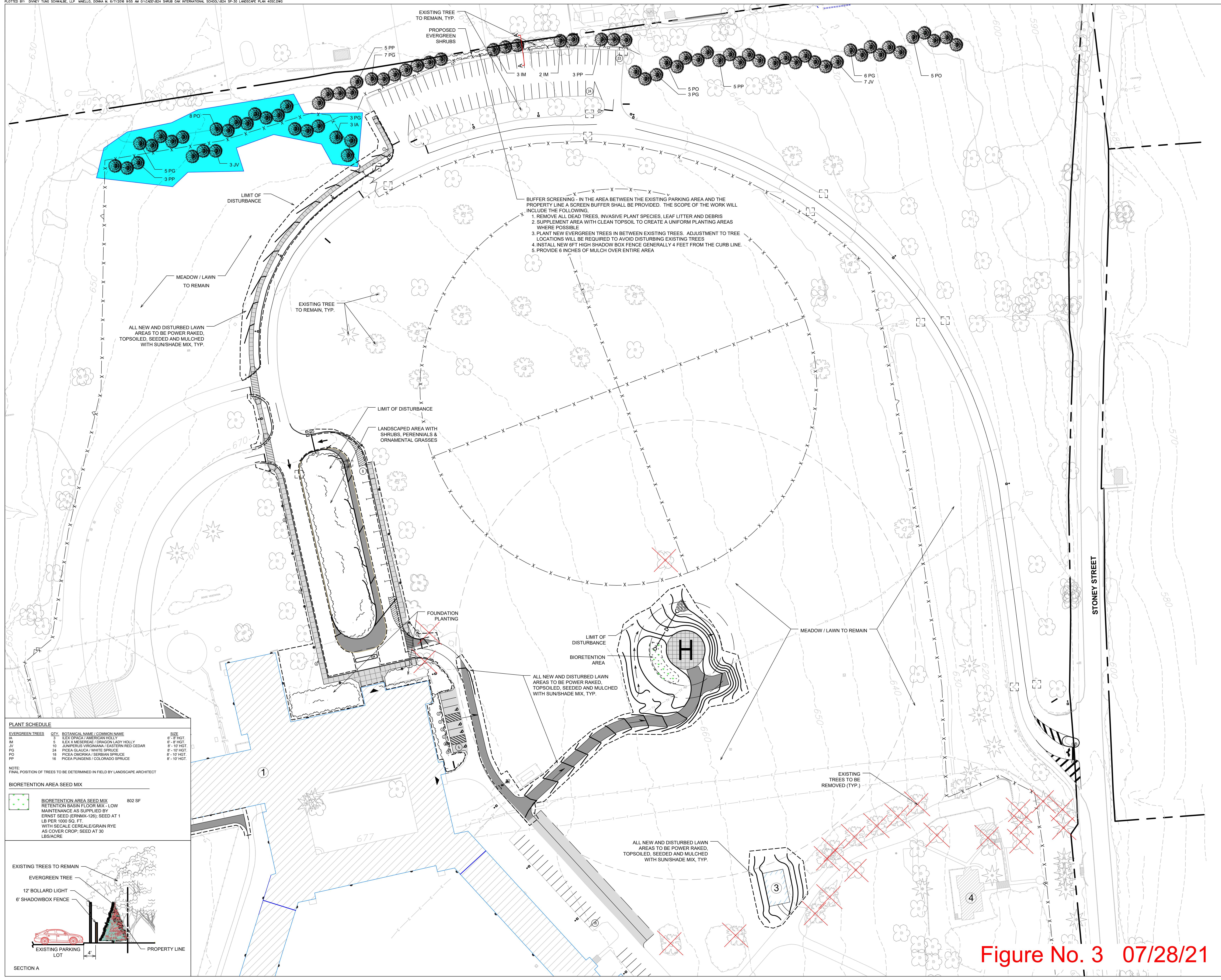
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NO.	DATE	ISSUE
05/30/18	ISSUED FOR PLANNING BOARD SIGNATURE	

LANDSCAPE PLAN (PHASE 1 CONSTRUCTION)

DRAWING TITLE: LANDSCAPE PLAN (PHASE 1 CONSTRUCTION)

DRAWN BY: SBK CHECKED BY: GMS
PROJECT NO: 824 DATE: 04/06/18
DRAWING NO: SP-3.0



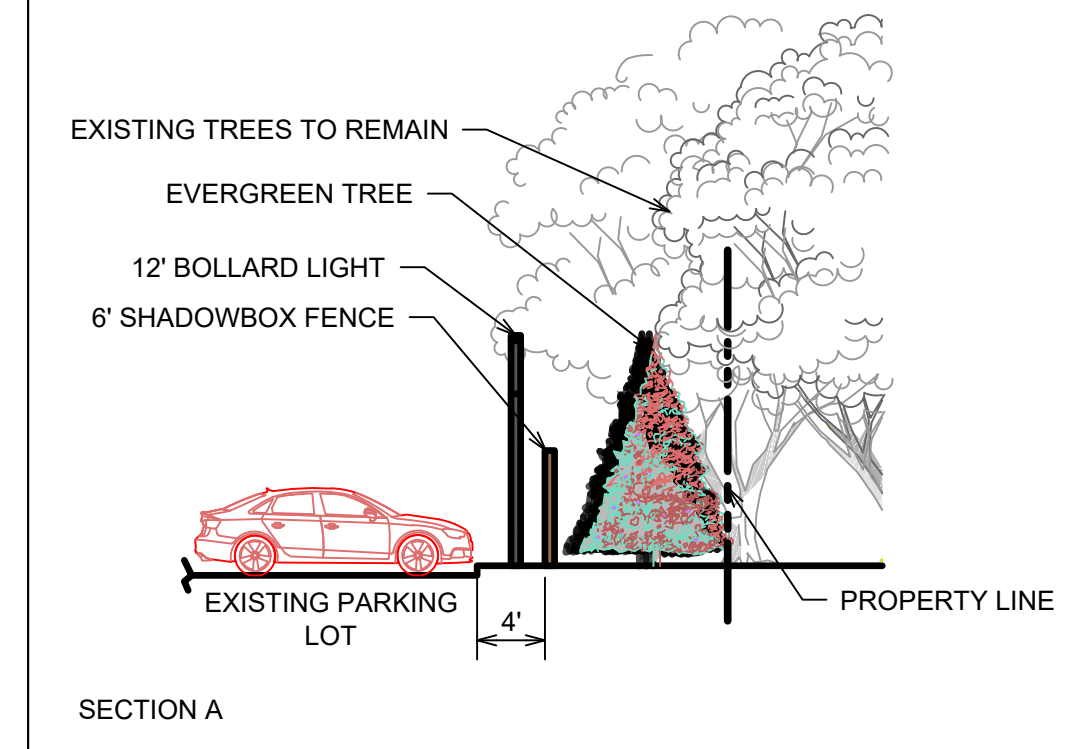
PLANT SCHEDULE

EVERGREEN TREES	QTY.	BOTANICAL NAME / COMMON NAME	SIZE
IA	3	ILEX OPACA / AMERICAN HOLLY	6'-8" HGT.
IM	5	ILEX X NERSEYAE / ORANGE LADY HOLLY	6'-8" HGT.
JV	10	JUNIPERUS VIRGINIANA / EASTERN RED CEDAR	8'-10" HGT.
PO	34	PICEA GLAUCA / WHITE SPRUCE	8'-10" HGT.
PP	18	PICEA OMORICA / SERBIAN SPRUCE	8'-10" HGT.
PP	16	PICEA PLUNGENS / COLORADO SPRUCE	8'-10" HGT.

NOTE: FINAL POSITION OF TREES TO BE DETERMINED IN FIELD BY LANDSCAPE ARCHITECT

BIORETENTION AREA SEED MIX

BIORETENTION AREA SEED MIX	802 SF
RETENTION BASIN FLOOR MIX - LOW MAINTENANCE AS SUPPLIED BY ERNST SEED (ERNMX-126); SEED AT 1 LB PER 1000 SQ. FT. WITH SECALE CEREALE/GRAIN RYE AS COVER CROP; SEED AT 30 LBS/ACRE	



BUFFER SCREENING - IN THE AREA BETWEEN THE EXISTING PARKING AREA AND THE PROPERTY LINE A SCREEN BUFFER SHALL BE PROVIDED. THE SCOPE OF THE WORK WILL INCLUDE THE FOLLOWING.

1. REMOVE ALL DEAD TREES, INVASIVE PLANT SPECIES, LEAF LITTER AND DEBRIS
2. SUPPLEMENT AREA WITH CLEAN TOPSOIL TO CREATE A UNIFORM PLANTING AREAS WHERE POSSIBLE
3. PLANT NEW EVERGREEN TREES IN BETWEEN EXISTING TREES. ADJUSTMENT TO TREE LOCATIONS WILL BE REQUIRED TO AVOID DISTURBING EXISTING TREES
4. INSTALL NEW 6FT HIGH SHADOW BOX FENCE GENERALLYLY 4 FEET FROM THE CURB LINE.
5. PROVIDE 6 INCHES OF MULCH OVER ENTIRE AREA

Figure No. 3 07/28/21

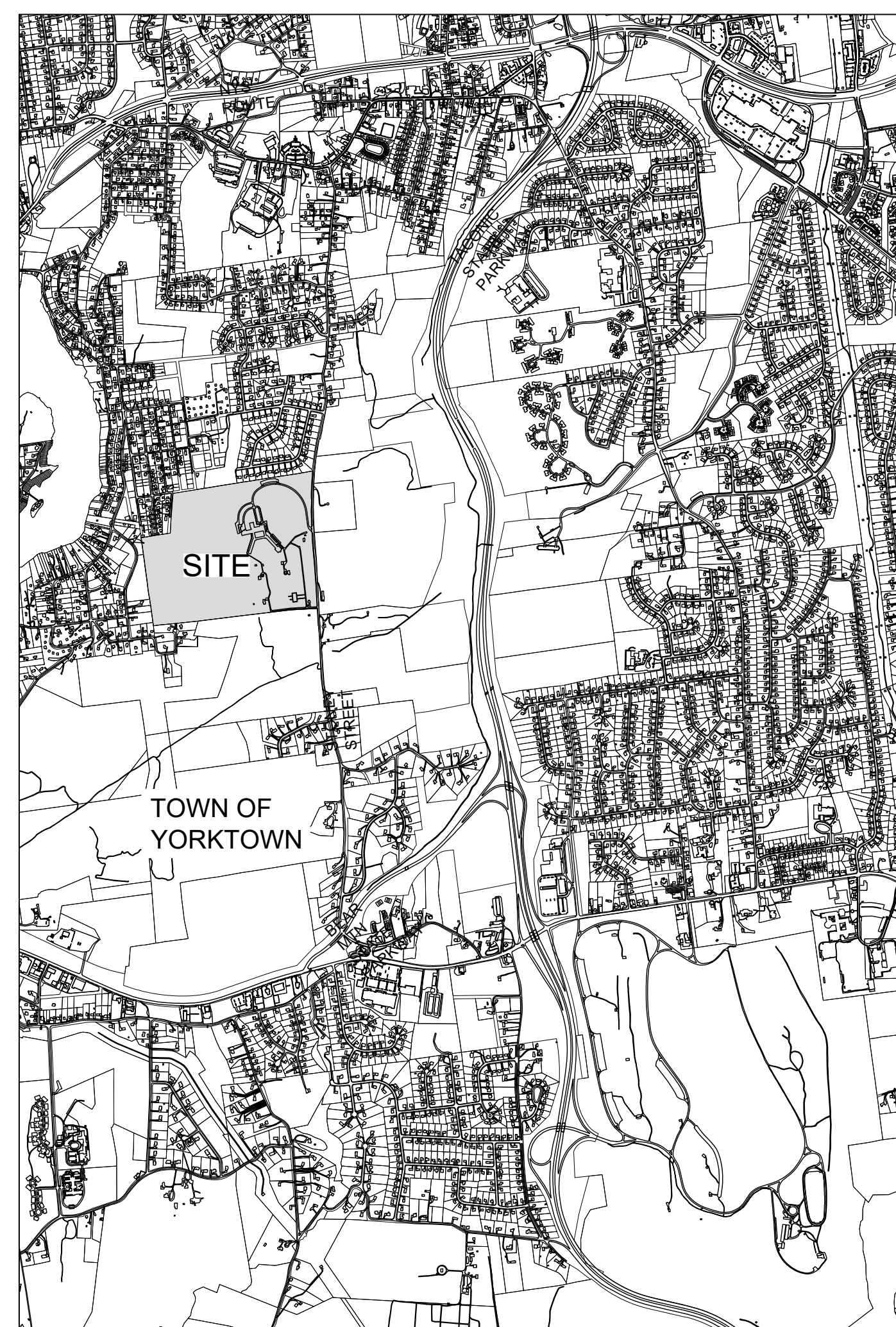
SHRUB OAK INTERNATIONAL SCHOOL

Town of Yorktown, New York

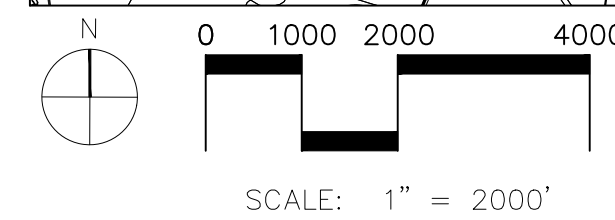
APPLICATION FOR SITE PLAN AMENDMENT (PHASE 1)

JULY 28, 2021

LOCATION MAP



Site Parcel ID: 26.05-1-4



ZONING COMPLIANCE ANALYSIS

ZONING COMPLIANCE TABLE (PHASE 1)				
Address: 3151 Stoney Street, Shrub Oak, NY				
Zoning District: Special Permit for Parochial, Private Elementary and High Schools, Colleges and Seminaries within R1-160				
Tax Map Parcel ID: 26.5-1-4 & 26.6-1-2				
Description	Required/ Permitted	Existing	Proposed	
Minimum Lot Area (SF)	160,000	sf 5,540,396	sf 5,540,396	sf
Minimum Lot Area (Acres)	32.89	ac 127.2	ac 127.2	ac
Junior High or High School	15	ac		
Dormitory (1000 sf/beds; 300 beds)	6.89	ac		
Single Family House (160,000 sf/house; 3 SF homes)	11.02	ac		
Minimum Lot Width at Main Building Line	200	ft 2,153	ft 2,153	ft
Minimum Lot Depth	200	ft 1,700	ft 1,700	ft
Front Yard (Street) Setback	200	ft 89 (a)	ft 89/200 (b)	ft
Side Yard/Rear Yard Setback	100	ft 50 (a)	ft 50/100 (b)	ft
Parking Setback	50	ft 12 (a)	ft 12/50 (c)	ft
Maximum Building Height				
Main building	35	ft > 35 (a)	ft >35/35 (b)	ft
Accessory Building or Structure	15	ft >15 (a)	ft >15/15 (b)	ft
Minimum Usable Floor Area of Dwelling Unit	1,200	NA	NA	
Maximum Building Coverage	20%	2%	2%	
Road Frontage	200	ft NA	ft NA	
Junior High or High School	400	ft 2,234	ft 2,234	ft
College	500	ft 2,234	ft 2,234	ft
Required Parking Spaces	92 (d)	sp 108	sp 106	sp
Notes:				
(a) There are existing non-conforming structures on site which are to remain.				
(b) New buildings will meet setback requirements.				
(c) New parking areas will meet setback requirements.				
(d) Per 6/26/17 Approval Resolution, 344 parking spaces are required to serve 300 students.				
In Phase 1, with up to 80 students (=26.7% of 300), the required number of parking spaces would be 92 spaces.				
Source: Town of Yorktown, www.ecode360.com , 3/9/18.				

LIST OF DRAWINGS

SITE DRAWINGS				
NO.	TITLE	DATE	BY	SCALE
	COVER SHEET	7/28/21	DTS	NA
SP-1.1-1.2	LAYOUT PLAN	7/28/21	DTS	1"=40'
SP-2.0	SITE GRADING AND UTILITY PLAN	7/28/21	DTS	1"=40'
SP-3.0	LANDSCAPE PLAN	7/28/21	DTS	1"=40'
SP-4.1	SITE AND UTILITY DETAILS	7/28/21	DTS	AS NOTED
SP-4.2	SITE AND UTILITY DETAILS	7/28/21	DTS	AS NOTED
SP-5.1	EROSION AND SEDIMENT CONTROL PLAN	7/28/21	DTS	1"=40'
SP-5.2	EROSION AND SEDIMENT CONTROL DETAILS	7/28/21	DTS	AS NOTED
SP-6.1	SITE LIGHTING PLAN	7/28/21	DTS	1"=40'
	SURVEY OF PROPERTY (PARCEL 26.5-1-4)	4/9/18	BADEY & WATSON	1"=120'
	SURVEY OF PROPERTY (PARCEL 26.6-1-2)	8/30/17	BADEY & WATSON	1"=50'



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3151 Stoney Street
Shrub Oak, NY 10547

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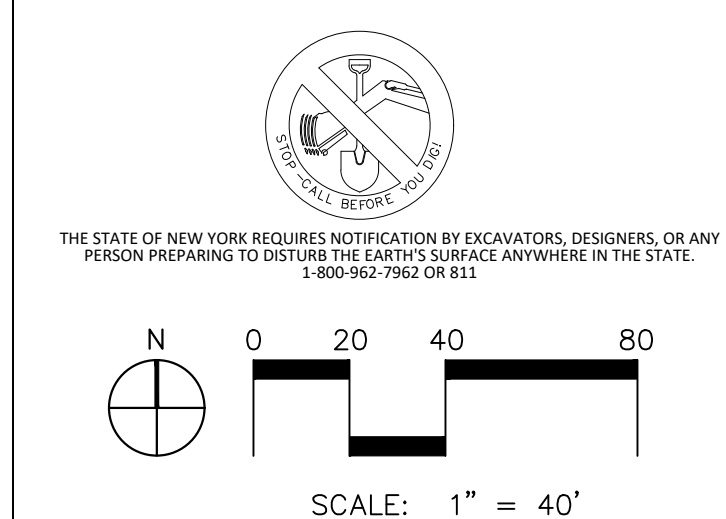
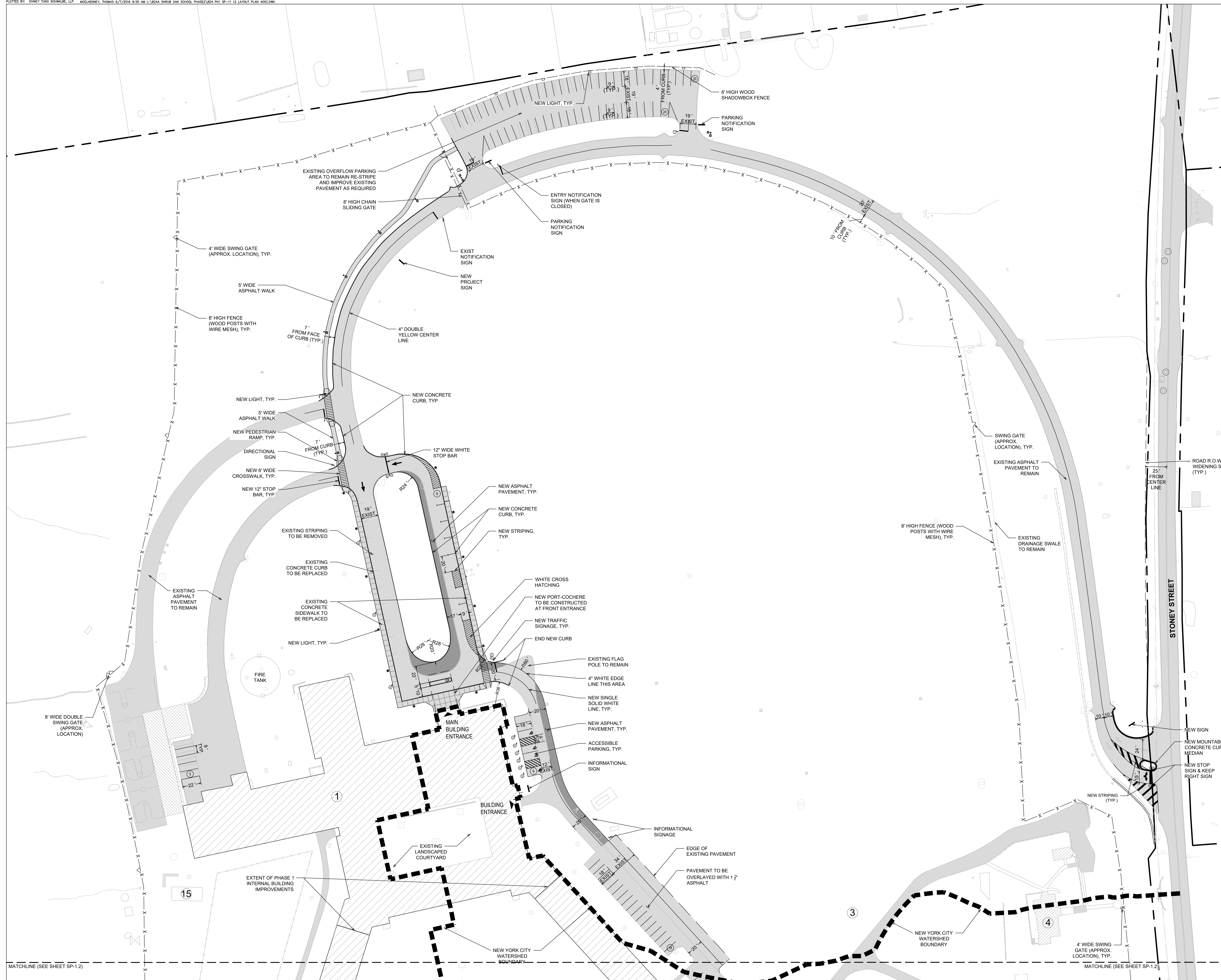
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REVISED PER PLAN RETIREMENTS	04/26/18		
ISSUED FOR PLANNING BOARD SIGNATURE	05/29/18		
REVISED TO SHOW HYDRANT AREA STRIPING	06/19/18		
ISSUED FOR SITE PLAN AMENDMENT	07/28/21		

LAYOUT PLAN (PHASE 1 CONSTRUCTION)

DRAWING TITLE

DRAWN BY: DM/HV/MJS	CHECKED BY: GMS
PROJECT NO.: 824	DATE: 03/31/21
DRAWING NO.:	

SP-1.1



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Town of Yorktown, New York

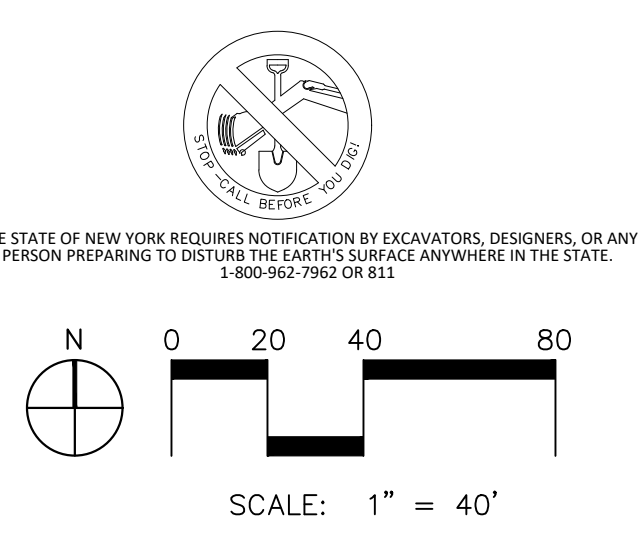
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LAYOUT PLAN (PHASE 1 CONSTRUCTION)

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PROJECT NO. 824	DATE: 03/31/21
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APPROXIMATE LIMIT OF DISTURBANCE (TYP.)

EXISTING TREES TO REMAIN, TYP.

REPLACE EXISTING DRAIN INLET TO NEW CURB. REUSE EXISTING FRAME & GRATE

PROTECT EXISTING UTILITIES DURING CONSTRUCTION. NOTIFY ENGINEER OF ANY CONFLICTS OR UNIDENTIFIED UTILITIES, TYP.

EXISTING SANITARY SERVICE TO REMAIN. VIDEO INSPECTION OF EXISTING LINE FROM BUILDING TO PUBLIC SEWER IN STONEY STREET SHALL BE COMPLETED AND SUBMITTED TO TOWN ENGINEER FOR REVIEW INCLUDING DESCRIPTION OF PIPE CONDITION AND RECOMMENDED REPAIRS, IF ANY.

APPROXIMATE LIMIT OF DISTURBANCE (TYP.)

APPROXIMATE LIMIT OF DISTURBANCE (TYP.)

ACCESSIBLE SPACES TO BE SLOPED NO MORE THAN 2% IN ANY DIRECTION

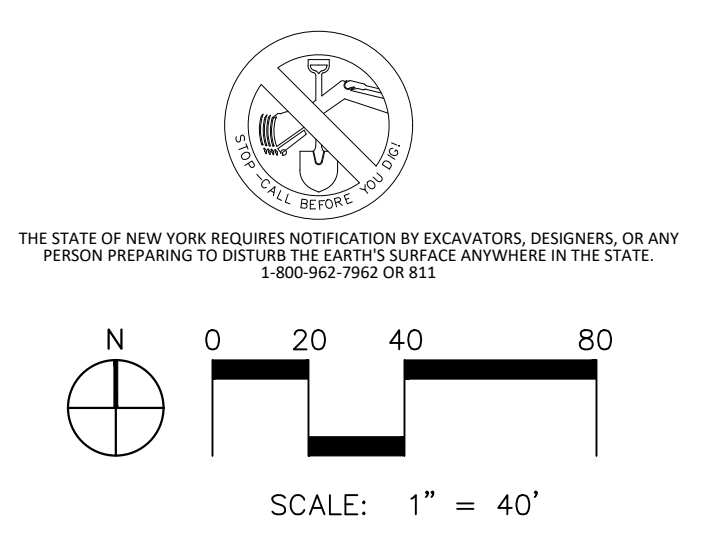
PROTECT EXISTING UTILITIES DURING CONSTRUCTION. NOTIFY ENGINEER OF ANY CONFLICTS OR UNIDENTIFIED UTILITIES, TYP.

EXISTING GENERATOR. ELEC. GRATE TO REMAIN & TO BE PROTECTED DURING CONSTRUCTION

NEW YORK CITY WATERSHED BOUNDARY

NEW YORK CITY WATERSHED BOUNDARY

160,000 SF AREA FOR SINGLE RESIDENCE



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07/28/21	ISSUED FOR SITE PLAN AMENDMENT	

SITE GRADING AND UTILITY PLAN (PHASE 1 CONSTRUCTION)

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PROJECT NO: 824	DATE: 03/31/21
DRAWING NO.	SP-2.0

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Intelligent Land Use

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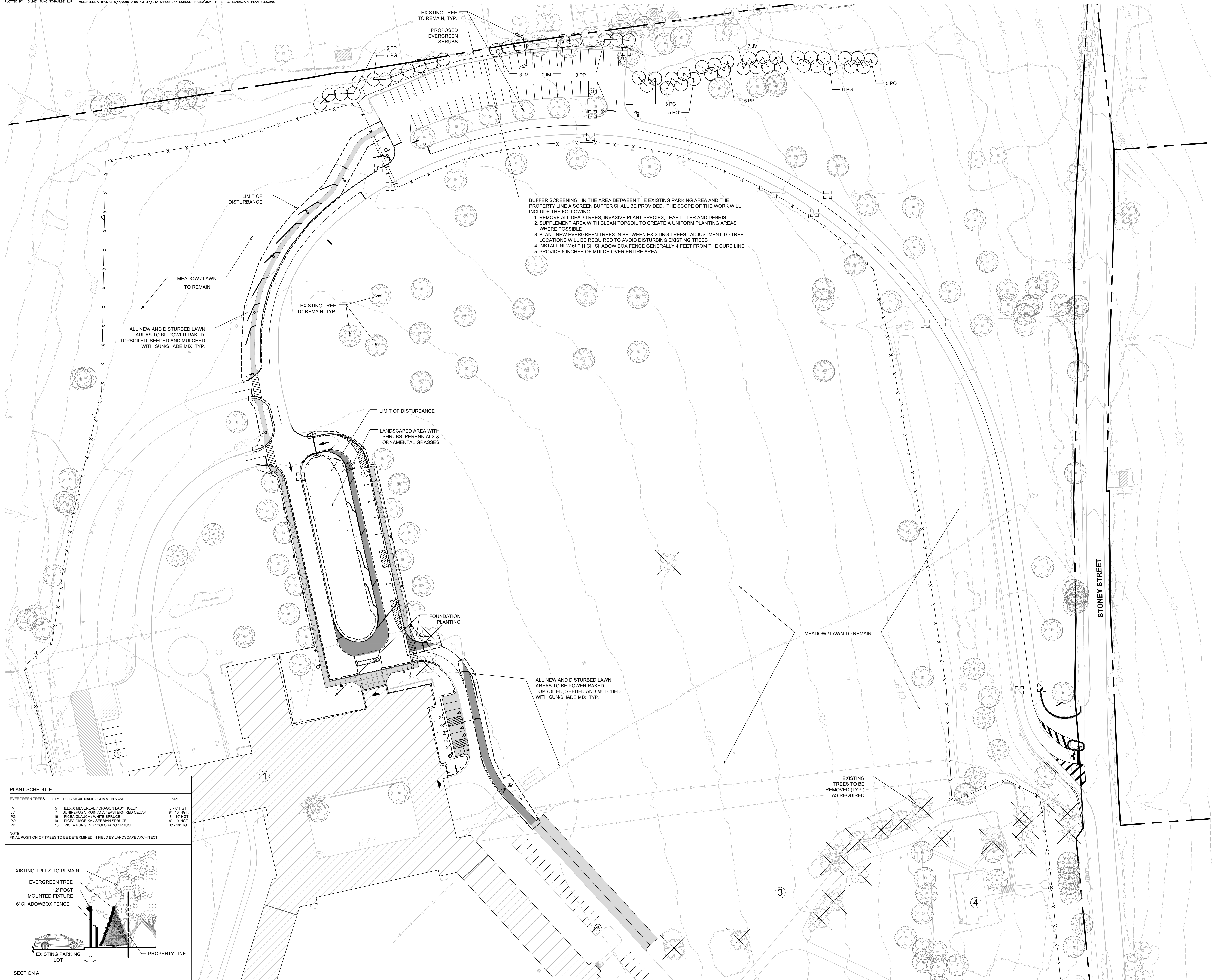
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SURVEYOR

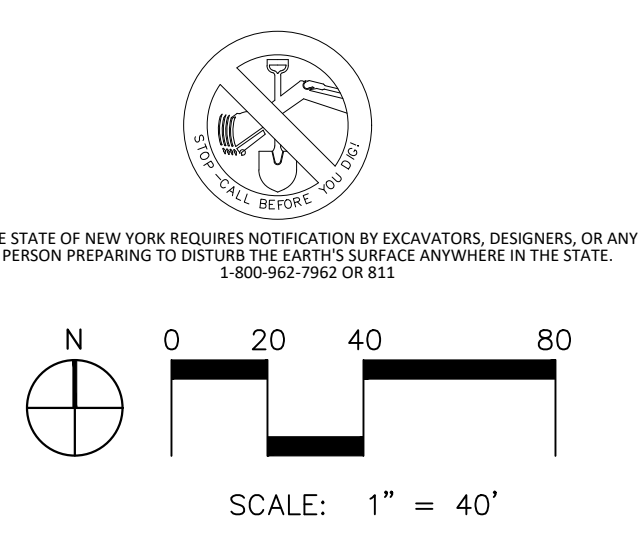
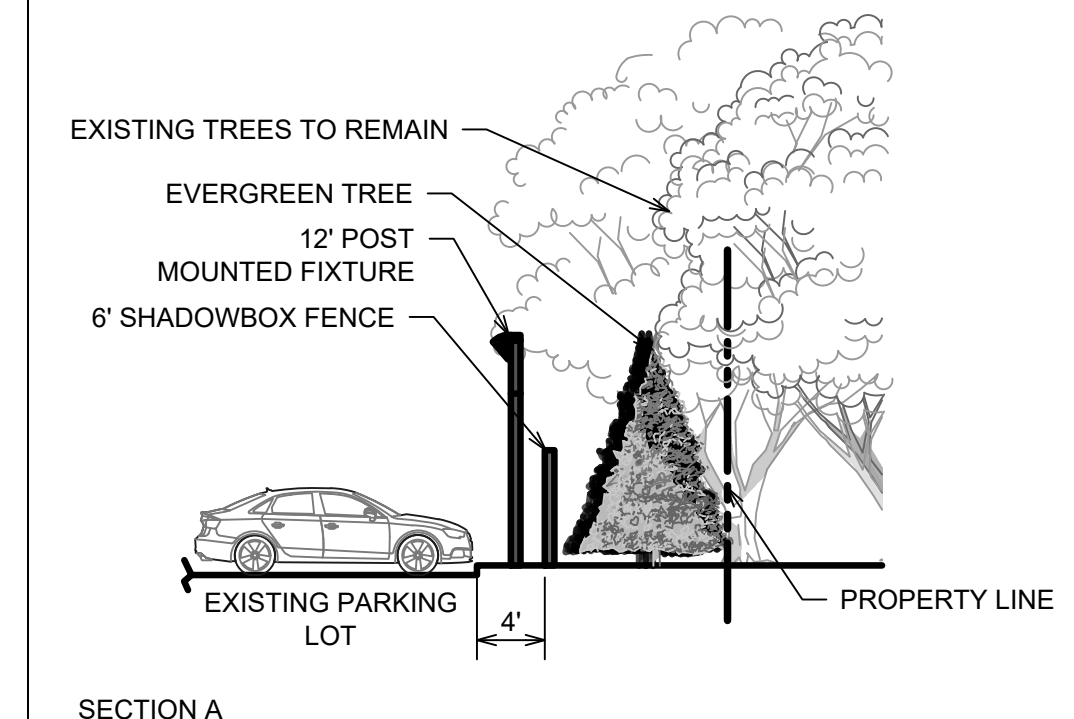
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Cold Spring, NY 10516



PLANT SCHEDULE

EVERGREEN TREES	QTY.	BOTANICAL NAME / COMMON NAME	SIZE
IM	5	ILEX MESSERICAE / DRAGON LADY HOLLY	8" - 9" HGT.
JV	7	JUNIPERUS VIRGINIANA / EASTERN RED CEDAR	8" - 10" HGT.
PG	16	PICEA GLAUCA / WHITE SPRUCE	8" - 10" HGT.
PO	10	PICEA OMORICA / SERBIAN SPRUCE	8" - 10" HGT.
PP	13	PICEA PLUNGENS / COLORADO SPRUCE	8" - 10" HGT.

NOTE: FINAL POSITION OF TREES TO BE DETERMINED IN FIELD BY LANDSCAPE ARCHITECT



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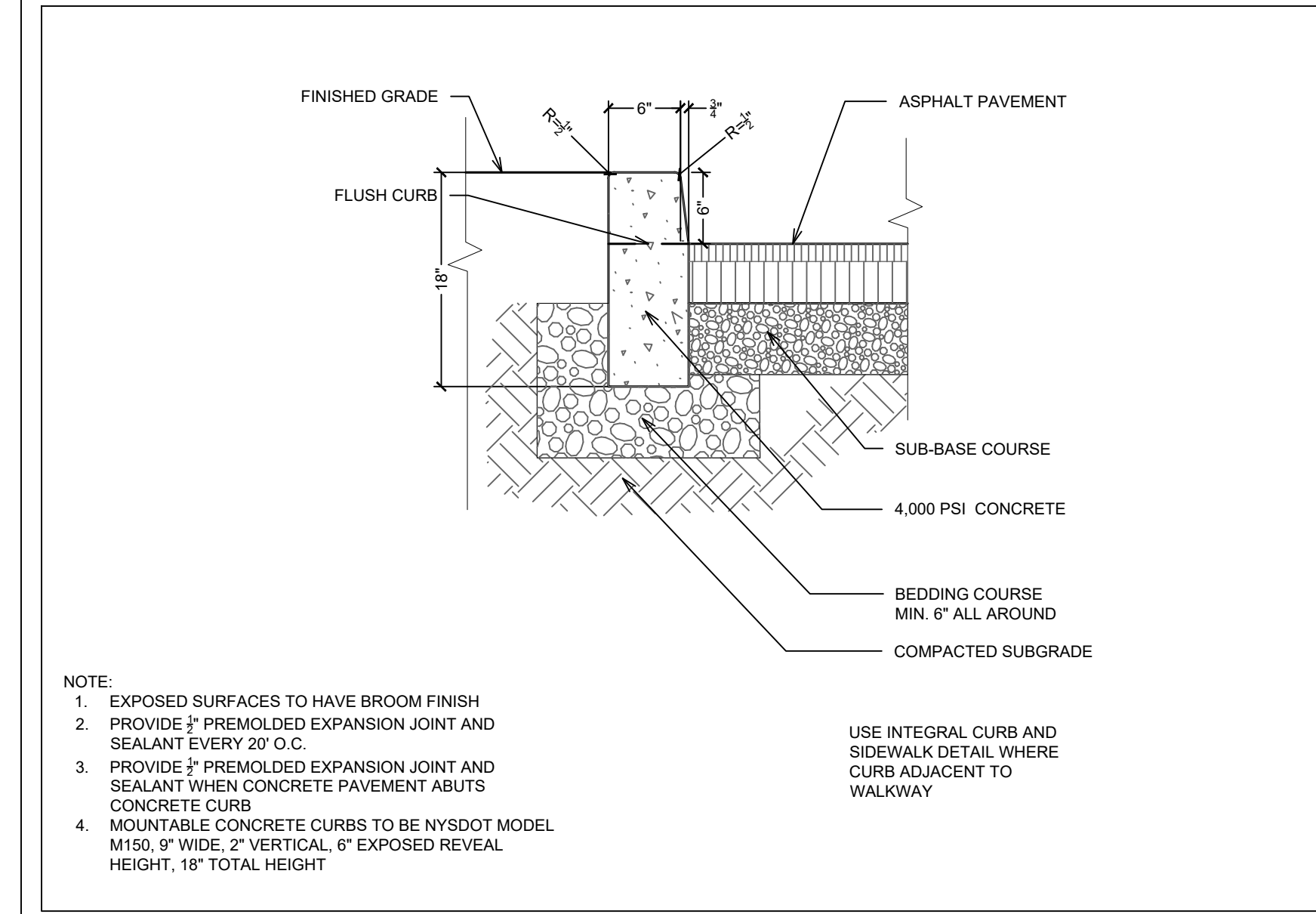
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	07/28/21		ISSUED FOR SITE PLAN AMENDMENT

LANDSCAPE PLAN (PHASE 1 CONSTRUCTION)

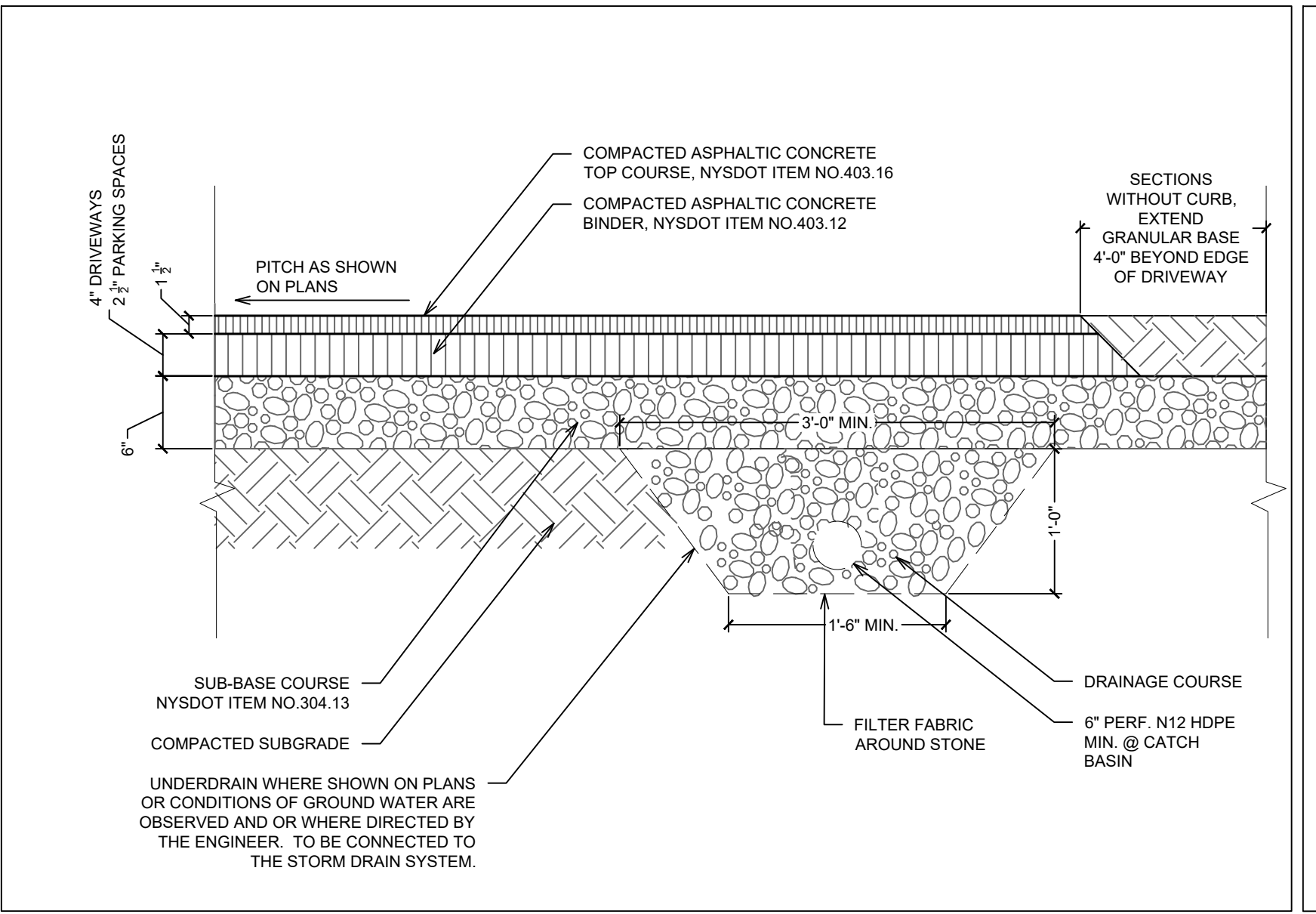
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STATE OF NEW YORK
JULIE A. MARTIN SCHUBERT
PROFESSIONAL ENGINEER

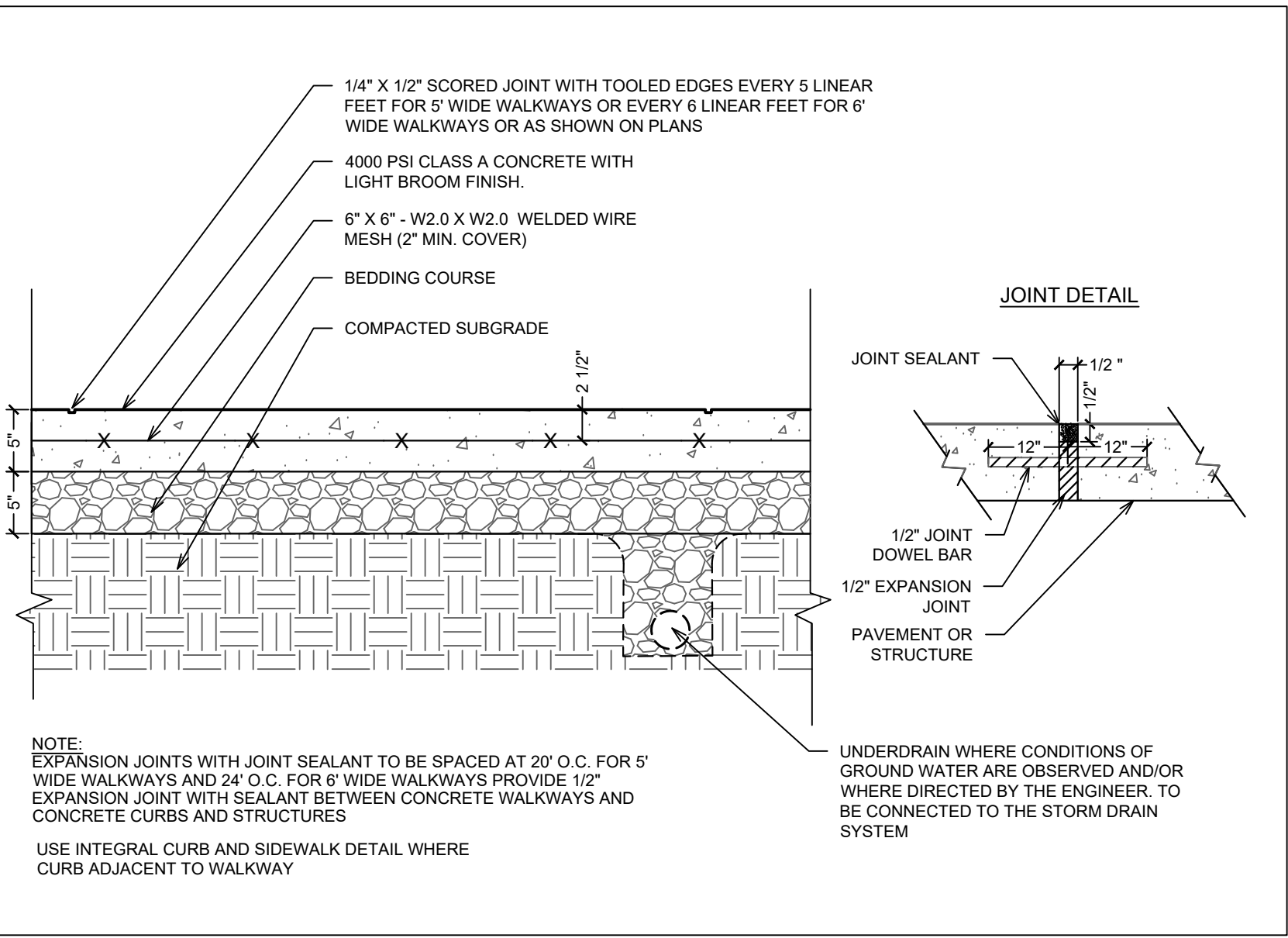
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PROJECT NO.: 824
DATE: 03/31/21
CHECKED BY: GMS
DRAWING NO.



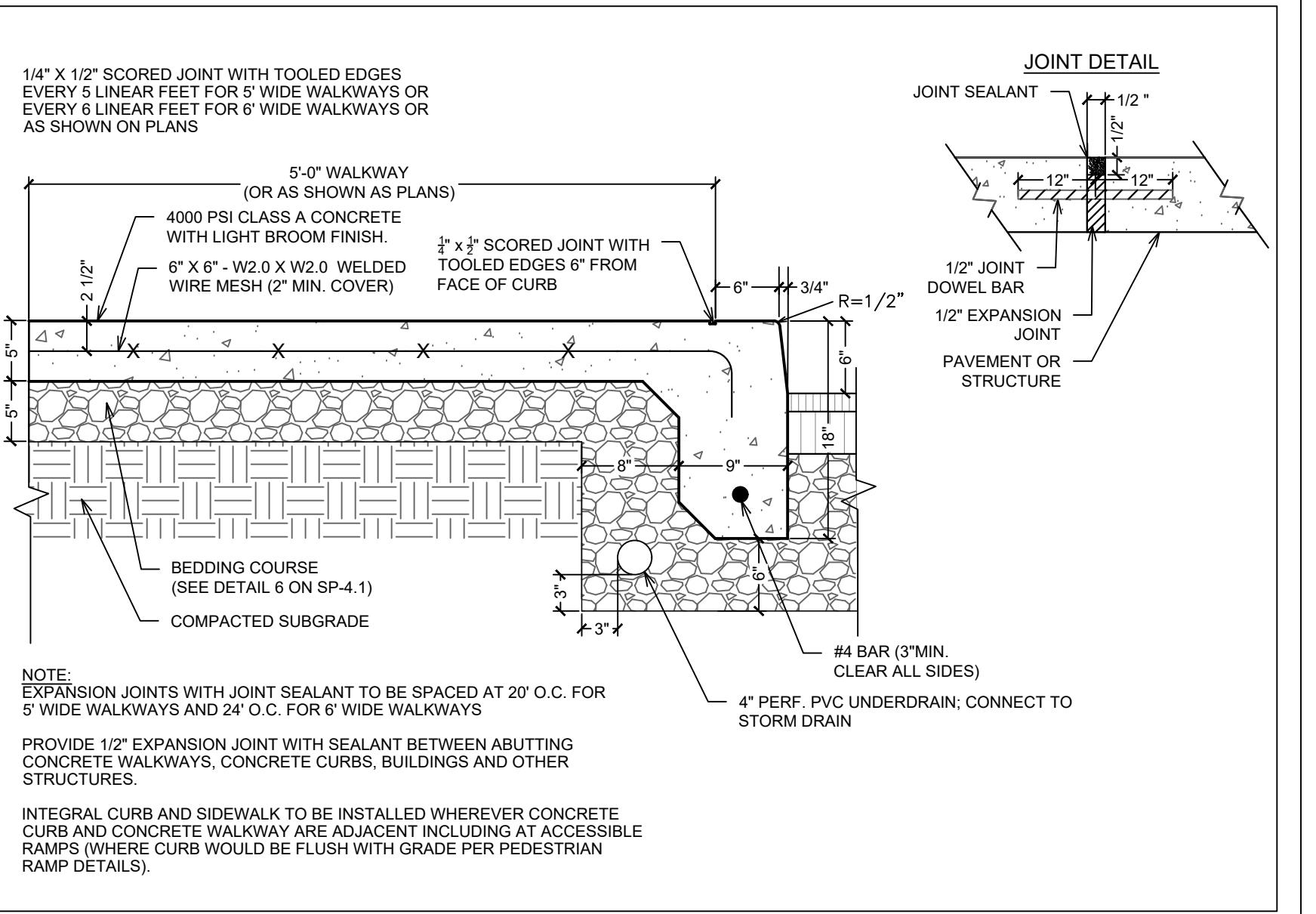
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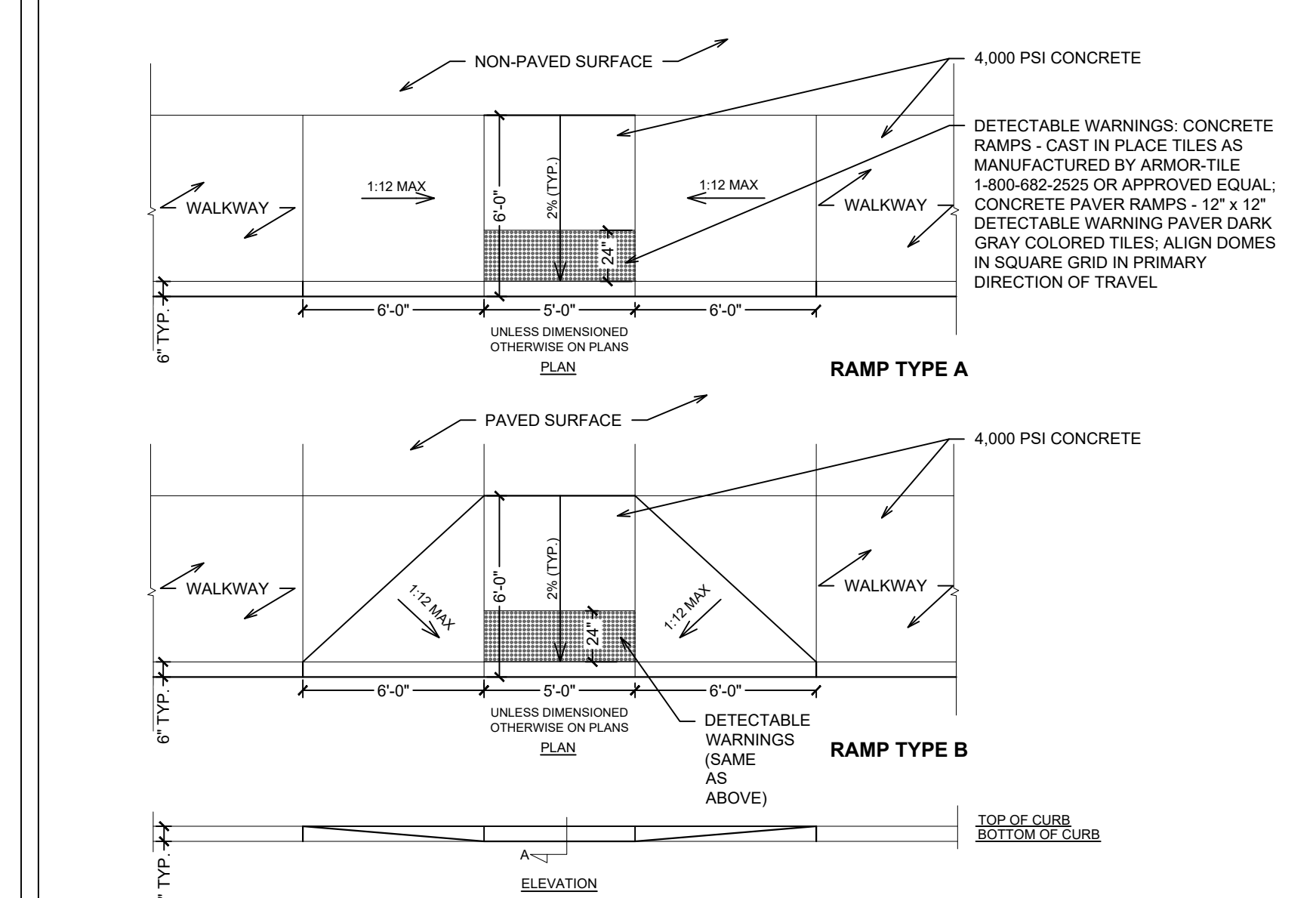
NEW ASPHALT PAVEMENT SCALE: N.T.S. 2



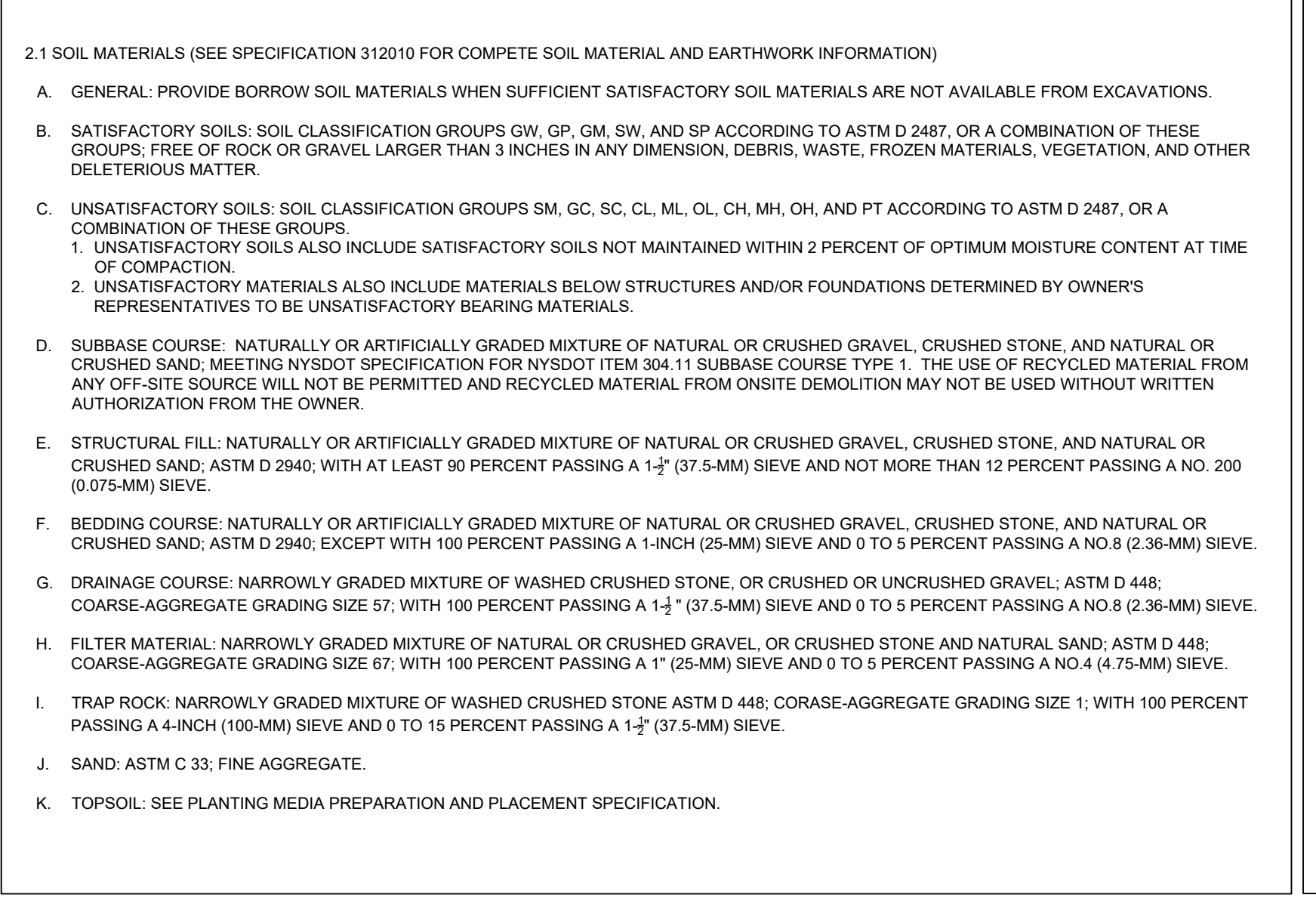
CONCRETE PAVEMENT (SIDEWALK) SCALE: N.T.S. 3



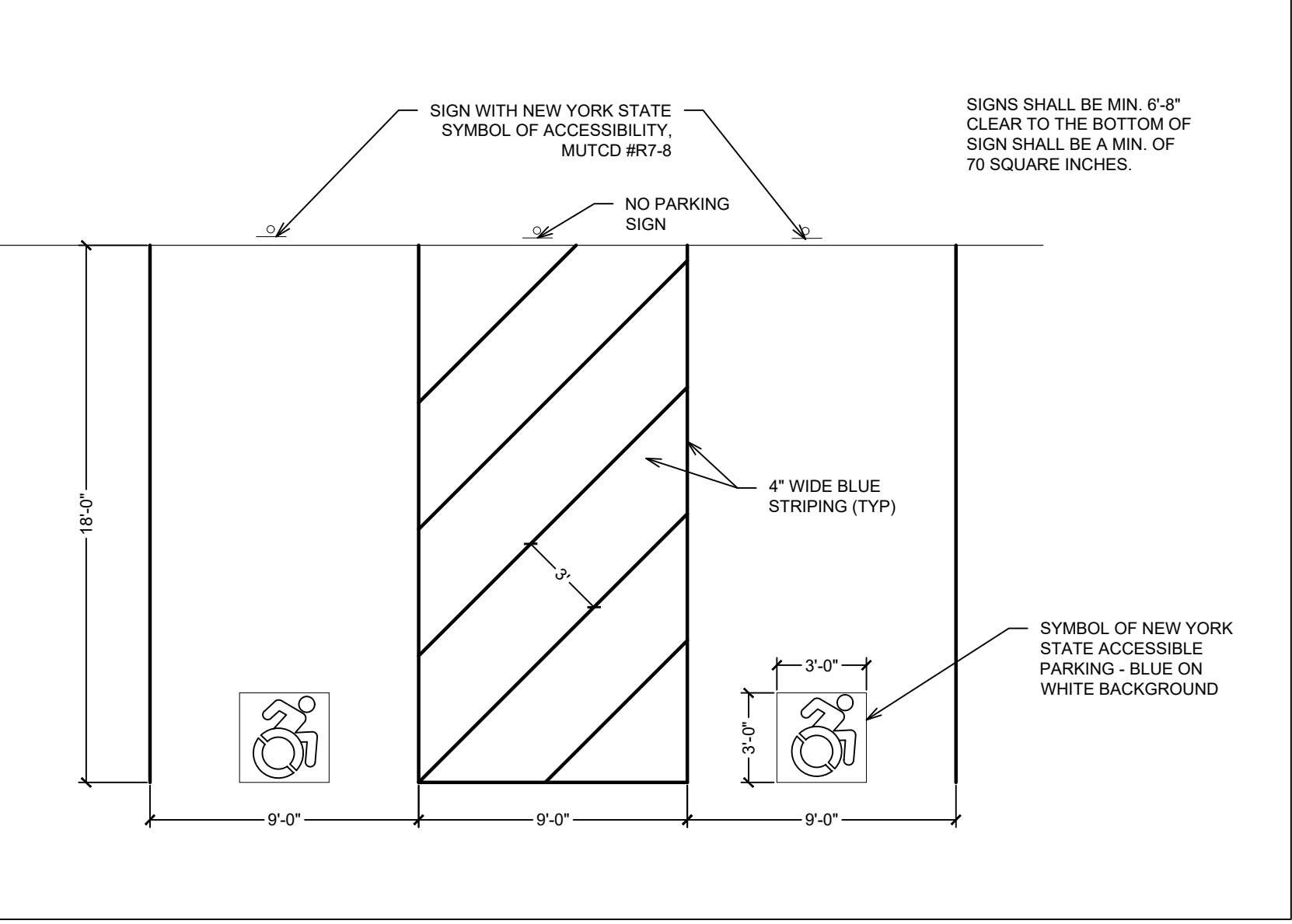
INTEGRAL CURB AND SIDEWALK SCALE: N.T.S. 4



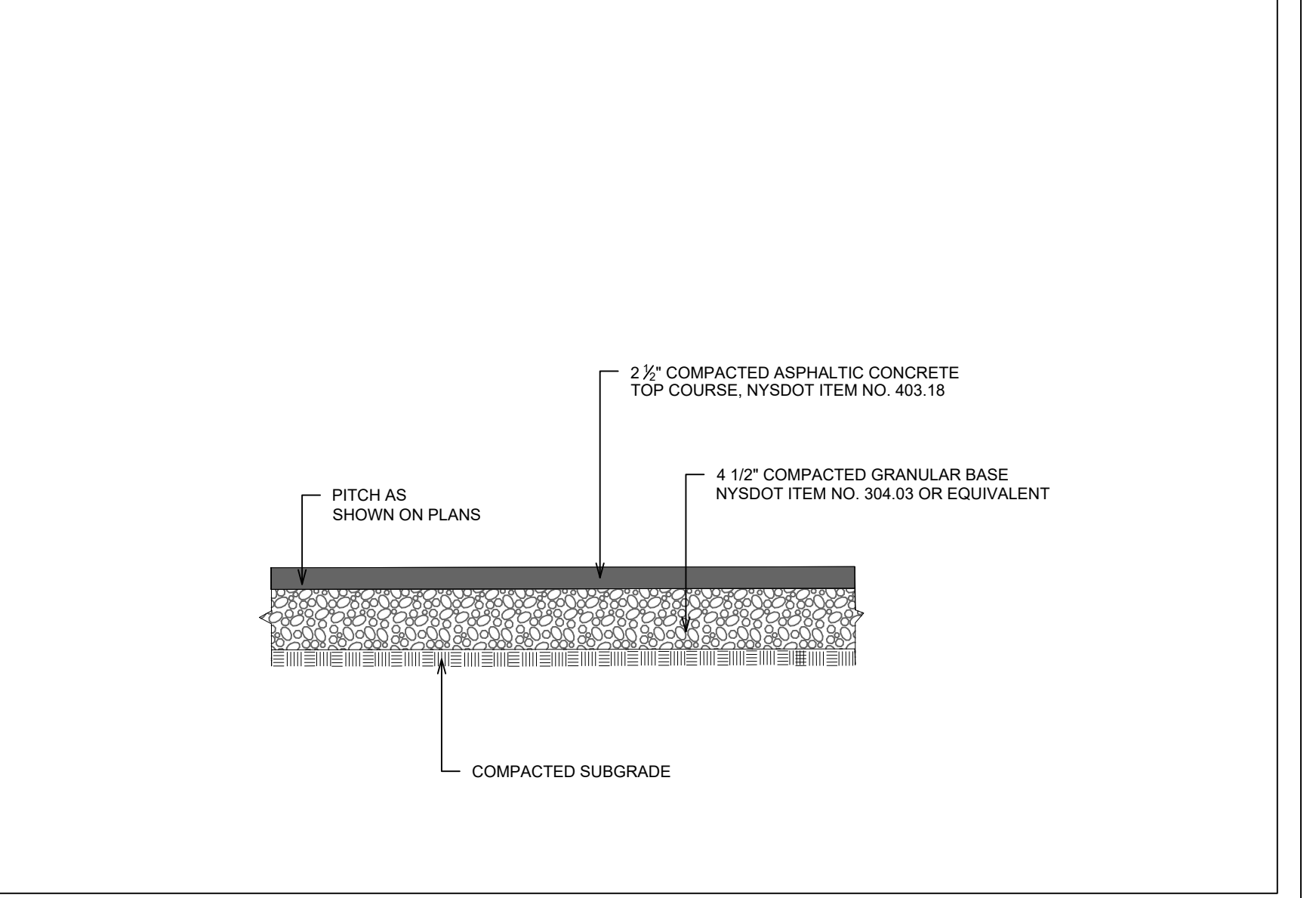
PEDESTRIAN RAMPS SCALE: N.T.S. 9



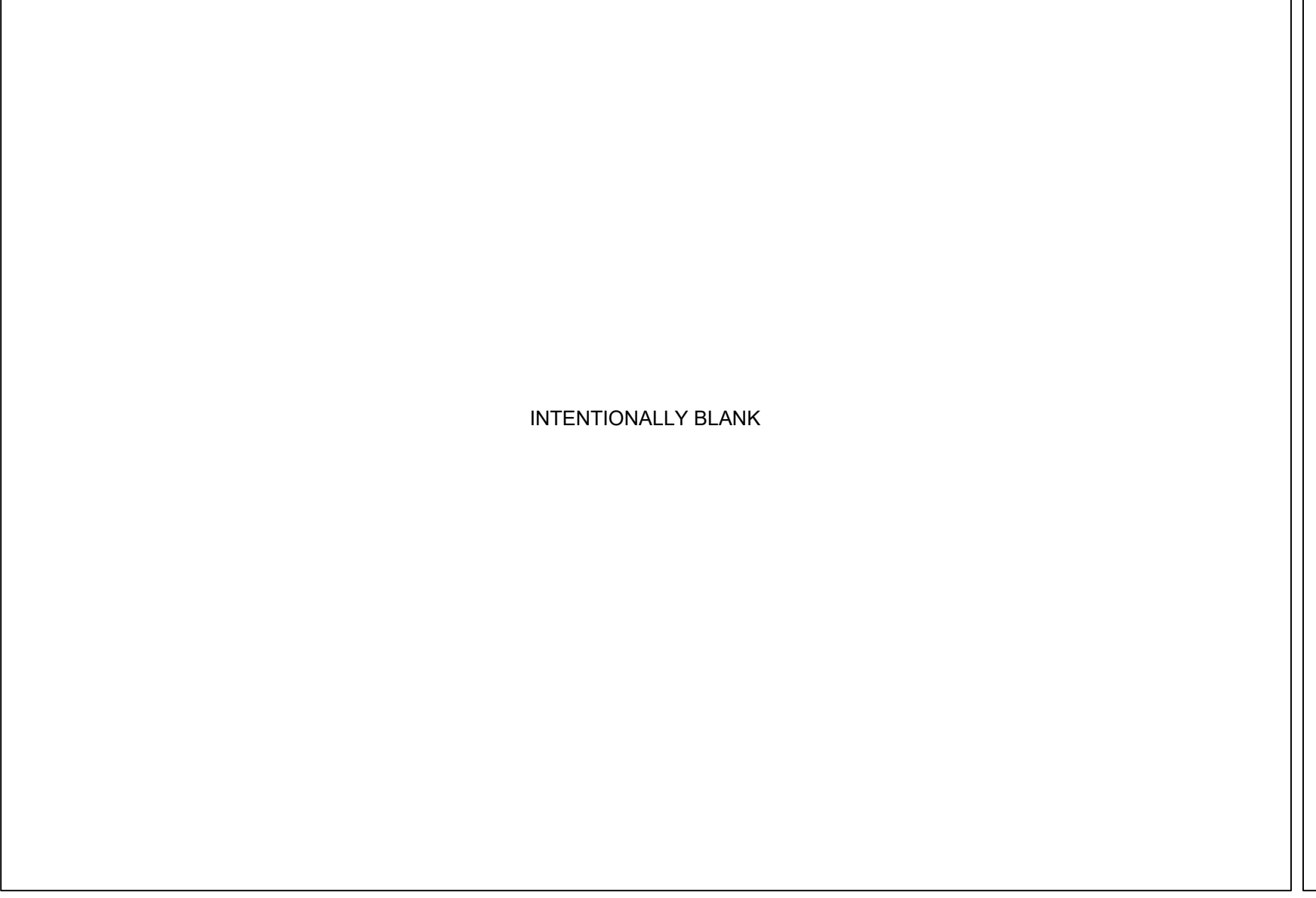
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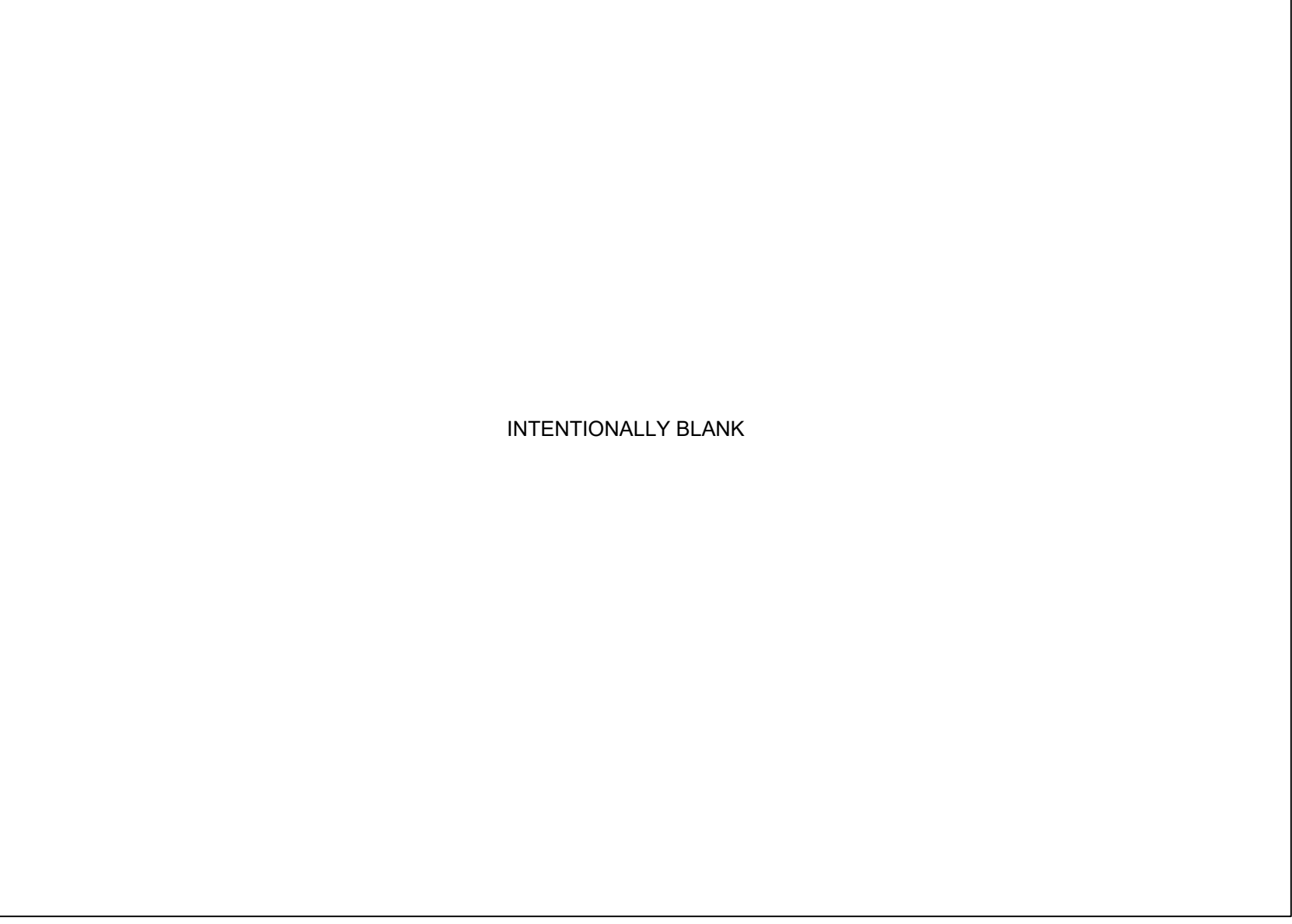
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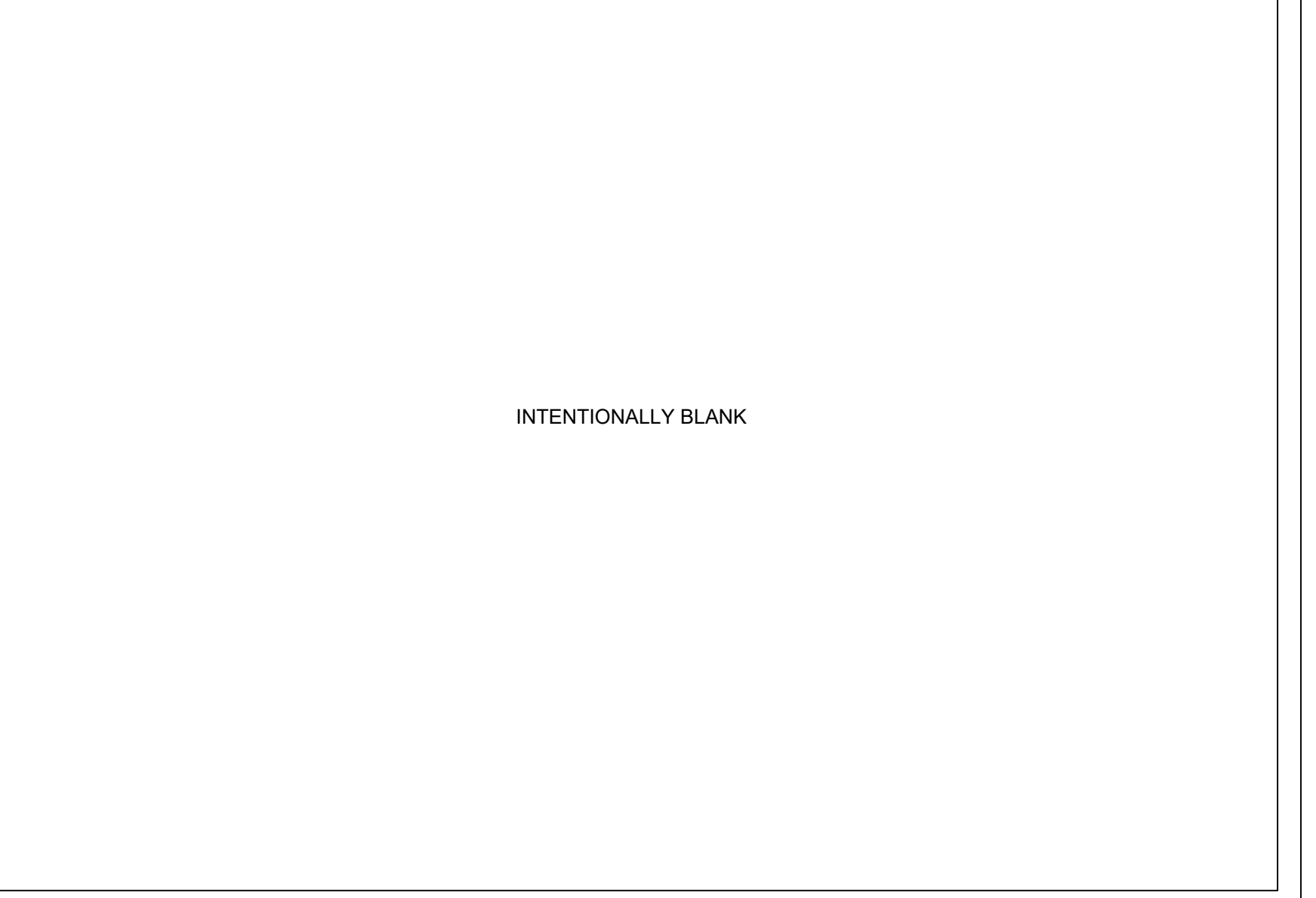
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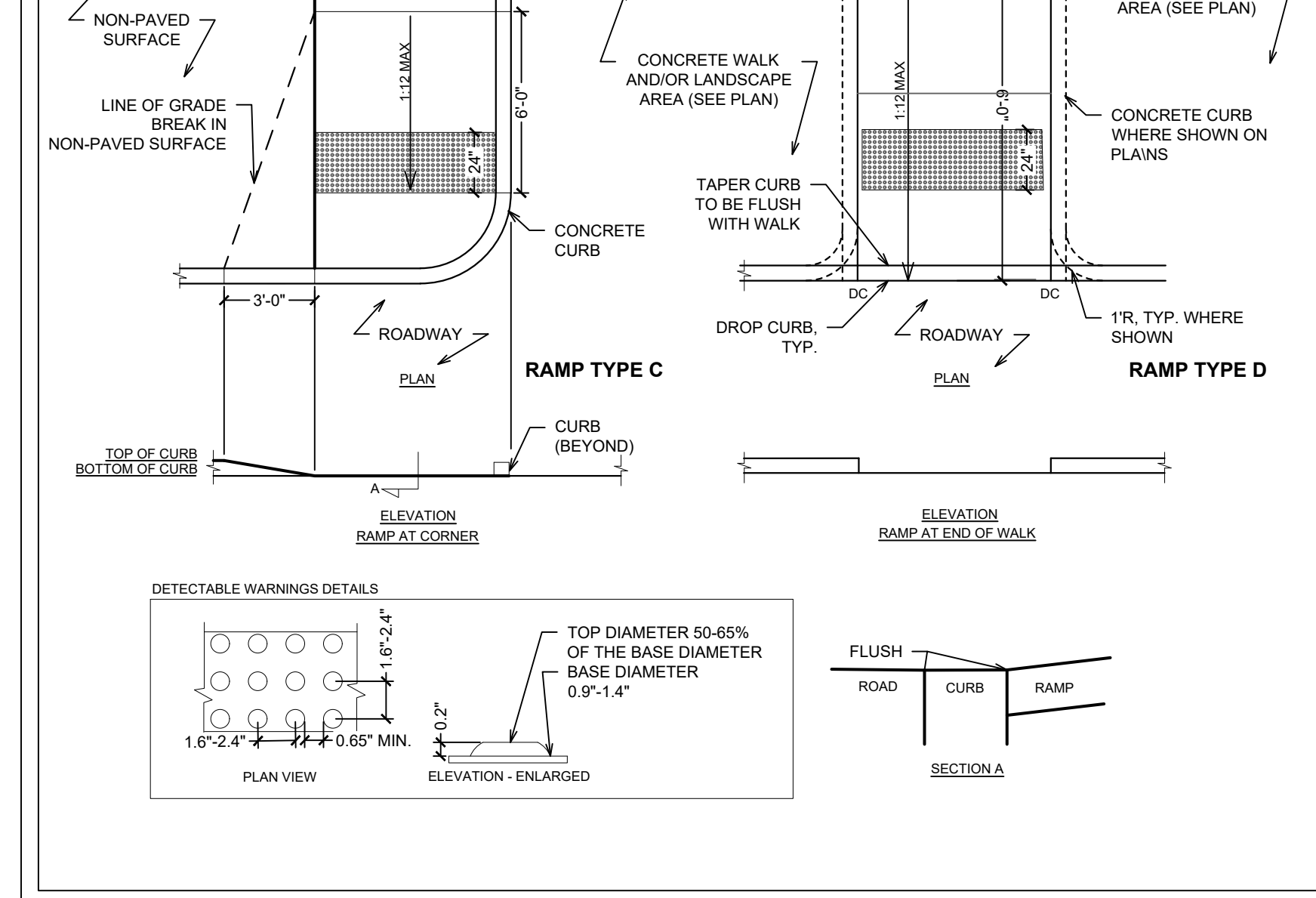
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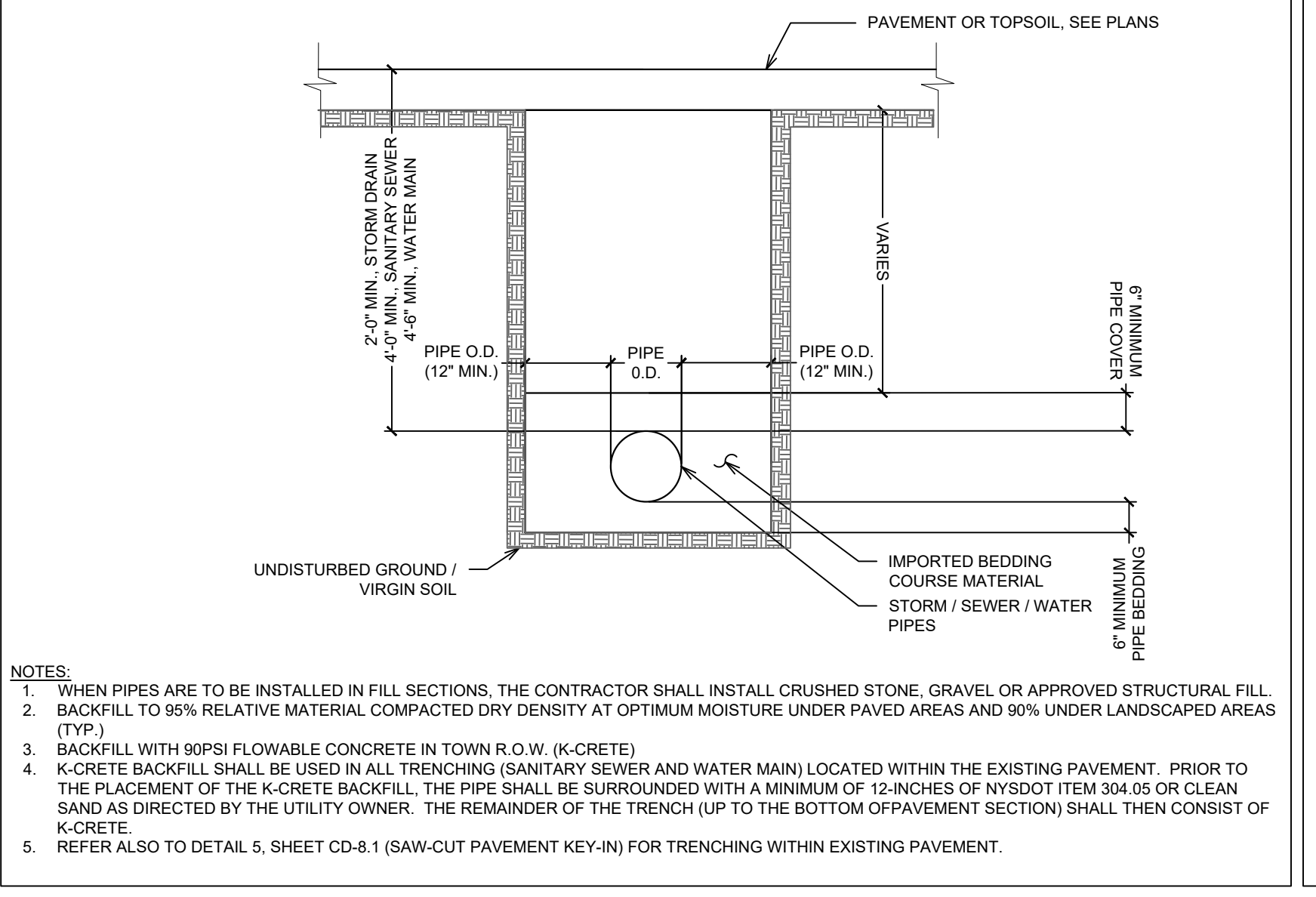
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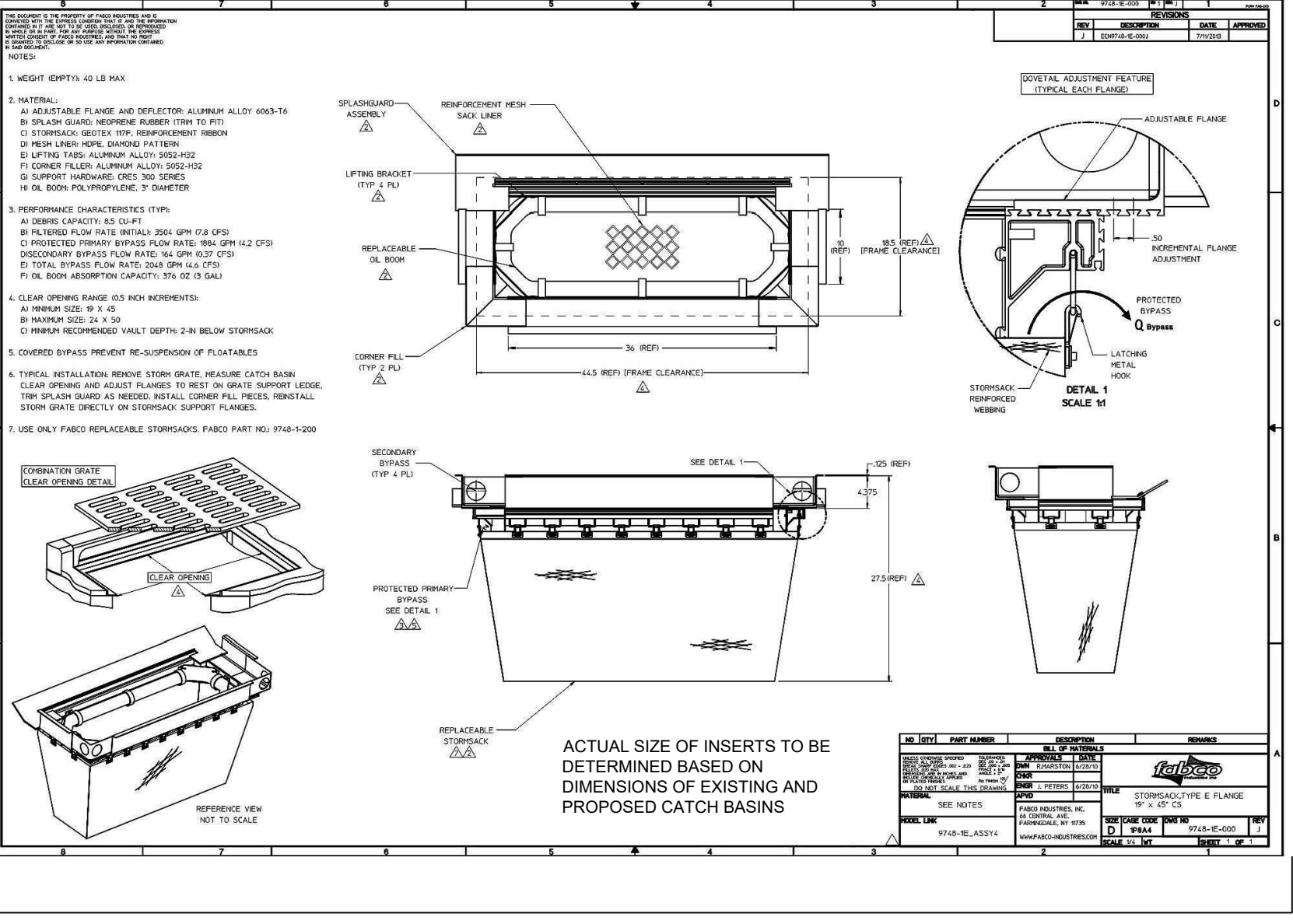
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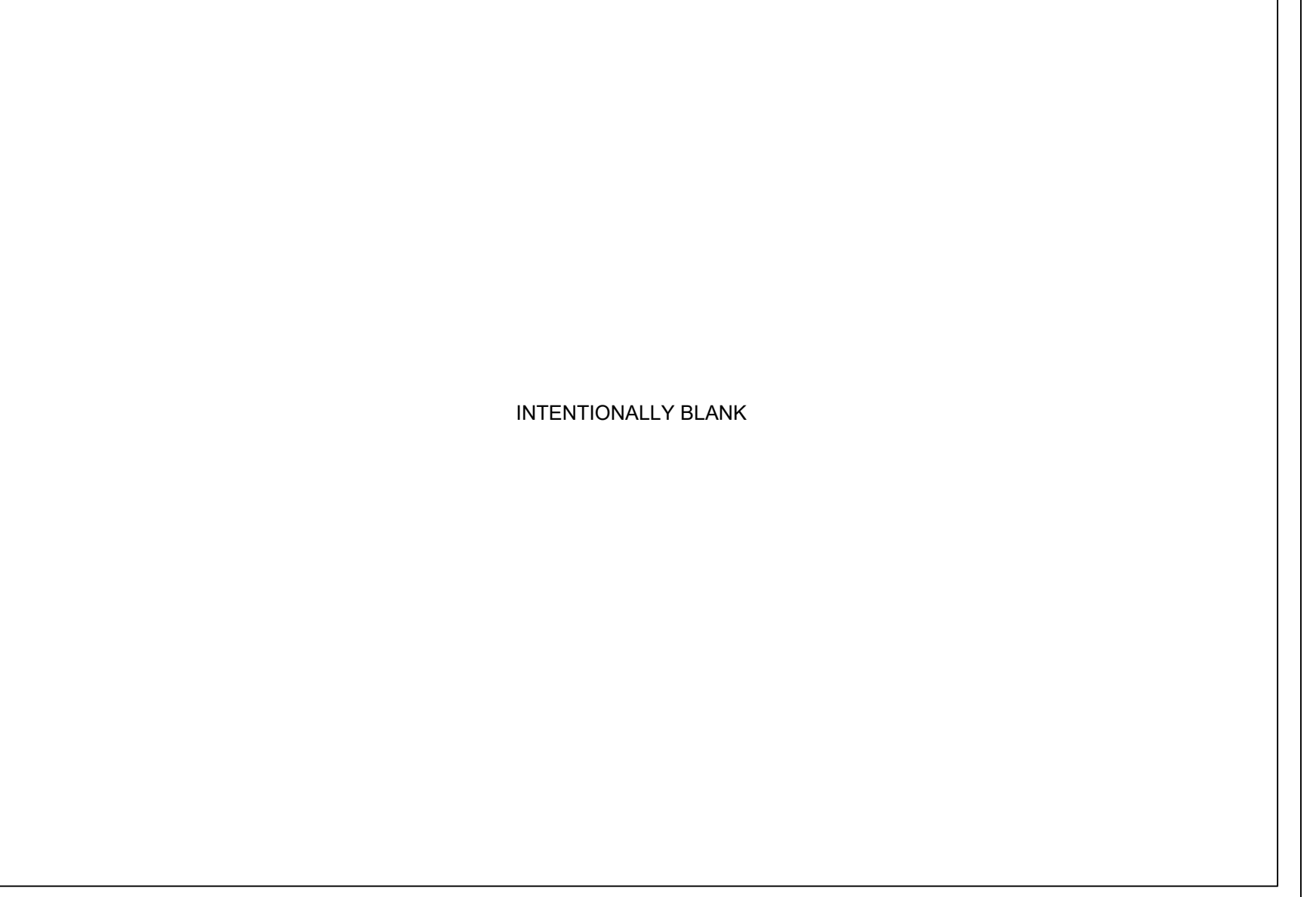
PEDESTRIAN RAMPS SCALE: N.T.S. 9



TRENCH DETAIL (STORM / SEWER / WATER) SCALE: N.T.S. 14



CATCH BASIN INSERT SCALE: N.T.S. 15



SCALE: N.T.S. 15

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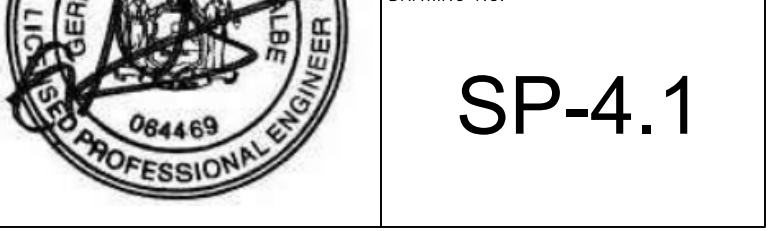
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	05/29/18		ISSUED FOR PLANNING BOARD SIGNATURE
	07/29/21		ISSUED FOR SITE PLAN AMENDMENT

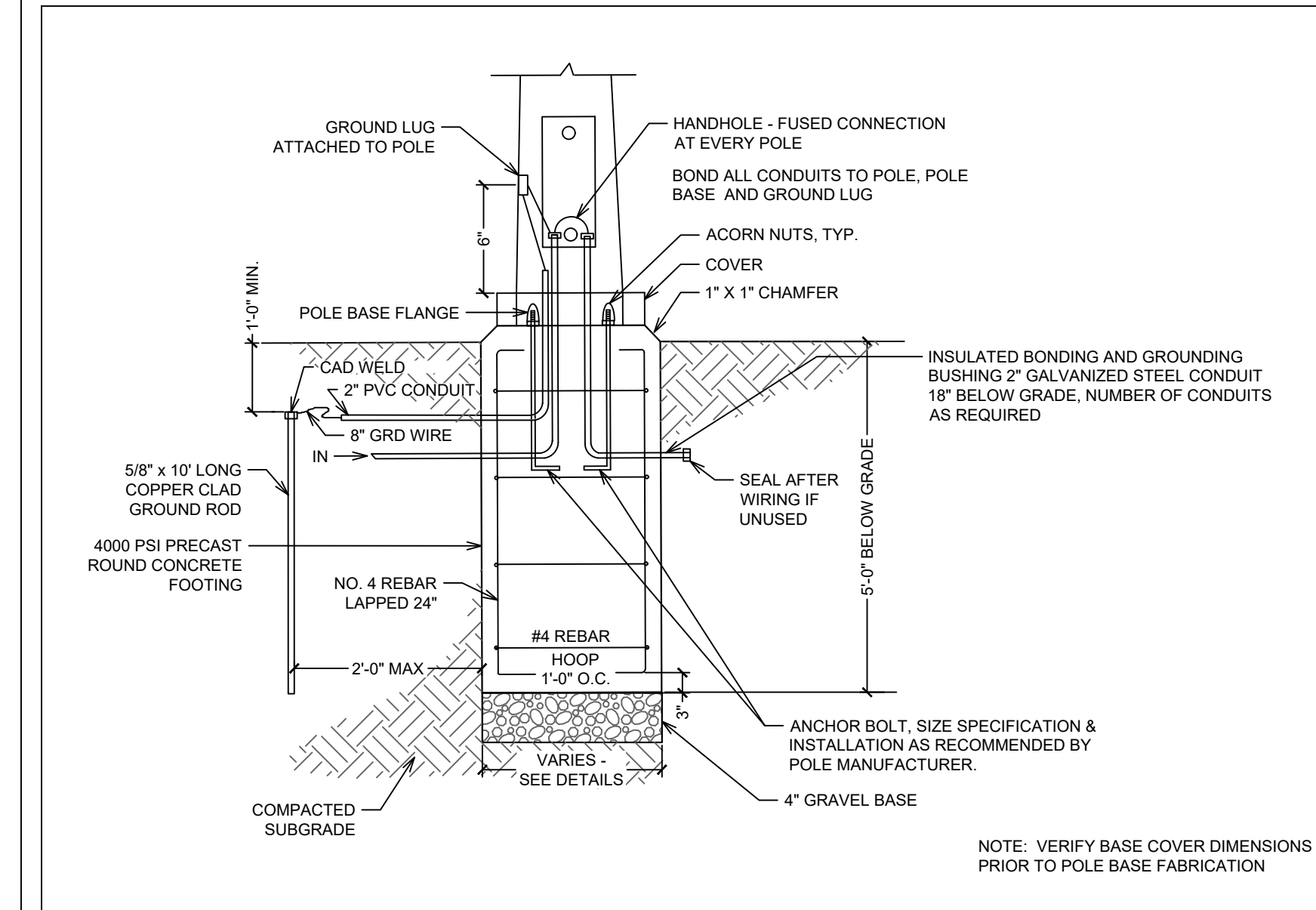
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SITE AND UTILITY DETAILS (PHASE 1 CONSTRUCTION)

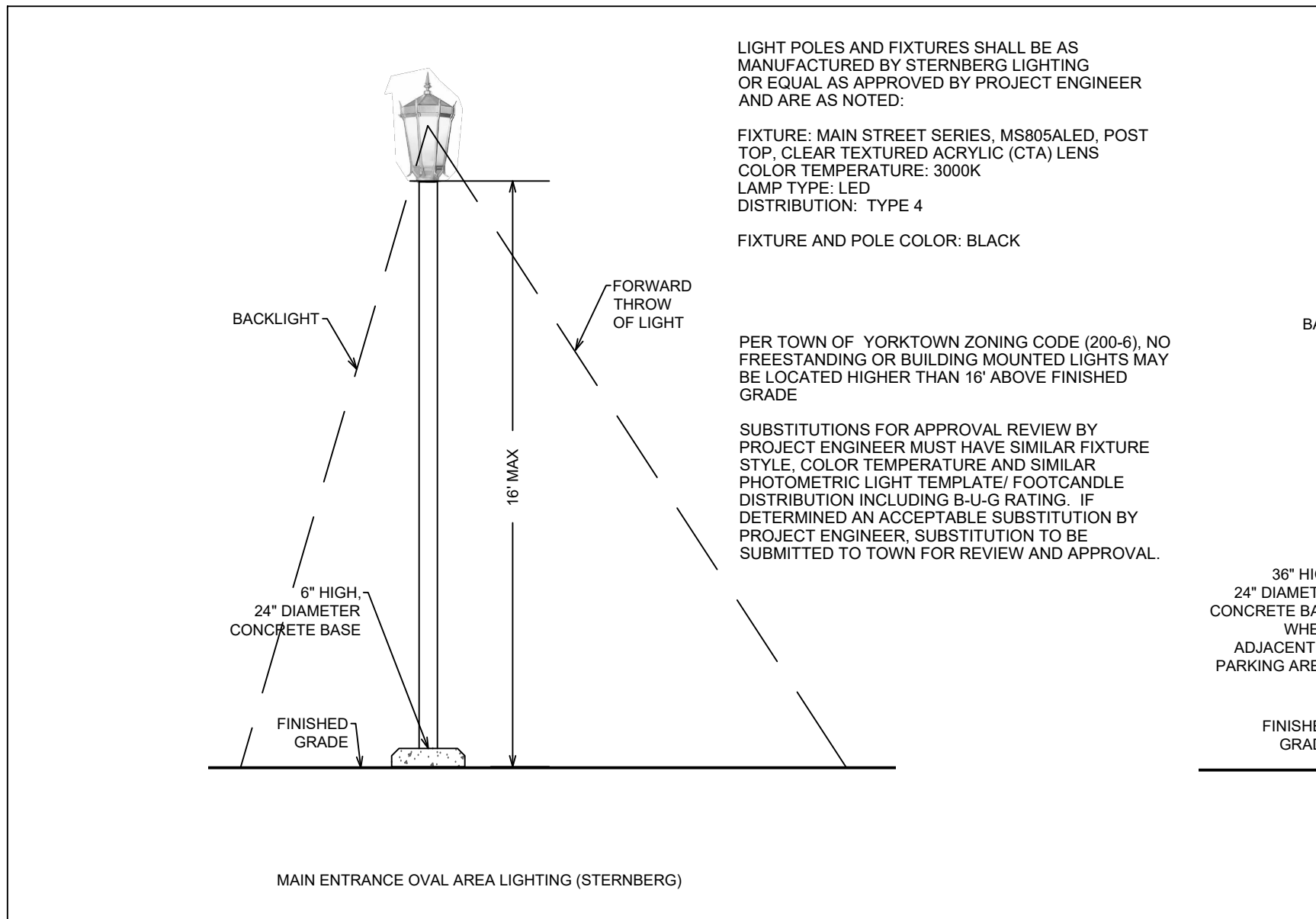
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PROJECT NO.: 824
DATE: 03/31/21
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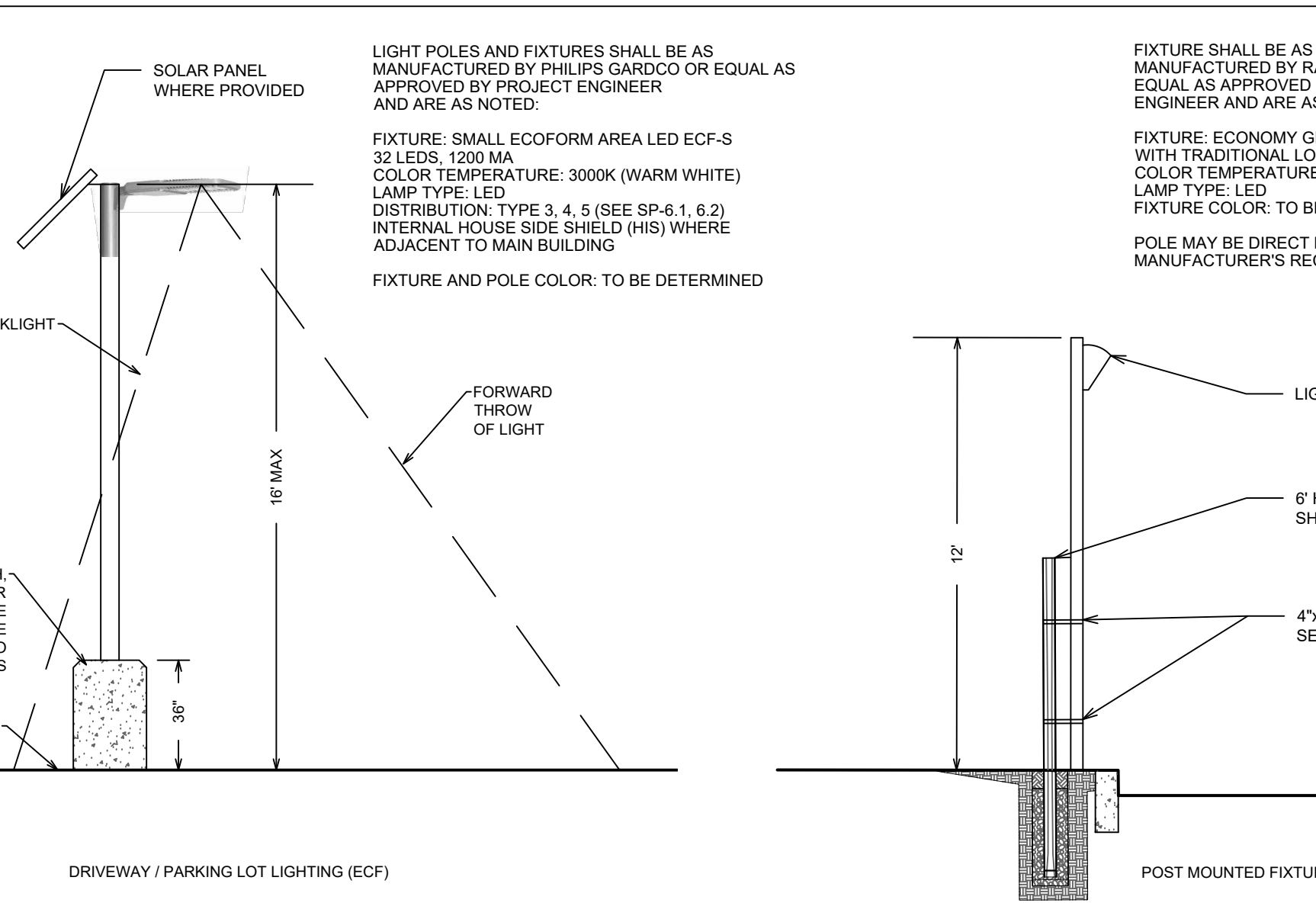
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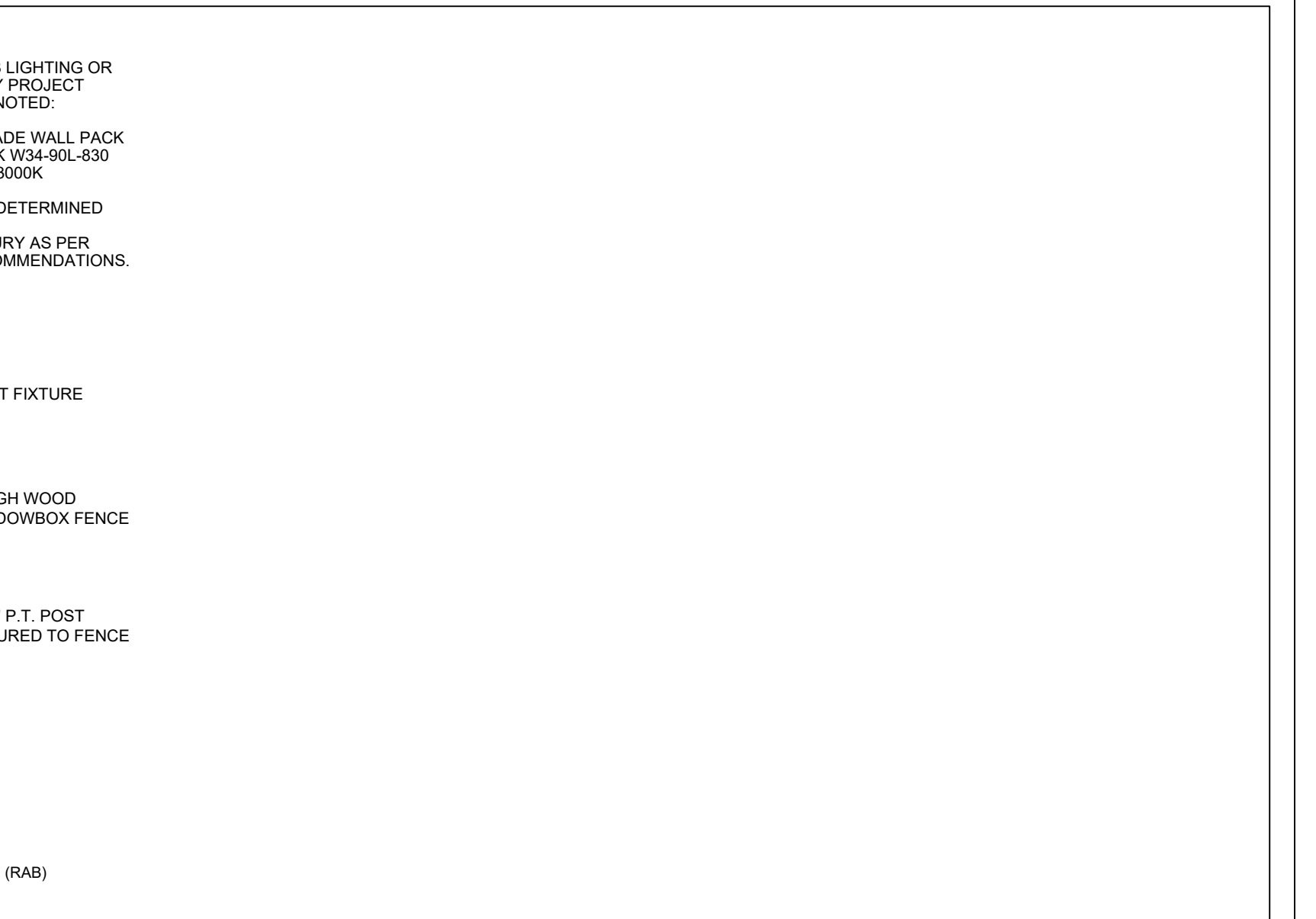
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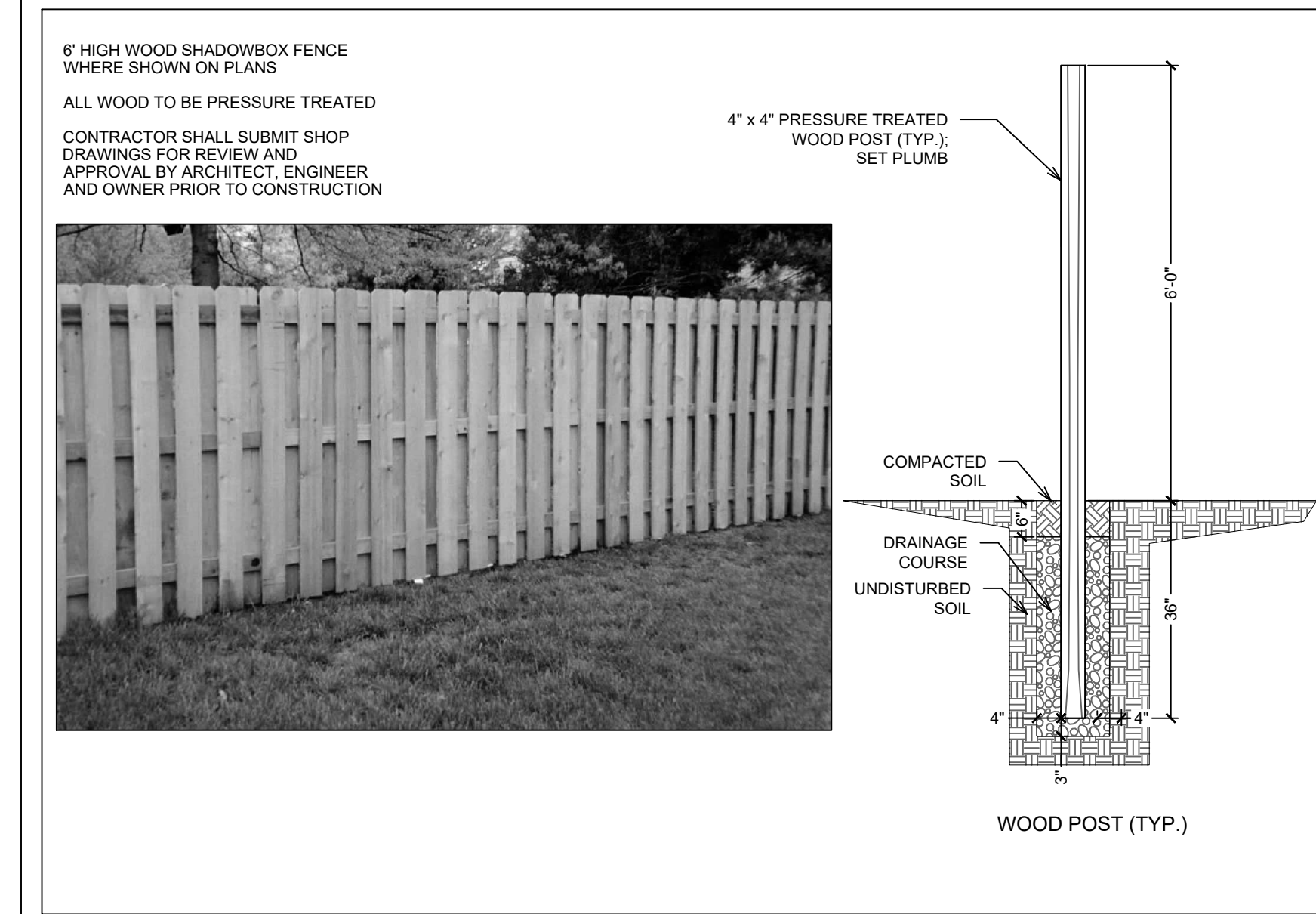
MAIN ENTRANCE OVAL AREA LIGHTING (STERNBERG)



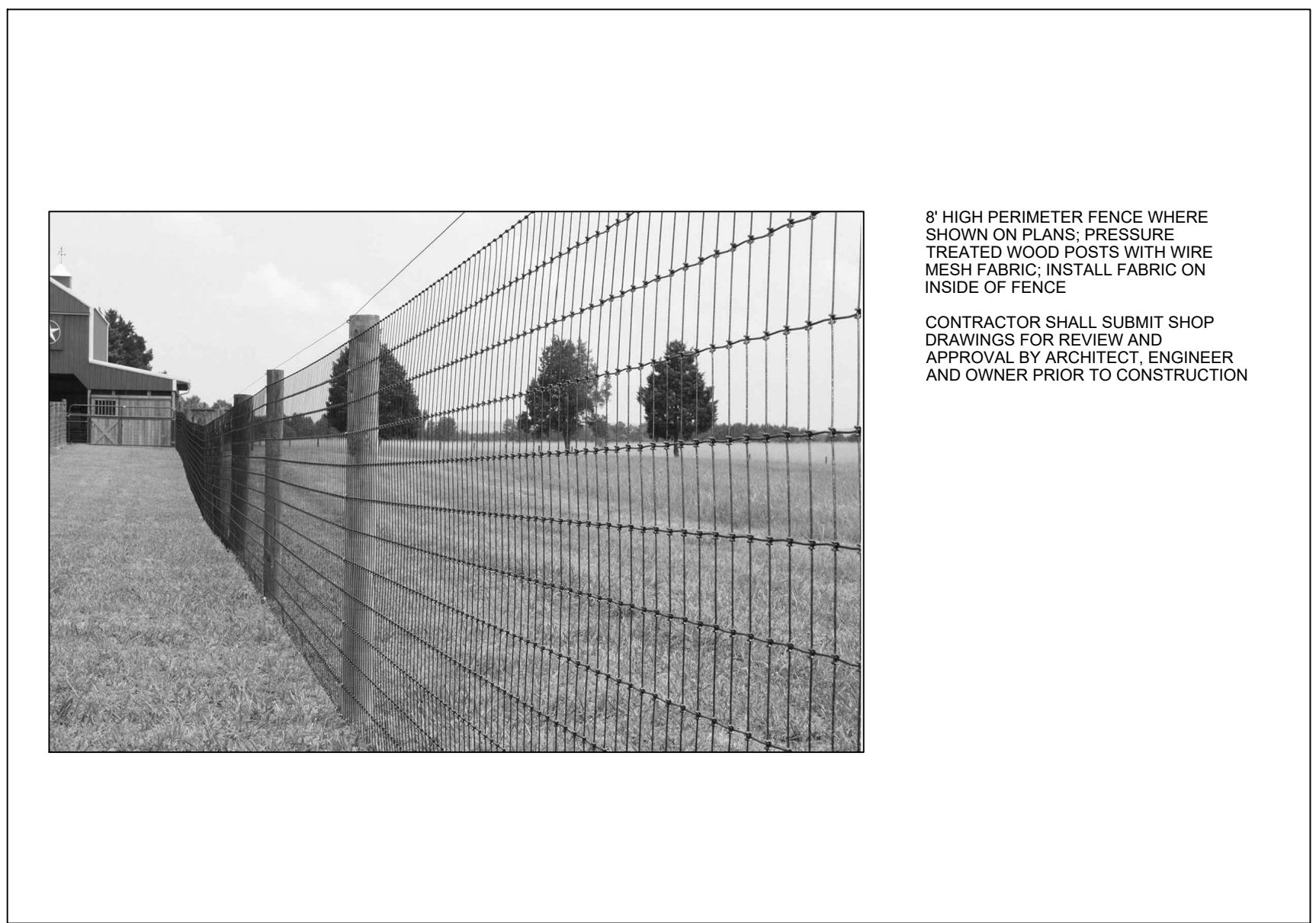
DRIVEWAY / PARKING LOT LIGHTING (ECF)



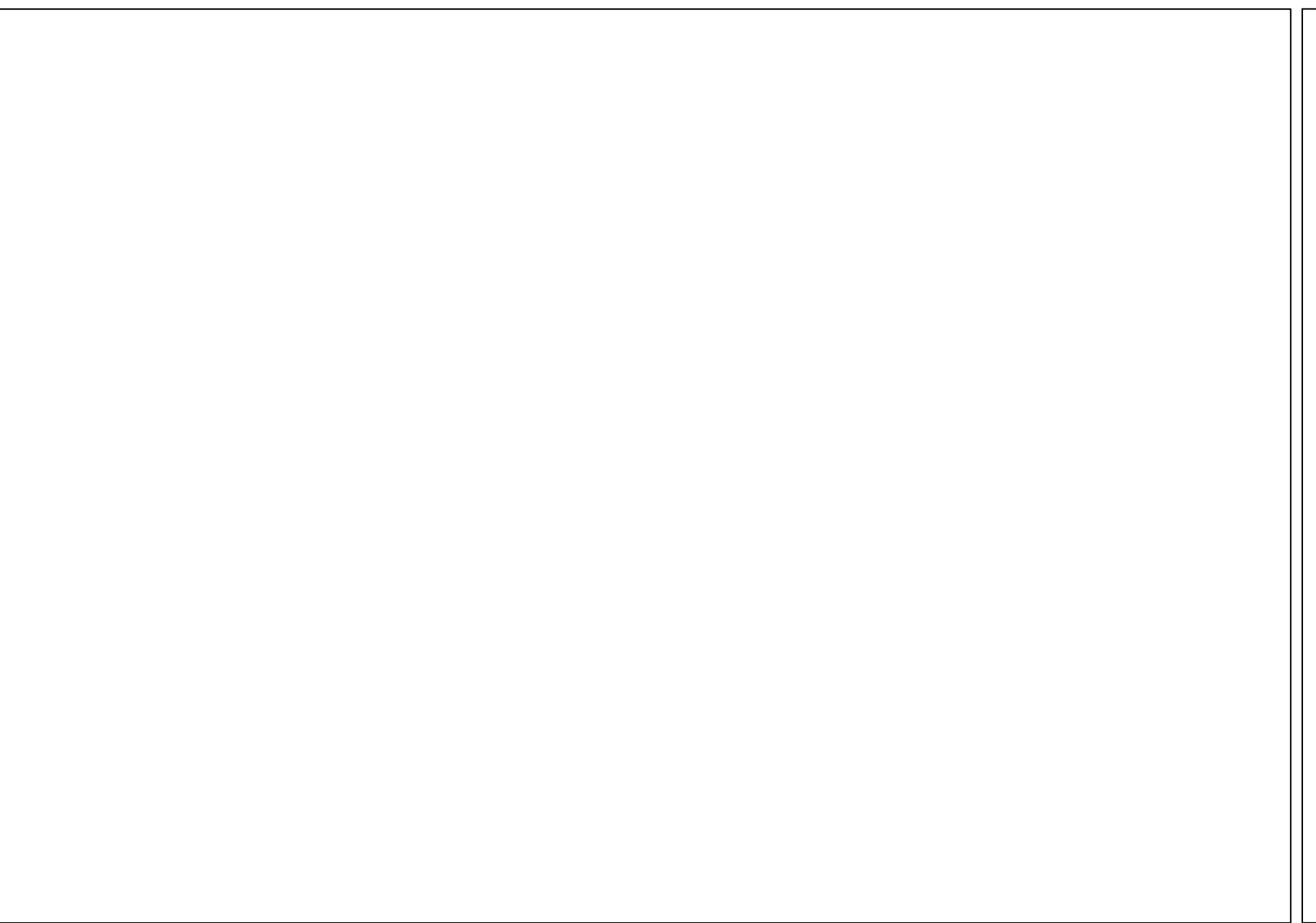
POST MOUNTED FIXTURE (RAB)



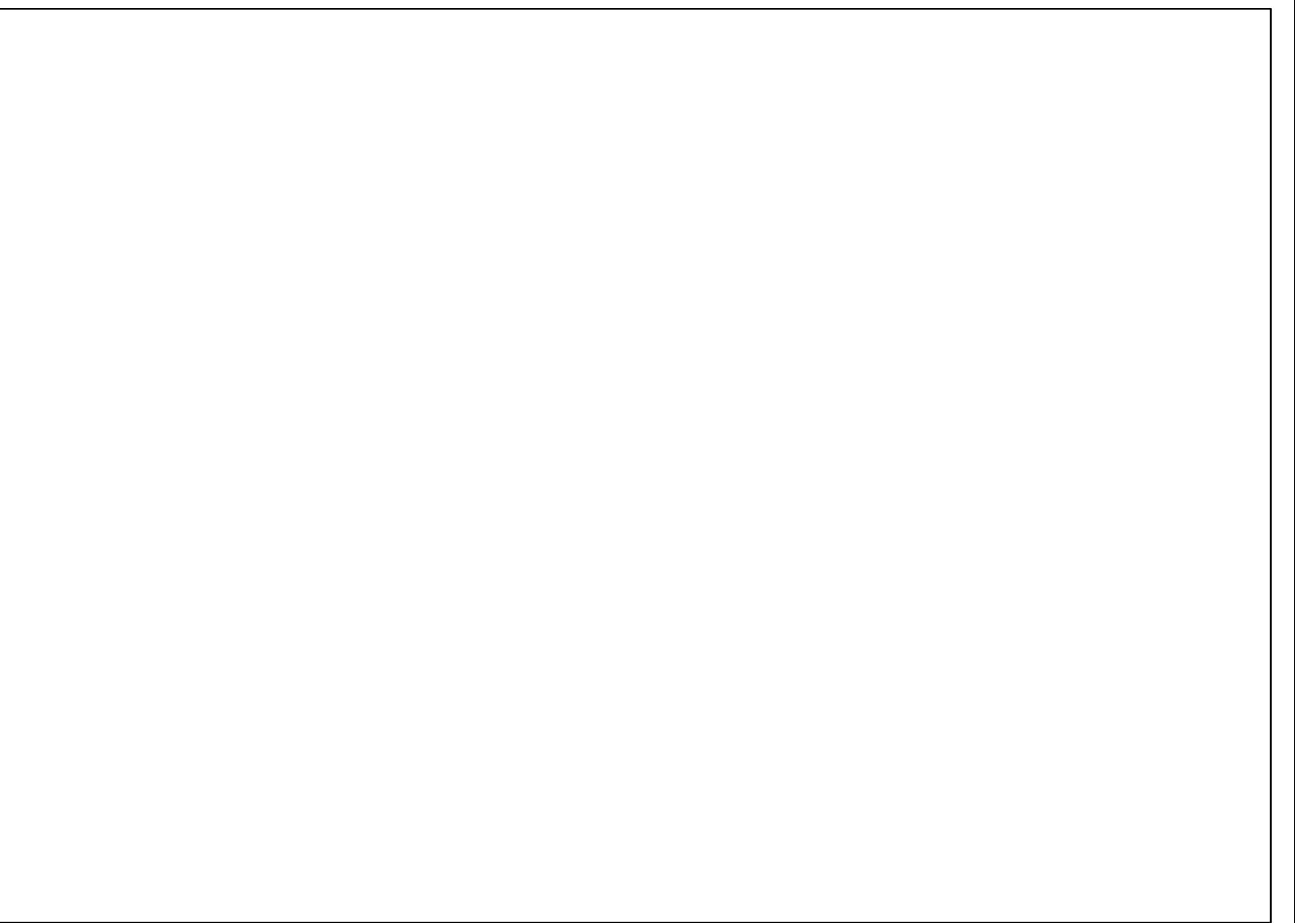
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PERIMETER FENCE SCALE: N.T.S.



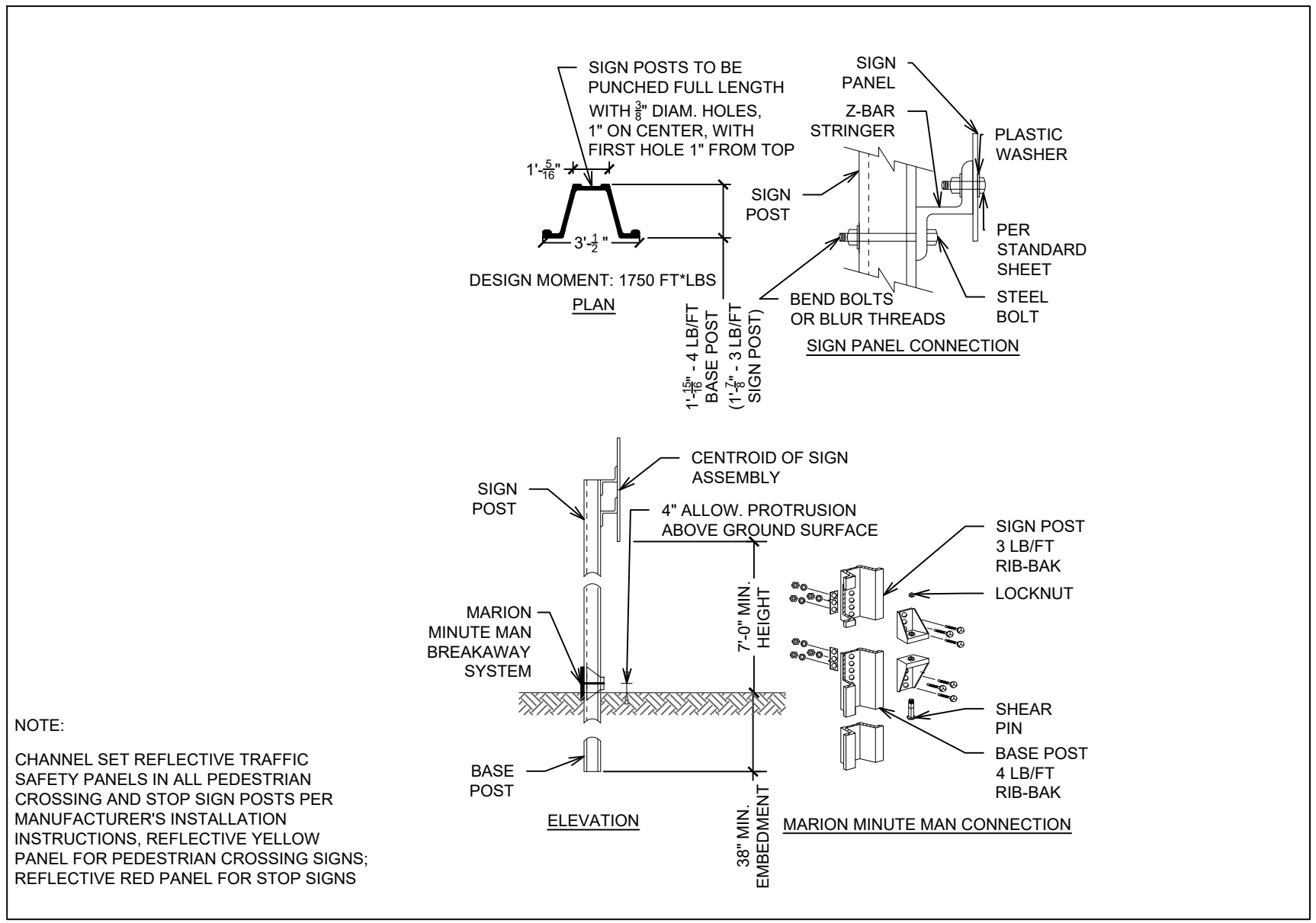
SITE LIGHTING SCALE: N.T.S.



SITE LIGHTING SCALE: N.T.S.

SIGN LEGEND				
NO.	DESCRIPTION	IMAGE	MUTCAD NO.	SIZE
1	STOP SIGN		R1-1C	30"X30"
2	DO NOT ENTER		R5-1	30"X30"
3	RESERVED PARKING VAN ACCESSIBLE		R7-8 WITH R-7-8P	12"X18" WITH 12"X6"
4	NO PARKING		R7-1D	12"X18"
5	ONE WAY		R6-1(L)	36"X12"
6	NO LEFT TURN		R3-2	30X30
7	RIGHT TURN ONLY		R4-8	18"X24"
8	KEEP RIGHT		R4-7BR	18"X24"

SIGN SCHEDULE SCALE: N.T.S.



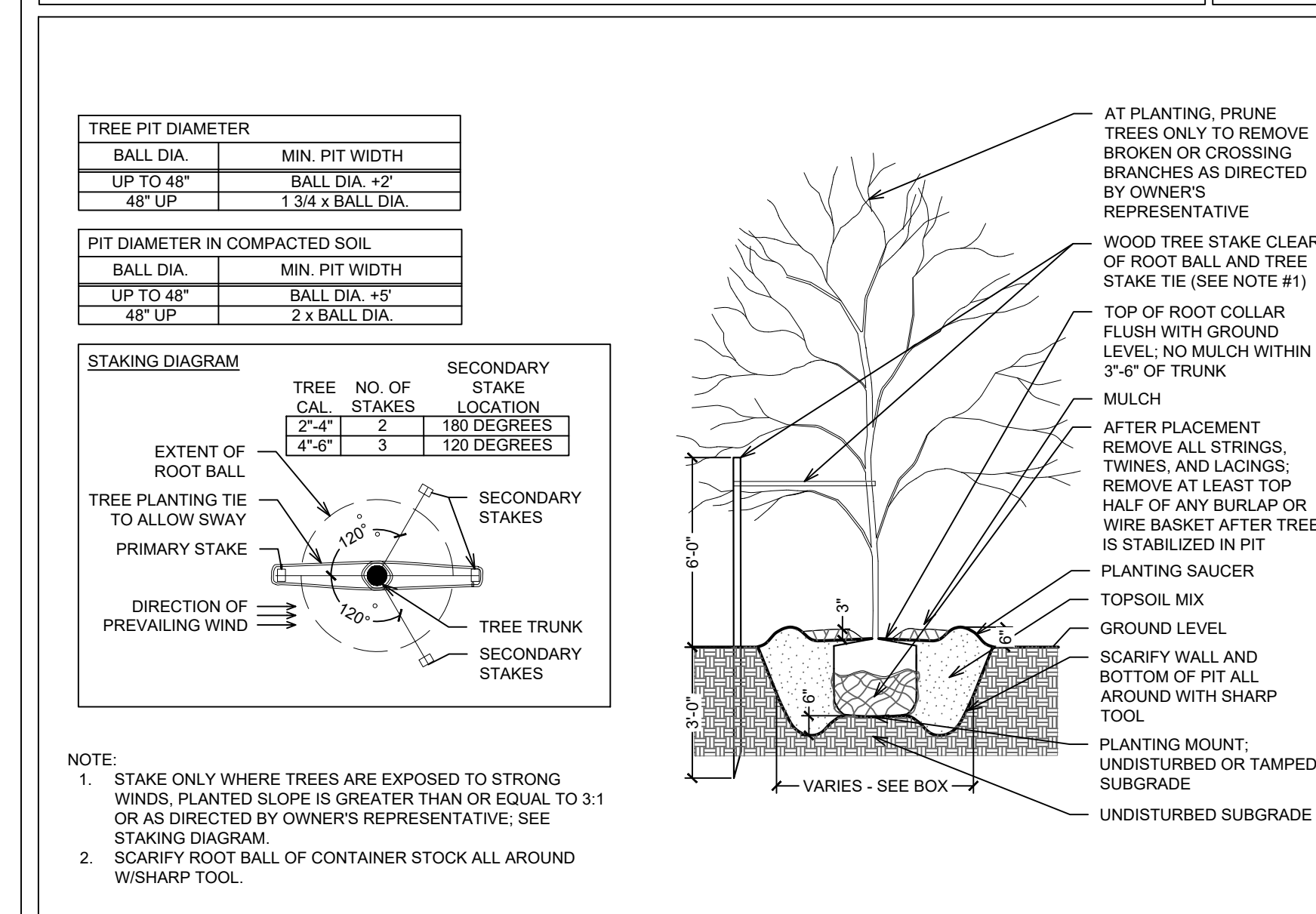
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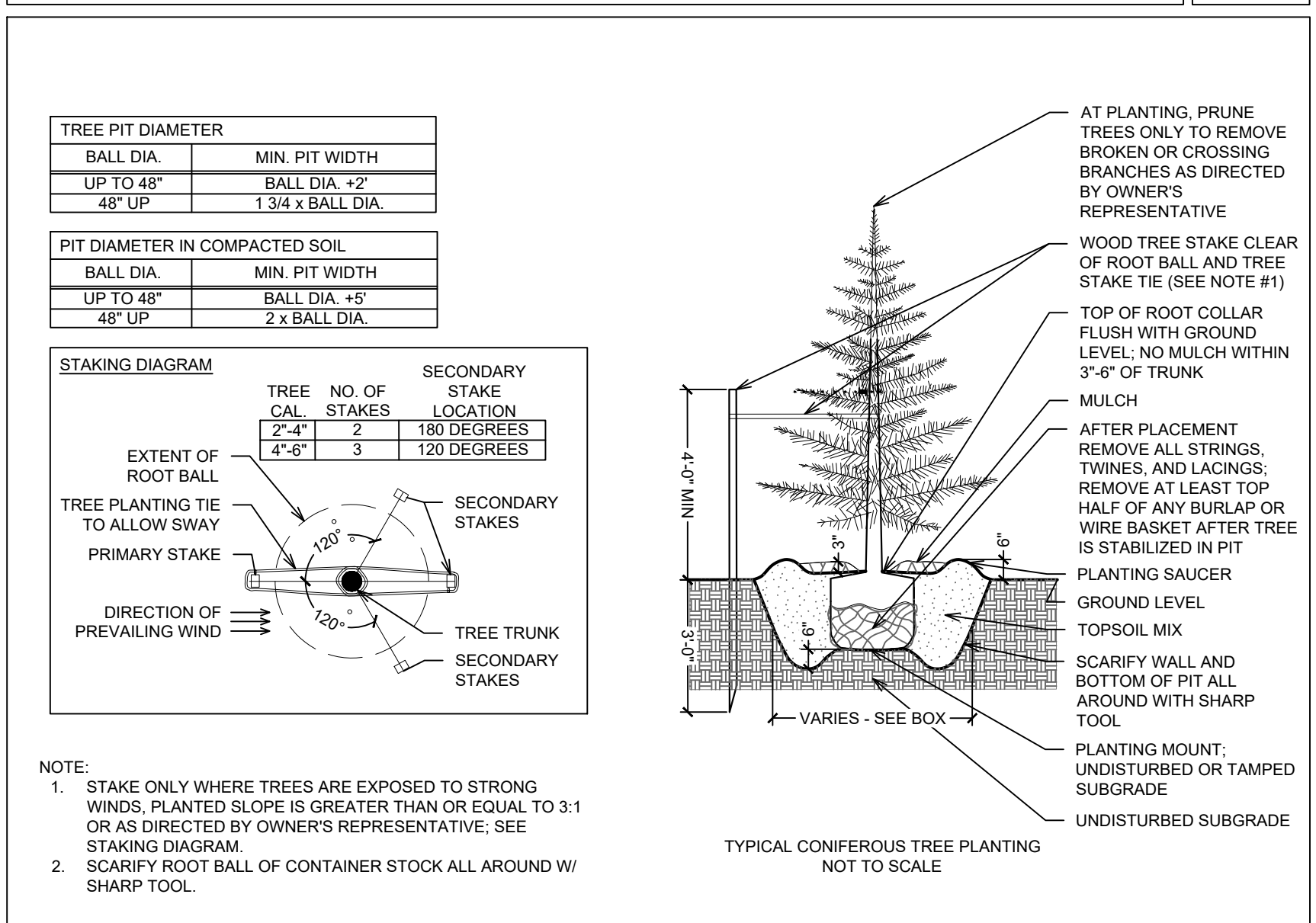
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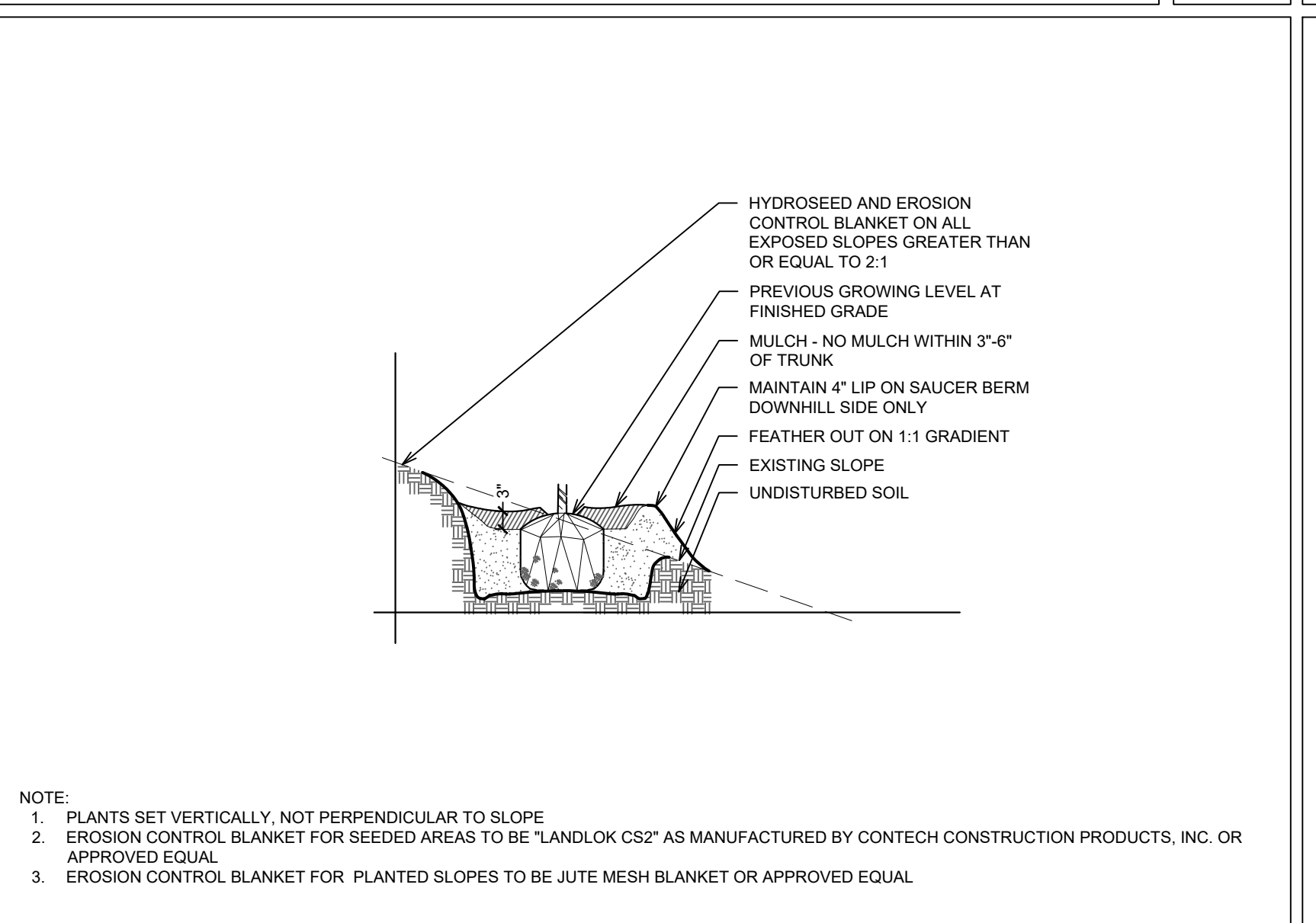
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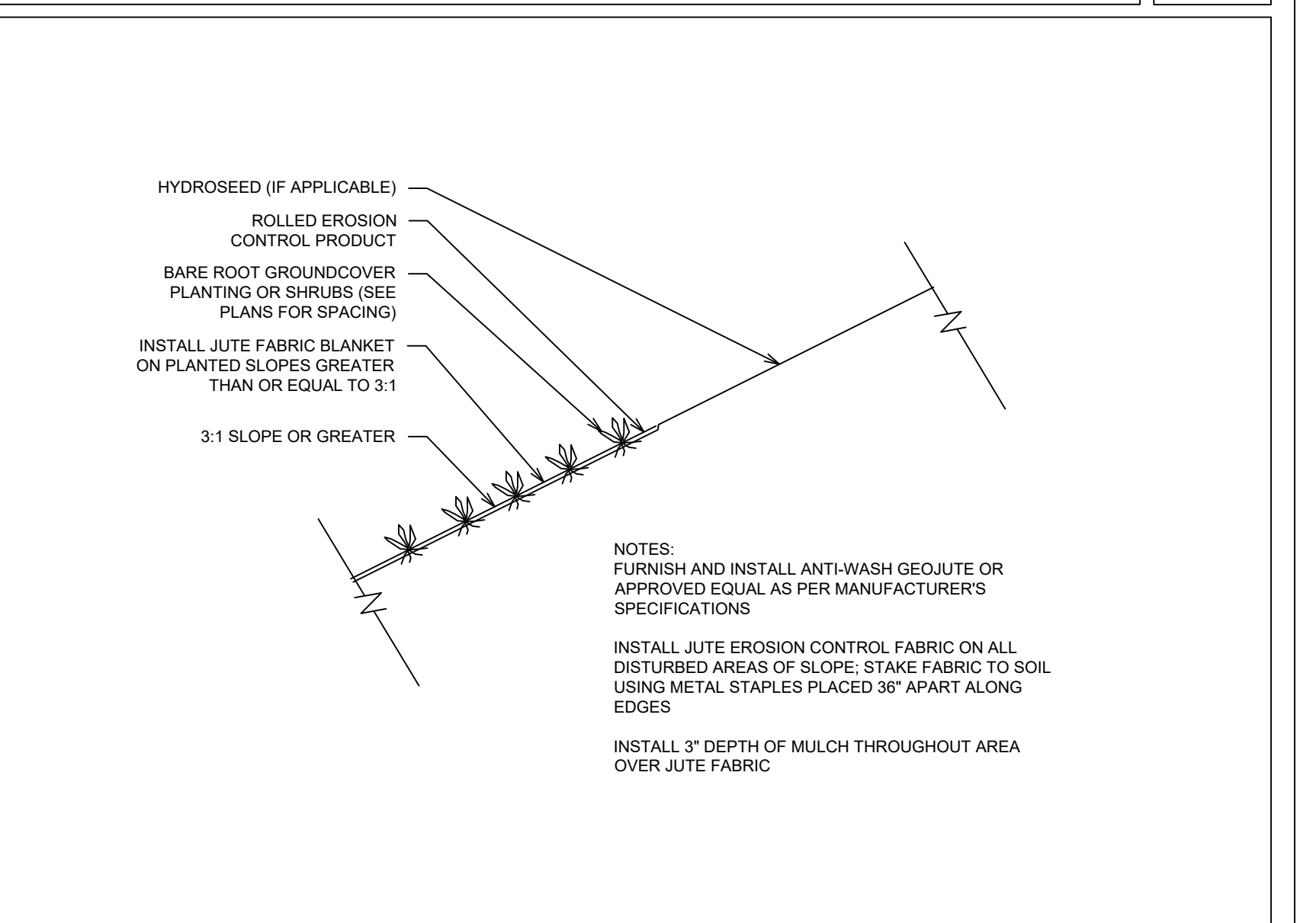
DECIDUOUS TREE AND SHRUB PLANTING SCALE: N.T.S.



EVERGREEN TREE PLANTING SCALE: N.T.S.



SLOPE PLANTING SCALE: N.T.S.



SLOPE STABILIZATION SCALE: N.T.S.

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	04/20/18		REVISED PER PLAN RETIREMENTS
	05/29/18		ISSUED FOR PLANNING BOARD SIGNATURE
	07/28/21		ISSUED FOR SITE PLAN AMENDMENT

DRAWING TITLE

SITE AND UTILITY DETAILS (PHASE 1 CONSTRUCTION)

DRAWN BY: DM/HV/MJS CHECKED BY: GMS
PROJECT NO.: 824 DATE: 03/31/21
DRAWING NO.: SP-4.2

SHRUB OAK INTERNATIONAL SCHOOL
Town of Yorktown, New York

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SHRUB OAK INTERNATIONAL SCHOOL
3151 Stoney Street
Shrub Oak, NY 10547

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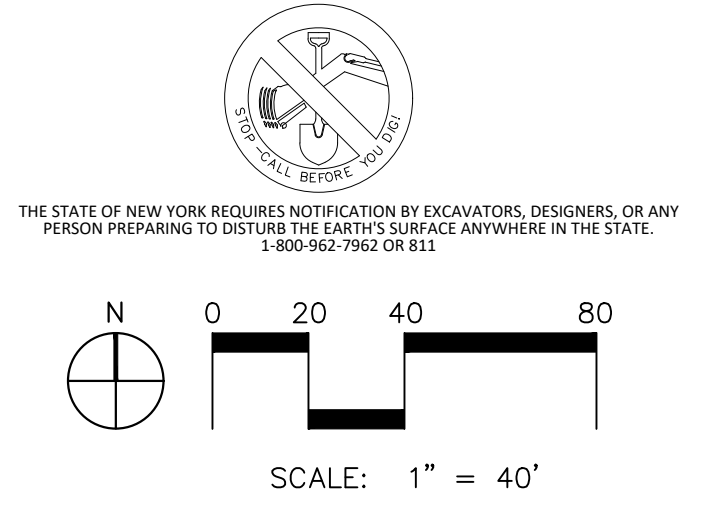
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EROSION AND SEDIMENT CONTROL PLAN (PHASE 1 CONSTRUCTION)

	DRAWN BY: DM/HV/MJS	CHECKED BY: GMS
	PROJECT NO.: 824	DATE: 03/31/21
	DRAWING NO.: SP-5.1	

CONSTRUCTION SPECIFICATIONS

- WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES. POSTS SHALL BE STEEL, EITHER 1" OR 1 1/2" TYPE OR HARDWOOD.
- FILTER CLOTH TO BE TO FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION. FENCE SHALL BE WOVEN WIRE, 12 1/2 GAUGE, 6" MAXIMUM MESH OPENING.
- WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED. FILTER CLOTH SHALL BE EITHER FILTER X, MIRAFI 100X, STABILINA T140N, OR APPROVED EQUIVALENT.
- PREFABRICATED UNITS SHALL BE GEOPAF ENVIRONMENT, OR APPROVED EQUIVALENT.
- MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.

PROSPECTIVE VIEW
 36" MIN. LENGTH FENCE POSTS DRIVEN MIN. 18" INTO GROUND
 WOVEN WIRE FENCE (MIN. 14 1/2 GAUGE W/ MAX. 6" MESH SPACING)
 36" MIN. FENCE POST
 WOVEN WIRE FENCE (MIN. 14 1/2 GAUGE W/ MAX. 6" MESH SPACING) W/ FILTER CLOTH
 COMPACTED SOIL
 EMBED FILTER CLOTH A MIN. OF 6" IN GROUND
 UNDISTURBED GROUND

SECTION VIEW
 18" MAX. C. TO C.
 6" MIN. HEIGHT OF FILTER = 18" MIN.
 6" MIN.
 4" MIN.

EMBEDMENT DETAIL
 75" MIN.
 6" MIN.
 17" MIN.
 12" MIN.
 10" MIN.

SILT FENCE SCALE: N.T.S.	1
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PROFILE
 75" MIN.
 6" MIN.
 17" MIN.
 12" MIN.
 10" MIN.

PLAN VIEW
 75" MIN.
 12" MIN.
 10" MIN.

CONSTRUCTION SPECIFICATIONS

- STONE SIZE - 1/8" MIN. STONE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
- LENGTH - NOT LESS THAN 75 FEET (EXCEPT ON A SINGLE RESIDENCE LOT WHERE A 30 FOOT MINIMUM LENGTH WOULD APPLY).
- THICKNESS - NOT LESS THAN SIX (6) INCHES
- WIDTH - TWELVE (12) FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS. TWENTY-FOUR (24) FOOT IF SINGLE ENTRANCE TO SITE.
- FILTER CLOTH - WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
- SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED ACROSS THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 1:1 SLOPES WILL BE PERMITTED.
- MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
- WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
- PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

STABILIZED CONSTRUCTION ENTRANCE SCALE: N.T.S.	2
---	---

INSTALLATION NOTES

- BALES SHALL BE PLACED IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES.
- EACH BALE SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF 4".
- BALES SHALL BE SECURELY ANCHORED IN PLACE BY STAKES OR RE-BAR ANGLED TOWARD PREVIOUSLY LAID BALE TO FORCE BALES TOGETHER.

EMBEDDING DETAIL
 4" DEPTH

HAY BALES SCALE: N.T.S.	3
----------------------------	---

SOIL STOCKPILING
 SCALE: N.T.S.

NOTE:

- AREA CHOSEN FOR STOCKPILING OPERATIONS SHALL BE DRY AND STABLE.
- MAXIMUM SLOPE OF STOCKPILE SHALL BE 1:2.
- UPON COMPLETION OF SOIL STOCKPILING, EACH PILE SHALL BE SURROUNDED WITH EITHER SILT FENCING OR STRAW BALES, THEN STABILIZED AS NOTED.
- TEMPORARILY STABILIZE AS NOTED IN SPECIFICATIONS.

SOIL STOCKPILING SCALE: N.T.S.	4
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1. DESCRIPTION OF WORK
 PROVIDE ALL MEANS NECESSARY TO INSTALL, INSPECT AND MAINTAIN, AND REMOVE TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN ON THE DRAWINGS AND AS REQUIRED TO MINIMIZE THE EROSION AND UNSPECIFIED TRANSPORT OF SOIL FROM THE SITE.

2. QUALITY ASSURANCE

- GENERAL
 - INSTALL ALL EROSION AND SEDIMENT CONTROL MEASURES IN ACCORDANCE WITH THE DRAWINGS OR NEW YORK STATE STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL, AUGUST 2000 OR LATEST REVISION THERE TO.
 - GRADE AND MAINTAIN SITE AT ALL TIMES SUCH THAT ALL STORM WATER RUNOFF FROM DISTURBED AREAS IS DIVERTED TO SOIL EROSION AND SEDIMENTATION CONTROL FACILITIES.
 - NO CHANGES TO THE SOIL EROSION AND SEDIMENTATION CONTROL PLAN SHALL BE MADE WITHOUT APPROVAL OF THE OWNER'S REPRESENTATIVE. NO MORE THAN ONE ACRE OF SOIL CAN BE DISTURBED AT ANY TIME. ALL DISTURBED AREAS SHALL BE PROTECTED BY EROSION AND SEDIMENT CONTROL MEASURES.
 - THE CONTRACTOR SHALL COMPLY WITH APPLICABLE FEDERAL STATE, LOCAL REGULATIONS RELATING TO THE PREVENTION AND ABATEMENT OF POLLUTION.
 - PRODUCT DATA: SUBMIT MANUFACTURER'S CATALOGUE CUTS, SPECIFICATIONS AND INSTALLATION INSTRUCTIONS FOR SILT FENCES, FILTER FABRICS, EROSION CONTROL BLANKETS, TRASH RACKS, ANTI-SLEEP COLLARS, SEDIMENT TRAP RISER AND BARREL PIPES, AND DEWATERING DEVICES.
- WORK SCHEDULE
 - PRE-CONSTRUCTION PHASE
 - INSTALL STABILIZED CONSTRUCTION ANTI-TRACKING PAD AT ALL CONSTRUCTION ENTRANCES MEETING A PAVED SURFACE.
 - PRIOR TO EARTHWORK OPERATIONS, INSTALL PERIMETER SILT FENCE AND STABILIZED CONSTRUCTION ENTRANCE.
 - PROTECT EXISTING UNDERGROUND UTILITIES AND STORM PIPE TO REMAIN IN PLACE MAINTAINING ELEVATIONS.
 - GRADE OUT TO LOW POINTS AND INSTALL AND MAINTAIN TEMPORARY DEWATERING SYSTEMS IF REQUIRED.
 - COVER EXISTING OPEN GRATES ON STORM DRAIN STRUCTURES SHOWN TO REMAIN WITH THE STOCKPILE AREA TO PREVENT SOIL INTRUSION.
 - CONSTRUCTION PHASE
 - PROVIDE NECESSARY MEANS TO INSPECT AND MAINTAIN EROSION AND SEDIMENT CONTROL MEASURES AS REQUIRED TO MINIMIZE THE EROSION AND UNSPECIFIED TRANSPORT OF SOIL AND UNTIL THEIR REMOVAL AS SPECIFIED. INSPECT MEASURES DAILY AND WITHIN 24 HOURS OF THE END OF A 0.5 INCH OR GREATER STORM EVENT. STABILIZED AREAS WILL BE INSPECTED MONTHLY UNTIL THE ENTIRE SITE IS STABILIZED. MAINTENANCE SHOULD COMMENCE WITHIN 24 HOURS AND BE COMPLETED WITHIN 5 CALENDAR DAYS OF DETERMINING ITS NEED.
 - PROVIDE NECESSARY DUST CONTROL WITH WATER AND/OR WIND BARRIERS TO MINIMIZE FUGITIVE DUST.
 - KEEP PAVED SURFACES SWEEP CLEAN AT ALL TIMES.
 - TEMPORARILY STABILIZE AS SPECIFIED AND AS REQUIRED ALL INACTIVE AREAS TO REMOVE DISTURBED AREAS.
 - FOLLOWING FINISH GRADING, INSTALL TEMPORARY OR PERMANENT STABILIZATION.
 - POST CONSTRUCTION PHASE:
 - STABILIZE WATERSHED AND HAVE OWNER'S REPRESENTATIVE REVIEW AND APPROVE.
 - ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES ARE TO REMAIN IN PLACE PENDING START OF PERMANENT CONSTRUCTION ON-SITE OR AS OTHERWISE DIRECTED BY EITHER THE OWNER'S REPRESENTATIVE AND VILLAGE ENGINEER.
 - PRODUCTS AND EXECUTION
 - NO PLUMBING OR DEWATERING INTO THE EXISTING STORM SEWER MAIN WITHOUT PRE-FILTERING.
 - SILT FENCE: SILT FENCE FABRIC SHALL BE MIRAFI 100X OR EQUAL. WOOD POSTS SHALL BE OF SOUND QUALITY HARDWOOD, A MINIMUM 36 INCHES LONG AND TWO INCHES SQUARE. METAL POSTS SHALL BE STANDARD 1 AND 1/2 SECTION WEIGHING NOT LESS THAN ONE POUND PER LNER FOOT. WIRE FENCE BACKING SHALL BE A MINIMUM 14 1/2 GAGE WITH A MAXIMUM SIX INCH MESH OPENING AND SECURELY ATTACHED TO FENCE POSTS. POSTS SHALL EXTEND A MINIMUM OF 12 INCHES INTO THE GROUND.
 - STABILIZED CONSTRUCTION ENTRANCE: THE FILTER FABRIC SHALL BE MIRAFI 100X OR EQUAL. THE CONTRACTOR SHALL BE KEEP THE ROADWAYS WITHIN THE PROJECT CLEAR OF SOIL AND DEBRIS AND IS RESPONSIBLE FOR ANY STREET CLEANING NECESSARY DURING THE COURSE OF THE PROJECT.
 - TEMPORARY STABILIZATION:
 - ESTABLISHMENT OF TEMPORARY GRASS COVER: PREPARE SEED BED. SCARIFY IF COMPACTED, REMOVE DEBRIS AND OBSTACLES SUCH AS ROCKS AND STUMPS, AND SEED WITHIN 24 HOURS. AMEND SOIL. LIME SOIL TO PH OF 6.0 AND FERTILIZE AT A RATE OF 14 LBS. PER 1,000 SQUARE FEET WITH A 5-10-10 OR EQUIVALENT FERTILIZER. WORK AMENDMENTS AS A MINIMUM OF 4 INCHES INTO SOIL. IF SEEDING IN OCTOBER/NOVEMBER SEED SHALL BE CERTIFIED AND STOCK WINTER RYE @ 100 LBS. PER ACRE. OTHERWISE SEED SHALL BE RYEGRASS (ANNUAL OR PERENNIAL) @ 30 LBS. PER ACRE.
 - TREAT ALL DISTURBED AREAS WITHIN 500 FEET OF AN INHABITED BUILDING AS NECESSARY TO PROVIDE DUST CONTROL. CONFORM TO ALL LOCAL AND STATE REGULATIONS GOVERNING THESE ACTIVITIES.
 - INSTALL TEMPORARY STABILIZATION WITHIN 24 HOURS AFTER THE END OF CONSTRUCTION ACTIVITIES IN AN AREA UNLESS THERE IS SNOW COVER OR CONSTRUCTION ACTIVITIES WILL RESUME WITHIN 14 DAYS.
 - CONSTRUCTION VEHICLES: WASH DOWN ALL CONSTRUCTION VEHICLES AND COVER WITH TARP/AULINS AS NECESSARY TO PREVENT VEHICLE TRANSPORT OF SEDIMENT OFF-SITE.
 - PROVIDE MEASURES FOR TRUCK AND TOOL WASH WATER TO BE TREATED PRIOR TO DISCHARGE TO NATURAL AREAS.
 - NO UNFILTERED DISCHARGE FROM ANY STABILIZED AREA SHALL BE ALLOWED TO ENTER ANY PERMANENT DRAINAGE OR FILTRATION FACILITIES.

EROSION & SEDIMENT CONTROL SPECIFICATIONS SCALE: N.T.S.	8
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- CONSTRUCTION OPERATIONS SHOULD BE SCHEDULED TO MINIMIZE THE AMOUNT OF AREA DISTURBED AT ONE TIME.
- BUFFER AREAS OF VEGETATION SHOULD BE LEFT WHERE PRACTICAL.
- TEMPORARY OR PERMANENT STABILIZATION MEASURES SHALL BE INSTALLED.

A. NON-DRIVING AREAS
 THESE AREAS USE PRODUCTS AND MATERIALS APPLIED OR PLACED ON SOIL SURFACES TO PREVENT AIRBORNE MIGRATION OF SOIL PARTICLES.

- VEGETATIVE COVER
 FOR DISTURBED AREAS NOT SUBJECT TO TRAFFIC, VEGETATION PROVIDES THE MOST PRACTICAL METHOD OF DUST CONTROL.
- MULCH (INCLUDING GRAVEL MULCH)
 MULCH OFFERS A FAST EFFECTIVE MEANS OF CONTROLLING DUST. THIS CAN ALSO INCLUDE ROLLED EROSION CONTROL BLANKETS.

B. DRIVING AREAS
 THESE AREAS UTILIZE WATER AND BARRIERS TO PREVENT DUST MOVEMENT FROM THE TRAFFIC SURFACES INTO THE AIR.

- SPRINKLING
 THE SITE MAY BE SPRAYED WITH WATER UNTIL THE SURFACE IS WET. THIS IS ESPECIALLY EFFECTIVE ON HAUL ROADS AND ACCESS ROUTES.
- BARRIERS
 WOVEN GEOTEXTILES CAN BE PLACED ON THE DRIVING SURFACE TO EFFECTIVELY REDUCE DUST THROW AND PARTICLE MIGRATION ON HAUL ROADS. STONE CAN ALSO BE USED FOR CONSTRUCTION ROADS FOR EFFECTIVE DUST CONTROL.
- WINDBREAK
 A SILT FENCE OR SIMILAR BARRIER CAN CONTROL AIR CURRENT AT INTERVALS EQUAL TO TEN TIMES THE BARRIER HEIGHT. PRESERVE EXISTING WIND BARRIER VEGETATION AS MUCH AS PRACTICAL.

MAINTENANCE
 MAINTAIN DUST CONTROL MEASURES THROUGH DRY WEATHER PERIODS UNTIL ALL DISTURBED AREAS ARE STABILIZED

DUST CONTROL NOTES SCALE: N.T.S.	5
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CATCH BASIN INLET PROTECTION
 SCALE: N.T.S.

8" MIN. DIAMETER FILTER SOCK WITH 1/2" TO 1" GRAVEL
 CATCH BASIN
 PAVEMENT

CATCH BASIN INLET PROTECTION SCALE: N.T.S.	6
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INSTALLATION NOTES

- ALL TEMPORARY SWALES SHALL HAVE UNINTERRUPTED POSITIVE GRADE TO AN OUTLET.
- DIVERTED RUNOFF FROM A DISTURBED AREA SHALL BE CONVEYED TO SEDIMENT TRAPPING DEVICE.
- DIVERTED RUNOFF FROM AN UNDISTURBED AREA SHALL OUTLET DIRECTLY INTO AN UNDISTURBED STABILIZED AREA AT NON-EROSIVE VELOCITY.
- ALL TREES, BRUSH, STUMPS, OBSTRUCTIONS AND OTHER OBJECTIONABLE MATERIAL SHALL BE REMOVED AND DISPOSED OF SO AS NOT TO INTERFERE WITH THE PROPER FUNCTIONING OF THE SWALE.
- THE SWALE SHALL BE EXCAVATED OR SHAPED TO LINE, GRADE AND CROSS SECTION AS REQUIRED TO MEET THE CRITERIA SPECIFIED HEREIN AND BE FREE OF BANK PROJECTIONS OR OTHER IRREGULARITIES WHICH WILL IMPEDE NORMAL FLOW.
- FILLS SHALL BE COMPACTED BY EARTH MOVING EQUIPMENT.
- ALL EARTH REMOVED AND NOT NEEDED FOR CONSTRUCTION SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE FUNCTIONING OF THE SWALE.
- INSPECTION AND MAINTENANCE MUST BE PROVIDED AFTER EACH RAIN EVENT.
- STABILIZATION SHALL BE AS PER THE CHART BELOW:

FLOW CHANNEL STABILIZATION			
TYPE OF TREATMENT	CHANNEL GRADE	A (5 AC. OR LESS)	B (5 AC. - 10 AC.)
1	0 - 3.0%	SEED AND STRAW MULCH	SEED AND STRAW MULCH
2	3.1-6.0%	SEED AND STRAW MULCH	SEED AND JUTE MESH LINED - RIPRAP 2"
3	5.1-8.0%	SEED AND JUTE MESH LINED - RIPRAP 2"	LINED - RIPRAP 4-6"
4	8.1-20%	LINED - RIPRAP 4-6"	ENGINEERED DESIGN

PLAN
 0.5% OR GREATER, DEPENDENT ON TOPOGRAPHY
 OUTLET AS REQUIRED SEE ITEM 8 BELOW

SECTION
 2:1 OR FLATTER
 EXISTING GROUND
 SWALE A SWALE B
 1' 1'
 4' 6'

TEMPORARY DIVERSION SWALE SCALE: N.T.S.	7
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TITLE
 SCALE: N.T.S.

TITLE SCALE: N.T.S.	9
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TITLE
 SCALE: N.T.S.

TITLE SCALE: N.T.S.	10
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TITLE
 SCALE: N.T.S.

TITLE SCALE: N.T.S.	11
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TITLE
 SCALE: N.T.S.

TITLE SCALE: N.T.S.	12
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TITLE
 SCALE: N.T.S.

TITLE SCALE: N.T.S.	13
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TITLE
 SCALE: N.T.S.

TITLE SCALE: N.T.S.	14
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TITLE
 SCALE: N.T.S.

TITLE SCALE: N.T.S.	15
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EROSION AND SEDIMENT CONTROL DETAILS (PHASE 1 CONSTRUCTION)

DRAWING TITLE

DRAWN BY: DM / HV / MJS
 PROJECT NO.: 824
 DATE: 03/31/21
 DRAWING NO.: SP-5.2

DESIGNED BY: GMS
 CHECKED BY: GMS

SHRUB OAK INTERNATIONAL SCHOOL
Town of Yorktown, New York

OWNER / APPLICANT
SHRUB OAK INTERNATIONAL SCHOOL
3151 Stoney Street
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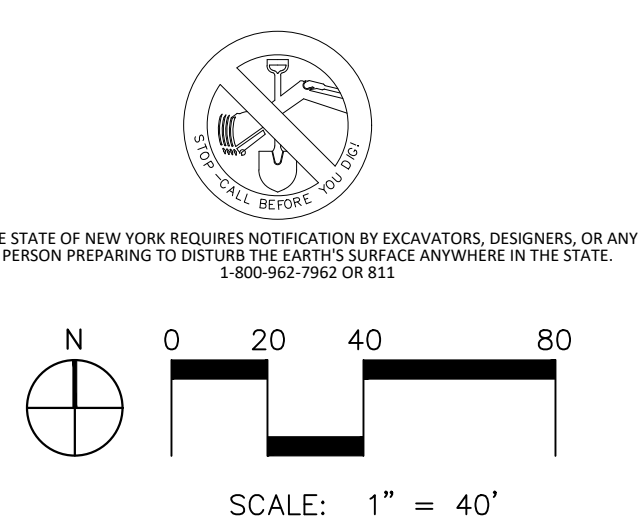
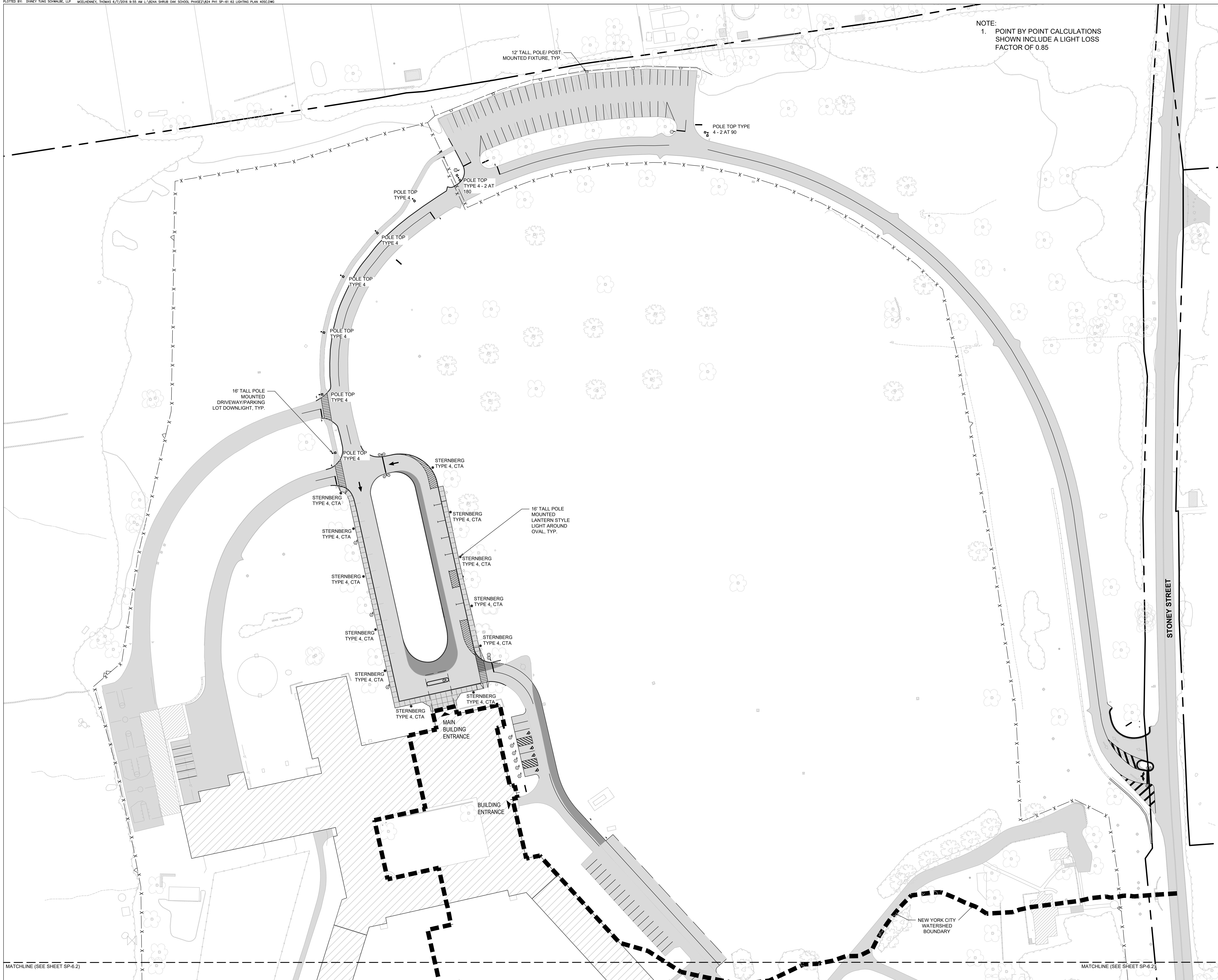
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NOTE:
1. POINT BY POINT CALCULATIONS SHOWN INCLUDE A LIGHT LOSS FACTOR OF 0.85



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DRAWING TITLE:

SITE LIGHTING PLAN (PHASE 1 CONSTRUCTION)

	DRAWN BY: DM/HV/MJS PROJECT NO.: 824 DRAWING NO.: SP-6.1	CHECKED BY: GMS DATE: 03/31/21
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MATCHLINE (SEE SHEET SP-6.2)

MATCHLINE (SEE SHEET SP-6.2)

NEW YORK STATE INDUSTRIAL CODE 753 REQUIRES EXCAVATORS TO CALL THE DIG SAFELY NEW YORK ORGANIZATION (DIAL 811) AT LEAST 2, BUT NO MORE THAN 10 WORKING DAYS PRIOR TO AN EXCAVATION. NON-MEMBER UTILITIES MUST BE CONTACTED SEPARATELY.

Wetland boundary flags as set by Steven Marino of Vm Miller Associates, Inc. during April 2017, and located by Bodey & Watson on June 26, 2017.

- LEGEND
CATCH BASIN
BRUSH
CAST IRON PIPE
CONTOUR LINE
CORRUGATED METAL PIPE
CORRUGATED PLASTIC PIPE
DRAINAGE LINE
FIRE HYDRANT
GAS VALVE
GUY
HEDGES
LAMP
MAIL BOX
MANHOLE
POLE
POLYETHYLENE GLYCOL PIPE
WOOD POST
REINFORCED CONCRETE PIPE
RETAINING WALL
SIGN (SMALL)
SPOT ELEVATION
STONE WALL
TREE (CONIFER)
TREE (DECIDUOUS)
TRENCH
TRENCHED CLAY PIPE
WATER VALVE
WATER FAUCET/VALVE

- SUBTERNEAN
ELECTRIC LINE (STRIPPED IN FIELD)
DRAINAGE LINE (STRIPPED IN FIELD)
DRAINAGE LINE (PLATE PROVIDED)
SEWER LINE (STRIPPED IN FIELD)
TELEPHONE LINE (STRIPPED IN FIELD)
TELEVISION LINE (STRIPPED IN FIELD)
WATER LINE (PLATE PROVIDED)
WATER LINE (STRIPPED IN FIELD)
GAS LINE (STRIPPED IN FIELD)
FIRE LINE (STRIPPED IN FIELD)
FIRE LINE (PLATE PROVIDED)

- KEY
SPICES (OR - ORN)
TOP ELEVATION OF TREE
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BY BLACK BIRCH
CA CATALPA
CD CEDAR
CV CHERRY
CZ WHITE CEDAR
DO DOGWOOD
DP PIN OAK
FL FLAM
FY FLYING DUTCHMAN
FD DORVILLEA
GK GINKGO
GR GRASSY BANK HICKORY
HC HICKORY
HW HAWTHORN
HW HICKORY
HW HICKORY
HW HORSE CHESTNUT
HW HORSEMAN
HW HORNBEAM
JP JAPANESE MAPLE
M MAHOGANY
LC LOCUST
L LINDEN
LK LARCH (TAMARACK)
MA MAPLE
MA MAHOGANY TREE
MA NORTHERN ARCTIC MAPLE
MO MUMBIR
MU MULBERRY
MU MULBERRY
MU NORTHERN MAPLE
MU SUGAR MAPLE
NC NORWAY SPRUCE
OD RED OAK
OD RED OAK
OK OAK
OO COARSE ORANGE
OP PIN OAK
OS SYCAMORE
OS SCRUB OAK
PE PINE
PK PINE
PK GRASSY BANK HICKORY
SC SUGAR SCISSOR GRASS
SO SOUTHERN BELL
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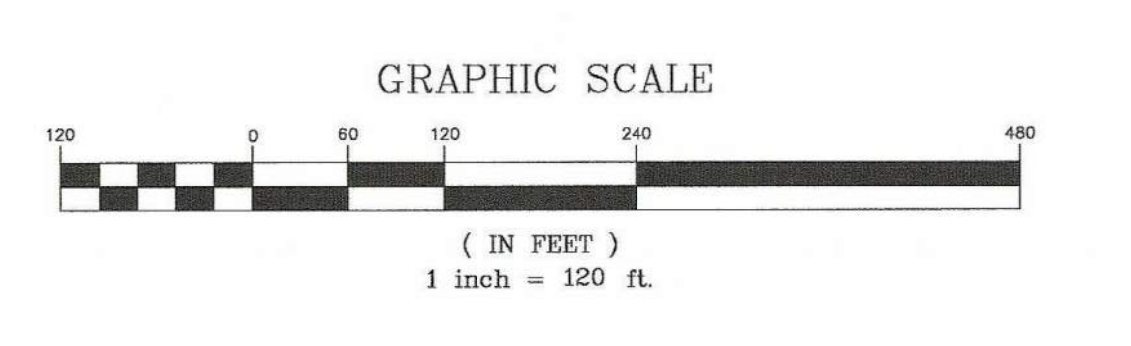


Notes
1. UNAUTHORIZED DISSEMINATION IS A VIOLATION OF APPLICABLE LAWS.
2. UNAUTHORIZED DISSEMINATION IS A VIOLATION OF APPLICABLE LAWS.
3. UNAUTHORIZED DISSEMINATION IS A VIOLATION OF APPLICABLE LAWS.
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12. UNAUTHORIZED DISSEMINATION IS A VIOLATION OF APPLICABLE LAWS.

Checked by G.W. Spell checked by FT. Drawn by DAP/FT. On 12-14-16. T.M. : 26.5-1-4 & 26.6-1-2. W.O. No. 52321, 23347, 23365, 23477, 23725, 24074. Layout: SHEET1. Drawing Name: LS23221_R12_104

This map was prepared for the exclusive use of and is certified only to: SHRUB OAK INTERNATIONAL SCHOOL, LLC; 3151 STONEY STREET, LLC; COUNTY OF WESTCHESTER INDUSTRIAL DEVELOPMENT AGENCY; PHOENIX HOUSE FOUNDATION, INC.; FIRST AMERICAN TITLE INSURANCE COMPANY through its agent Omni Title Agency but only for use in connection with their Title No. 1610-2970584; METROPOLITAN COMMERCIAL BANK its successors and/or assigns but only ATMA in mortgages to it by 3151 STONEY STREET, LLC

Area = 127.190 Acres which excludes 0.329 acres in Cemetery Exception

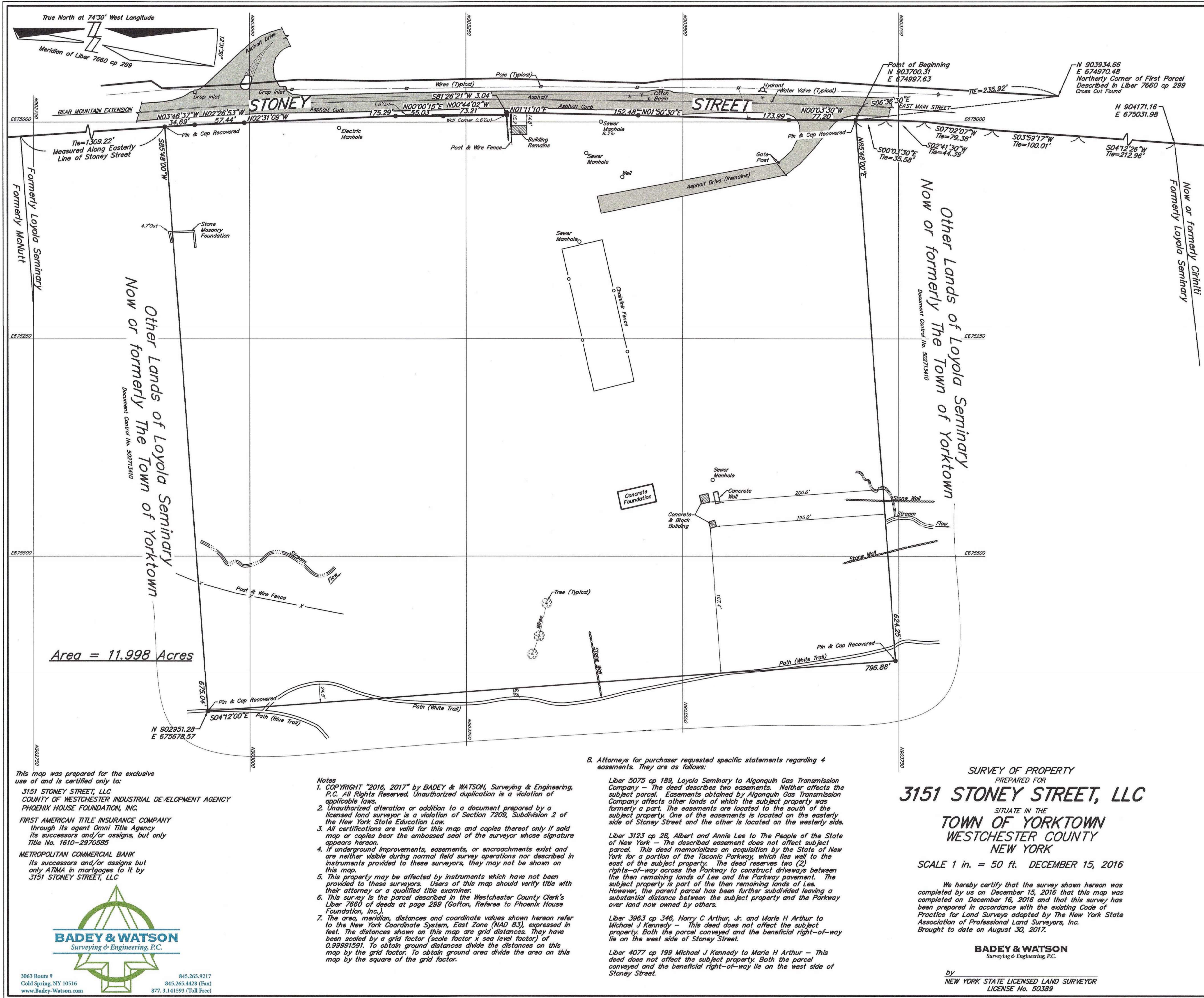


SHEET 1 SURVEY OF PROPERTY PREPARED FOR 3151 STONEY STREET, LLC SITUATE IN THE TOWN OF YORKTOWN WESTCHESTER COUNTY NEW YORK

SCALE 1 in. = 120 ft. DECEMBER 14, 2016 We hereby certify that the survey shown hereon was completed by us on December 14, 2016 and that this survey has been prepared in accordance with the existing Code of Practice for Land Surveys adopted by the New York State Association of Professional Land Surveyors, Inc. Brought to date on August 30, 2017. Revised on April 9, 2018. See Note 12.

BADEY & WATSON Surveying & Engineering, P.C. LICENSE No. 50389

PRINTED MAY 11 2018 BADEY & WATSON Surveying & Engineering, P.C.



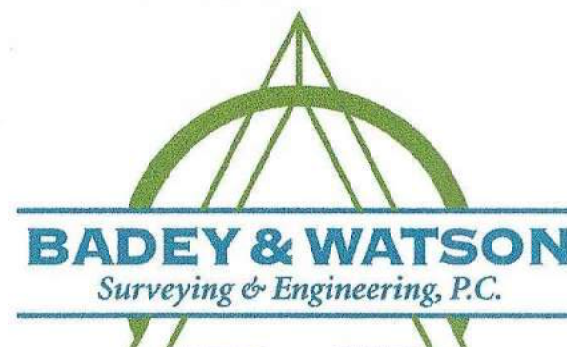
Drawing Name: LS23231A_005_104 Layout: SURVEY M.O. No. 23231, 23477 Checked by G.W. Spell checked by J.T. Drawn by J.T. Closed by G.W. On 12-16-16 T.M. : 26.6-1-2

This map was prepared for the exclusive use of and is certified only to:

3151 STONEY STREET, LLC
 COUNTY OF WESTCHESTER INDUSTRIAL DEVELOPMENT AGENCY
 PHOENIX HOUSE FOUNDATION, INC.

FIRST AMERICAN TITLE INSURANCE COMPANY
 through its agent Omni Title Agency
 its successors and/or assigns, but only
 Title No. 1610-2970595

METROPOLITAN COMMERCIAL BANK
 its successors and/or assigns but
 only ATIMA in mortgages to it by
 3151 STONEY STREET, LLC



3063 Route 9 Cold Spring, NY 10516 www.Badey-Watson.com

845.265.9217 845.265.4420 (Fax) 877.3141593 (Toll Free)

- Notes**
1. COPYRIGHT "2016, 2017" by BADEY & WATSON, Surveying & Engineering, P.C. All Rights Reserved. Unauthorized duplication is a violation of applicable laws.
 2. Unauthorized alteration or addition to a document prepared by a licensed land surveyor is a violation of Section 7209, Subdivision 2 of the New York State Education Law.
 3. All certifications are valid for this map and copies thereof only if said map or copies bear the embossed seal of the surveyor whose signature appears hereon.
 4. If underground improvements, easements, or encroachments exist and are neither visible during normal field survey operations nor described in instruments provided to these surveyors, they may not be shown on this map.
 5. This property may be affected by instruments which have not been provided to these surveyors. Users of this map should verify title with their attorney or a qualified title examiner.
 6. This survey is the parcel described in the Westchester County Clerk's Liber 7680 of deeds at page 299 (Goffon, Referee to Phoenix House Foundation, Inc.).
 7. The area, meridian, distances and coordinate values shown hereon refer to the New York Coordinate System, East Zone (NAD 83), expressed in feet. The distances shown on this map are grid distances. They have been scaled by a grid factor (scale factor x sea level factor) of 0.99991591. To obtain ground distances divide the distances on this map by the grid factor. To obtain ground area divide the area on this map by the square of the grid factor.

8. Attorneys for purchaser requested specific statements regarding 4 easements. They are as follows:

- Liber 5075 of 189, Loyola Seminary to Algonquin Gas Transmission Company - The deed describes two easements. Neither affects the subject parcel. Easements obtained by Algonquin Gas Transmission Company affects other lands of which the subject property was formerly a part. The easements are located to the south of the subject property. One of the easements is located on the easterly side of Stoney Street and the other is located on the westerly side.
- Liber 3123 of 28, Albert and Annie Lee to The People of the State of New York - The described easement does not affect subject parcel. This deed memorializes an acquisition by the State of New York for a portion of the Taconic Parkway, which lies well to the east of the subject property. The deed reserves two (2) rights-of-way across the Parkway to construct driveways between the then remaining lands of Lee and the Parkway pavement. The subject property is part of the then remaining lands of Lee. However, the parent parcel has been further subdivided leaving a substantial distance between the subject property and the Parkway over land now owned by others.
- Liber 3963 of 346, Harry C Arthur, Jr. and Marie H Arthur to Michael J Kennedy - This deed does not affect the subject property. Both the parcel conveyed and the beneficial right-of-way lie on the west side of Stoney Street.
- Liber 4077 of 199 Michael J Kennedy to Marie H Arthur - This deed does not affect the subject property. Both the parcel conveyed and the beneficial right-of-way lie on the west side of Stoney Street.

SURVEY OF PROPERTY
 PREPARED FOR
3151 STONEY STREET, LLC
 SITUATE IN THE
TOWN OF YORKTOWN
WESTCHESTER COUNTY
NEW YORK
 SCALE 1 in. = 50 ft. DECEMBER 15, 2016

We hereby certify that the survey shown hereon was completed by us on December 15, 2016 that this map was completed on December 16, 2016 and that this survey has been prepared in accordance with the existing Code of Practice for Land Surveys adopted by The New York State Association of Professional Land Surveyors, Inc. Braught to date on August 30, 2017.

BADEY & WATSON
 Surveying & Engineering, P.C.
 by
 NEW YORK STATE LICENSED LAND SURVEYOR
 LICENSE No. 50389

State Environmental Quality Review
NEGATIVE DECLARATION
Notice of Determination of Non-Significance

Project Number: N/A

Date:

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law.

The Town of Yorktown Planning Board as lead agency, has determined that the proposed action described below will not have a significant environmental impact and a Draft Impact Statement will not be prepared.

Name of Action:

Shrub Oak International School, LLC Amended Phasing Plan

SEQR Status: Type 1
Unlisted

Conditioned Negative Declaration: Yes
 No

Description of Action:

The applicant has proposed to amend the phasing plan for the renovation of the building and site approved by Planning Board Resolution #18-04 dated May 21, 2018.

The property consists of 127.24 acres in the R1-160 zoning district located on the west side of Stony Street at 3151 Stony Street, Mohegan Lake in the Town of Yorktown and is identified on the Town Tax Map as Section 26.05, Block 1, Lot 4.

Location: 3151 Stony Street, Town of Yorktown
County of Westchester
Tax ID 26.05 Block 1 Lot 4

Reasons Supporting This Determination:

(See 617.7(a)-(c) for requirements of this determination ; see 617.7(d) for Conditioned Negative Declaration)

1. This negative declaration is based on a Short Environmental Assessment Form dated 07/28/21.
2. The applicant has proposed to defer several previously approved improvements until Phase 2 of the construction project. There is currently no proposed changes to the improvements therefore there are no significant adverse environmental impacts.

If Conditioned Negative Declaration, provide on attachment the specific mitigation measures imposed, and identify comment period (not less than 30 days from date of publication in the ENB)

For Further Information:

Contact Person: Robyn Steinberg, Town Planner

Address: 1974 Commerce Street, Yorktown Heights, NY 10598

Telephone Number: (914) 962-6565

For Type 1 Actions and Conditioned Negative Declarations, a Copy of this Notice is sent to:

- Commissioner, Department of Environmental Conservation, 50 Wolf Road, Albany, New York 12233-0001
- Appropriate Regional Office of the DEC
- Office of the Chief Executive Officer of the political subdivision in which the action will be principally located.

**PLANNING BOARD
TOWN OF YORKTOWN**

**RESOLUTION APPROVING
AN AMENDED PHASING PLAN FOR THE CONSTRUCTION OF
THE SITE PLAN APPROVED BY RESOLUTION #18-04
FOR THE SHRUB OAK INTERNATIONAL SCHOOL**

RESOLUTION NUMBER: #21-00

DATE:

On motion of _____, seconded by _____, and unanimously voted in favor by Fon, LaScala, Bock, and Garrigan, the following resolution was adopted:

WHEREAS the property owned by the applicant is located at 3151 Stony Street, Mohegan Lake, also known as Section 26.05, Block 1, Lot 4 on the town of Yorktown Tax Map (hereinafter referred to as “the Property”), Shrub Oak International School, LLC has represented to this Board that they are the lawful owners of the land within said site plan, where Shrub Oak International, LLC (the “Applicant”) is operating the school; and

WHEREAS the Planning Board, by Resolution #17-10 dated June 26, 2017, approved a Site Plan, Special Use Permit for a Private School, a Storm Water Pollution Prevention Plan, and a Tree Permit for the Shrub Oak International School (collectively the “June 2017 Approval;” and

WHEREAS in March of 2018, the Applicant requested modifications to the approved site plan and to phase the construction of the original site plan approval; and

WHEREAS the Planning Board, by Resolution #18-04 dated May 22, 2018, granted modifications to the approved site plan and adopted a construction phasing plan (the “May 2018 Approval”); and

WHEREAS on July 28, 2021, the Applicant’s engineer submitted a request to amend the phasing plan and defer the following improvements to Phase 2:

1. Helipad and driveway connection;
2. Small animal barn and paddocks;
3. Additional northwest landscaping;
4. Concrete dumpster pad;
5. Gravel pathway at rear of west wing;
6. Concrete generator pad at south end of campus;
7. Site lights at southwest driveway and several along the entry drive;

WHEREAS pursuant to SEQRA:

1. The action has been identified as an Unlisted action.
2. The Planning Board has been declared lead agency on [DATE].
3. A negative declaration has been adopted on [DATE] on the basis of a Short EAF dated July 28, 2021.

WHEREAS the Applicant has submitted as part of their request the following plans:

Figures showing items to be deferred to Phase 2

1. Figure No. 1 07/28/21, a drawing, Sheet SP-1.1, titled “Layout Plan (Phase 1 Construction),” prepared by Divney Tung Schwalbe, LLP; and
2. Figure No. 2 07/28/21, a drawing, Sheet SP-1.2, titled “Layout Plan (Phase 1 Construction),” prepared by Divney Tung Schwalbe, LLP; and
3. Figure No. 3 07/28/21, a drawing, Sheet SP-3.0, titled “Landscape Plan (Phase 1 Construction),” prepared by Divney Tung Schwalbe, LLP; and

Phase 1 Site Plans

4. A drawing, Sheet SP-1.1, titled “Layout Plan (Phase 1 Construction),” prepared by Divney Tung Schwalbe, LLP; dated March 31, 2021, and last revised July 28, 2021; and
5. A drawing, Sheet SP-1.2, titled “Layout Plan (Phase 1 Construction),” prepared by Divney Tung Schwalbe, LLP; dated March 31, 2021, and last revised July 28, 2021; and
6. A drawing, Sheet SP-2.0, titled “Site Grading and Utility Plan (Phase 1 Construction),” prepared by Divney Tung Schwalbe, LLP; dated March 31, 2021, and last revised July 28, 2021; and
7. A drawing, Sheet SP-3.0, titled “Landscape Plan (Phase 1 Construction),” prepared by Divney Tung Schwalbe, LLP; dated March 31, 2021, and last revised July 28, 2021; and
8. A drawing, Sheet SP-4.1, titled “Site and Utility Details (Phase 1 Construction),” prepared by Divney Tung Schwalbe, LLP; dated March 31, 2021, and last revised July 28, 2021; and
9. A drawing, Sheet SP-4.2, titled “Site and Utility Details (Phase 1 Construction),” prepared by Divney Tung Schwalbe, LLP; dated March 31, 2021, and last revised July 28, 2021; and
10. A drawing, Sheet SP-5.1, titled “Erosion and Sediment Control Plan (Phase 1 Construction),” prepared by Divney Tung Schwalbe, LLP; dated March 31, 2021, and last revised July 28, 2021; and
11. A drawing, Sheet SP-5.2, titled “Erosion and Sediment Control Details (Phase 1 Construction),” prepared by Divney Tung Schwalbe, LLP; dated March 31, 2021, and last revised July 28, 2021; and
12. A drawing, Sheet SP-6.1, titled “Site Lighting Plan (Phase 1 Construction),” prepared by Divney Tung Schwalbe, LLP; dated March 31, 2021, and last revised July 28, 2021; and
13. A survey, titled “Sheet 1 Survey of Property prepared for 3151 Stoney Street, LLC, prepared by Badey & Watson Surveying & Engineering, PC, dated December 14, 2016, and last revised April 9, 2018; and
14. A survey, titled “Survey of Property prepared for 3151 Stoney Street, LLC, prepared by Badey & Watson Surveying & Engineering, PC, dated December 14, 2016, and last revised August 30, 2017; and

WHEREAS the Planning Board has referred this application to the following boards and agencies and has received and considered reports of the following:

Boards & Agencies	Report Date
Building Inspector	07/30/2021

WHEREAS the requirements of this Board's Land Development Regulations, Town Code Chapter 195, have been met; and

WHEREAS having reviewed all current site plans, building plans, environmental plans and reports, comments and reports from Town professional staff, the public, and other interested and involved agencies associated with the application before it; and having conducted a public hearing, held in accordance with §195-39(B)(2) of the Yorktown Town Code, on the request to change phasing for the site plan, commencing and closing on September 13, 2021 at Town Hall in Yorktown Heights, New York; and

BE IT NOW RESOLVED that the request of Shrub Oak International School, LLC for the approval of an amended phasing plan, be approved, and that the Chairman of this Board be and hereby is authorized to endorse this Board's approval of said Phase I site plan; and

BE IT FURTHER RESOLVED all other conditions of the June 2017 Approval and the May 2018 Approval still stand in full effect except as modified herein.

Envirogreen Associates

June 29, 2021

Rich Fon, Chairman
Members of the Yorktown Planning Board

c/o Robyn A. Steinberg, AICP, CPESC
Town of Yorktown Planning Department
1974 Commerce Street
Yorktown Heights, NY 10598

Re: Envirogreen Associates, Inc.
1851 East Main Street, Mohegan Lake

Dear Chairman Fon and Members of the Planning Board:

We are in receipt of the Conservation Board Memo to the Planning Board dated April 22, 2021, and offer the following responses:

1. This is understood, the only proposed disturbance in the wetland is the rehabilitation of the existing stormwater pond in the wetland area. This pond does not meet current standards of the NYS DEC stormwater manual. It is proposed to improve the condition and function of the pond in accordance with the standards of the DEC design manual. As a result of this, all disturbed areas will be stabilized. The limits of the wetland will be marked out prior to construction.
2. No response needed.
3. Details of the stormwater management systems have been provided in another submission on the Plans and SWPPP Report.
4. Porous asphalt is included in this submission.
5. Tree plantings are proposed along the parking area. This will help reduce the thermal impacts of the parking area.
6. This is not being considered by the property owner at this time but may consider it in the future. The number of existing trees and new plantings may be a factor in the decision once established.
7. All proposed lighting is night sky compliant.

We are in receipt of the ABACA Memo to the Planning Department dated April 26, 2021, and offer the following responses:

Site Plan

1. No response needed.
2. No response needed.
3. No response needed.
4. No response needed.



5. The existing entrance allows traffic to circulate through the site more easily.
6. It should be noted that the plan maximizes the potential building that can be proposed. At this stage what is shown is conceptual and may change in size or shape in accordance with tenant(s) need at the time of construction. The future tenants may or may not be a food-service type use and may not benefit from outdoor seating. With that said, the owner is not ruling out an outdoor seating space subject to the tenants(s) that have been secured.

Landscape Plan

7. No response needed.
8. No response needed.

Architecture – Items no. 9-19 have been addressed by the Architect at the subsequent ABACA meeting.

We are in receipt of the ABACA Memo to the Planning Department dated May 10, 2021, and offer the following comments:

1. The building footprint is now symmetrical.
2. These suggestions have been included to the greatest extent possible.
 - A reverse gable is not desired by the owner as he believes the roof then becomes the more dominant feature of the building.
 - An elevation was examined increasing the dormer size and was not in balance with the spaces below. The windows were increased however, and more detail added.
 - See above.
 - This was looked at and not desirable to the owner.
 - The owner does not care for cupolas being added to the building.
 - No response required.
3. All mechanical equipment will be ground mounted behind the building.
4. This has been addressed. The signage has been moved out to the fascia and no longer at the building fence.
5. There is not enough room to increase the width of the sidewalks which are currently 5-feet and provide the area for the proposed rain gardens along the front. The rain gardens are required for the stormwater management system. In order to accommodate columns and maintain the clear 5-foot, the columns can be incorporated as a 12" x 12" extension of the sidewalk into the planting beds also pushing out the overhang 1-foot further. The base of the column could carry over the same stone facing as on the building.
6. To clarify, it will be a stone veneer not faux stone. The owner will obtain samples and submit for review.
7. A lighting plan has been submitted. The intent is that the signs will be backlit.
8. See above response.
9. No response needed.

In addition, under separate cover, we have submitted two copies of the Stormwater Management Plan, two sets of plans titled "Site Plan Prepared for Envirogreen Associates," dated 2-20-2021, Sheets 1-12 of 12; and two prints of the single sheet Mitigation Plan prepared by Tim Miller Associates dated 6-21-2021.

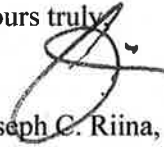


Rich Fon, Chairman
Members of the Yorktown Planning Board
June 29, 2021
Page 3 of 2

In this submission, we have included two sets of the architectural plan sheets as well as digital copies for your review.

Please advise if additional copies are required. We have included copies of the three memos for reference. We look forward to discussion of this project at the July 12th Planning Board Meeting.

Yours truly,



Joseph C. Riina, P.E.

Cc: Envirogreen Associates
Planning Department
Town Engineer
Building Department
Water Department
ABACA
Conservation Board
E. Lachterman

JCR / cm / Enc. / sdc 14-14



TOWN OF YORKTOWN CONSERVATION BOARD

Town of Yorktown Town Hall, 363 Underhill Avenue, Yorktown Heights, New York 10598, Phone (914) 962-5722

MEMORANDUM

To: Planning Board

From: Conservation Board

Date: April 22, 2021

Re: Envirogreen Associates 1851 East Main Street

The Conservation Board, at its April 21st 2021 meeting discussed Envirogreen Associates located at 1851 East Main Street with Joe Riina of Site Designs, Steve Marino of Tim Miller Associates and Frank Giuliano . The Conservation Board has the following comments:

The Board usually requests any development either be out of or minimize the intrusion into the wetland buffer. The Board understands the previous development was in the wetland buffer with disturbance up to the wetland boundary. This development is in the wetland buffer and extends up to the flagged wetland. Applicant should use extra care not to disturb the wetland when construction begins, especially when constructing the walls shown on the plan. To ensure no intrusion into the wetland during construction, the Applicant should clearly mark the wetland boundary prior to construction.

The Board is appreciative of the mitigation plans to enhance this productive wetland by removing invasive species and planting the edge with native species.

Applicant did not show the Stormwater management details. Board request review of the Stormwater management details to ensure no additional pollutants are discharged into the wetland.

The Board encourages the use of permeable pavement if soil borings allow for all paved area.

The Board recommends adding Planting Island for trees in the large parking lot in the rear to reduce the heat island effect.

The Board encourages the use of solar panels over the large parking area in the rear.

The Board recommends all light should be led and night sky compliant fixtures.

Respectfully submitted:

Diane Dreier

For the Conservation Board

TOWN OF YORKTOWN

ADVISORY BOARD ON ARCHITECTURE & COMMUNITY APPEARANCE (ABACA)

Albert A. Capellini Community and Cultural Center, 1974 Commerce Street, Yorktown Heights, New York 10598, Phone (914) 962-6565

To: Planning Department
From: ABACA
Date: April 26, 2021
Subject: Envirogreen
SBL: 15.16-1-30

Drawings Reviewed:

Title:	Drawing No.:	Date:	Produced By:
Landscape Plan	Sheet 5	11/6/2017	Frank Giuliano, Landscape Architect
Mitigation Plan	Sheet 1	11/6/2017	Site Design Consultants
Plan Set			Site Design Consultants

The Advisory Board on Architecture and Community Appearance reviewed the above referenced subject via video-conference at the Board meeting held on Tuesday, April 20, 2021. Joseph Riina, P.E. of Site Design Consultants and Frank Giuliano, Landscape Architect were present. The ABACA has the following comments:

Site Plan

1. The Site Plan has been developed to reflect the wetlands limits and enhanced restoration area.
2. The parking on the site is for the existing building and expanded for the new structure and as shown assumes the significant parking load required for a restaurant use. The portion of the site toward the rear that is planned for this excess parking will not be developed unless there is a restaurant.
3. The Board likes that the new site work connects the existing site to the northeast and that it allows vehicles to exit toward Lakeland Street as an alternate to exiting directly out onto Route 6.
4. One of the existing buildings on site will be removed and two existing curb cuts to the roadway are being eliminated allowing for two main entrances to the site. The Board likes the simplicity of the parking layout of the site as proposed.
5. The Board is concerned with the existing site entrance adjacent to the existing one story building that is to remain since it is awkward and wonders if there is a way it can be improved.
6. The site plan provides few opportunities for outdoor dining or gathering. The Board feels that the plan would be greatly improved by this, and would be more attractive to restaurants who benefit from the expanded seating.

Landscape Plan

7. The applicant's Landscape Architect said that the site is fully planted and the Board feels that the planting plan is generally acceptable.
8. The Board appreciates that plantings will be irrigated using a drip system, which will aid in planting viability and limit water usage. The Board also appreciates that rainwater harvesting will be utilized on this site.

Architecture

9. The Board feels that the site plan could be significantly improved if the building footprint is altered to incorporate some gathering/public space option particularly if a restaurant tenant is being considered. The existing covered entrance area on the site was discussed as a public area but does not really lend itself to this. The addition of an outdoor terrace area for outdoor opened air seating or a sitting area with landscaping could really enhance the building, site and greater area. Perhaps there is also an opportunity to add another public area between the roadway and the existing building at the south side of the site, if the site entrance is altered and improved as suggested above.
10. While the building has a recessed area for the main entrance of the building, additional entrances were shown on the rendering opening directly onto the walkway. As presented there is a deep overhang shown over this walkway, but it does not seem deep enough to allow for doors opening out onto the walkway or for the incorporation of awnings. If this is the intent of the plan, the Board feels that the face of the building should be pushed back to allow for deeper or covered walkway be incorporated.
11. While this area of Mohegan Lake lacks a cohesive style and aesthetic, the Board hopes that the Architect can draw from nearby successful buildings and develop a building that attempts to unify or bridge the areas structural

TOWN OF YORKTOWN

ADVISORY BOARD ON ARCHITECTURE & COMMUNITY APPEARANCE (ABACA)

Albert A. Capellini Community and Cultural Center, 1974 Commerce Street, Yorktown Heights, New York 10598, Phone (914) 962-6565

ABACA Memo – Envirogreen

April 26, 2021

Page 2 of 2

- diversity. The Board further feels that this building since it is centrally positioned within Mohegan Lake, can be prominent and help to define the aesthetic of the area.
12. The Board thought that the building as presented lacks pertinent detail to be fully understood and looks forward to seeing additional drawings, details and renderings of the building at future meetings.
 13. The Board feels that the pilasters shown on the rendering seem small and insignificant. If they remain or if they become columns, the Board suggests that they be larger and in better proportion to the building.
 14. The Board feels that the design could benefit from the incorporation of additional textures and additional materials to the palette such as stone or brick.
 15. The Board feels that the applicant should be using quality building materials and looks forward to seeing an updated rendering with color demonstrating this along with a material samples and color palette for review and approval.
 16. Some of the adjacent building have limited spaces for signage making the facades look busy and congested so the Board encourages the applicant to consider an appropriate sign band for the design of this building.
 17. The Board is always concerned about visibility of mechanicals, so would be interested in understanding how the applicant will address concealing of equipment.
 18. The building proposed has a large pitched roof with dormers, which could look nice, but the Board feels that the applicant could develop a building that contains a pitched mansard with adequate architectural detailing while maintaining a flat roof beyond to house and conceal mechanicals and solar panels. Incorporation of solar panels on flat roofs of new buildings would be consistent with the Town's green building initiatives.
 19. The Board looks forward to seeing a site lighting plan with lighting levels and lighting specifications when developed. Lighting fixture selections for the site should be drawn from adjacent sites if possible and be related to lighting selections for the building.

Christopher Taormina

Christopher Taormina, RA
Chairman

/nc

cc: Applicant

TOWN OF YORKTOWN

ADVISORY BOARD ON ARCHITECTURE & COMMUNITY APPEARANCE (ABACA)

Albert A. Capellini Community and Cultural Center, 1974 Commerce Street, Yorktown Heights, New York 10598, Phone (914) 962-6363

To: Planning Department
From: ABACA
Date: May 10, 2021
Subject: Envirogreen
SBL: 15.16-1-30

RECEIVED
PLANNING DEPARTMENT

MAY 10 2021

TOWN OF YORKTOWN

Drawings Reviewed:

Title:	Date:	Produced By:
Architectural Plan	05-05-2021	Gene Vetrano, Architect

The Advisory Board on Architecture and Community Appearance reviewed the above referenced subject via video-conference at the Board meeting held on Tuesday, May 4, 2021. Gene Vetrano, Architect and Rick Cipriani, property owner were present. The ABACA has the following comments:

1. The Board had concerns about the lack of symmetry of the building and suggests for the recessed area of the floor plan and the large dormer be centered on the building.
2. The Board had several concerns about the mass and composition of the roof and the proposed dormers and requested for the applicant to study this further as follows:
 - o Possibly incorporate reverse gables to anchor the sides of the street facing roof.
 - o Modify the scale of the faux dormers.
 - o Modify the scale and composition of the windows on all the faux dormers.
 - o It was suggested to possibly incorporate hips to the dormers in lieu of the gabled dormers,
 - o If the design includes reverse gables and a large centered dormer or other components, perhaps the small dormers could be removed entirely.
 - o The Board suggested for the applicant to study the integration of a cupola or multiple cupolas as appropriate (*centered on the ridge, at each hip intersection or a hierarchy of scaled cupolas with one larger in the center and two smaller at the hip intersections, etc.*)
 - o The Board feels that there are many ways for the roof and its components to be composed and looks forward to seeing what the applicant develops in response to these comments and observations
3. The applicant is not interested in carving out a small rear facing flat roof to allow for mechanicals as previously recommended in order to maintain constructability and utilize a roof truss system, therefore has highlighted several possible site locations adjacent to the rear of the building to locate equipment to be determined.
The Board has no objections to this, but requested for this equipment to be appropriately screened with landscaping, a fence or a combination of the two.
4. The Board was concerned that the sign band may be too small like some of the adjacent buildings. The sign band as shown is 36" tall and proposes signs with 24" high letter, which seems to be acceptable.
5. The Board is concerned that the walkway in front of the storefronts is not wide enough to allow passage when storefront doors are opened, therefore encourages the applicant to increase the width of this walkway as required and feels that the planting bed is important and should remain. The applicant is proposing to extend the overhang to cover the walkway but the Board is concerned that if the overhang is too deep, it will make view of the signage difficult when in shade.

Upon further discussion, the Board feels that due to the challenges with the walkway depth and sign bands, that the sign band should be pulled out to the face of the overhang and for real columns to be incorporated to create a covered walkway with masonry planters or plant beds in between. This would allow for greater sign visibility, greater flexibility for the storefront layout, and protection for pedestrians from the elements and from vehicles.

TOWN OF YORKTOWN

ADVISORY BOARD ON ARCHITECTURE & COMMUNITY APPEARANCE (ABACA)

Albert A. Capellini Community and Cultural Center, 1974 Commerce Street, Yorktown Heights, New York 10598, Phone (914) 962-6565

ABACA Memo – Envirogreen

May 10, 2021

Page 2

6. The applicant stated that at the suggestion of the ABACA, the base wall is now proposed to be faux stone in the color of gray. While the Board appreciates the integration of this additional material, it wants to make sure that materials and details are authentically used and incorporated.

The Board likes the general direction of the building materials and requests for the applicant to submit a material board with samples and color palette for review when determined.

7. The Board looks forward to seeing a site lighting plan with lighting levels and lighting specifications when developed. Lighting fixture selections for the site should be drawn from adjacent sites if possible and be related to lighting selections for the building.
8. The Board still feels that this building has the potential to be significant in the Mohegan Lake area and feels that outdoor seating could contribute to the buildings viability and prominence, especially if the building contains a restaurant tenant.
9. The applicant mentioned that the building will likely be tailored to coordinate with actual tenants to be determined prior to construction and will present building updates to the Board accordingly.

The Board does not object to a site plan approval for this project.

Christopher Taormina

Christopher Taormina, RA
Chairman

/nc

cc: Applicant



SITE DATA:

OWNER / DEVELOPER: ENVIROGREEN ASSOCIATES INC.
 11 HAGEMAN CT
 KATONAH, N.Y., 10536
 PROJECT LOCATION: 1851 EAST MAIN STREET
 MOHEGAN LAKE, N.Y., 10547
 EXISTING TOWN ZONING: C-3, LIMITED COMMERCIAL - R1-20 RESIDENTIAL
 PROPOSED USE: RETAIL / COMMERCIAL
 TOWN TAX MAP DATA: SECTION 15.16, BLOCK 1, LOT 30 & LOT 31
 SITE AREA: 8.795 ACRES (383,114.7 SF)
 SEWAGE FACILITIES: PUBLIC SEWERS
 WATER FACILITIES: PUBLIC WATER FACILITIES

WETLAND DISTURBANCE:

	EXISTING		PROPOSED		NET INCREASE		PROPOSED MITIGATION CREATED WETLAND
	DISTURBANCE	IMPERVIOUS	DISTURBANCE	IMPERVIOUS	DISTURBANCE	IMPERVIOUS	
WETLAND	0 SF	0 SF	0 SF	0 SF	0 SF	0 SF	~ tbd SF
100' WETLAND ADJACENT AREA	61,570 SF	34,920 SF	73,228 SF	65,815 SF	11,658 SF	30,895 SF	

PARKING SCHEDULE

EXISTING BUILDING:	7,770 S.F.	
RESTAURANT PARKING	PATRON: 1,000 S.F. @ 1 SPACES/50 S.F. = 20 SPACES SERVICE: 900 S.F. @ 1 SPACES/100 S.F. = 9 SPACES 5,870 S.F. @ 4 SPACES/1000 S.F. = 24 SPACES	TOTAL REQUIRED: 53
PROPOSED BUILDING:	13,278 S.F.	
RETAIL PARKING	BUILDING #1: 13,278 S.F. @ 4 SPACES/1000 S.F. = 54 SPACES	TOTAL REQUIRED: 54
REQUIRED PARKING:		107 SPACES
PROVIDED PARKING:		102 STANDARD 5 HANDICAP
TOTAL PROVIDED PARKING:		109 SPACES
PARKING VARIANCE REQUIRED:	0 SPACES	
PROPOSED BUILDING WITH RESTAURANT USE:	13,278 S.F.	
RESTAURANT PARKING	PATRON: 1,520 S.F. @ 1 SPACES/50 S.F. = 31 SPACES SERVICE: 480 S.F. @ 1 SPACES/100 S.F. = 5 SPACES	TOTAL REQUIRED: 135
RETAIL PARKING	BUILDING #1: 11,278 S.F. @ 4 SPACES/1000 S.F. = 45 SPACES	REQUIRED: TOTAL REQUIRED: 81

*Note: 7 parking spaces are to be shared with 1821 East Main Street.

ZONING SCHEDULE:

ZONING DISTRICT: C-3, COMMERCIAL LIMITED				
DIMENSIONAL REGULATIONS:	REQUIRED	EXISTING	PROPOSED	VARIANCE REQUIRED
MINIMUM SIZE OF LOT:				
MINIMUM LOT AREA:	10,000 SF.	338,114 SF.	338,114 SF.	NONE
MINIMUM LOT WIDTH:	100 FT.	460 FT.	460 FT.	NONE
MINIMUM LOT DEPTH:	100 FT.	NONE	NONE	NONE
MINIMUM YARD DIMENSIONS:				
PRINCIPAL BUILDING:				
FRONT YARD SETBACK:	30 FT. W/O/PARKING 75 FT. W/ PARKING	36.5 FT. 38.5 FT.	61.3 FT. 61.3 FT.	NONE 13.7'
REAR YARD SETBACK:	30 FT.	471 FT.	317.3 FT.	NONE
ONE SIDE YARD SETBACK:	NONE (1)	11.6 FT.	11.6 FT. (EXIST. BLDG)	NONE
ACCESSORY BUILDINGS:				
FRONT YARD SETBACK:	50 FT.	NONE	NONE	NONE
REAR YARD SETBACK:	30 FT.	NONE	NONE	NONE
ONE SIDE YARD SETBACK:	NONE (1)	NONE	NONE	NONE
MAXIMUM % OF LOT TO BE OCCUPIED:				
PRINCIPAL BUILDING COVERAGE:	30% OF LOT AREA	2.9 % OF LOT AREA	4.2 % OF LOT AREA	NONE
MAXIMUM HEIGHT:				
PRINCIPAL BUILDING - FEET:	35 FEET	35 FT MAX	35 FT MAX	NONE
PRINCIPAL BUILDING - STORIES:	3 1/2	2	1	NONE
ACCESSORY BUILDING - FEET:	20 FEET	NONE	NONE	NONE
ACCESSORY BUILDING - STORIES:	2	NONE	NONE	NONE

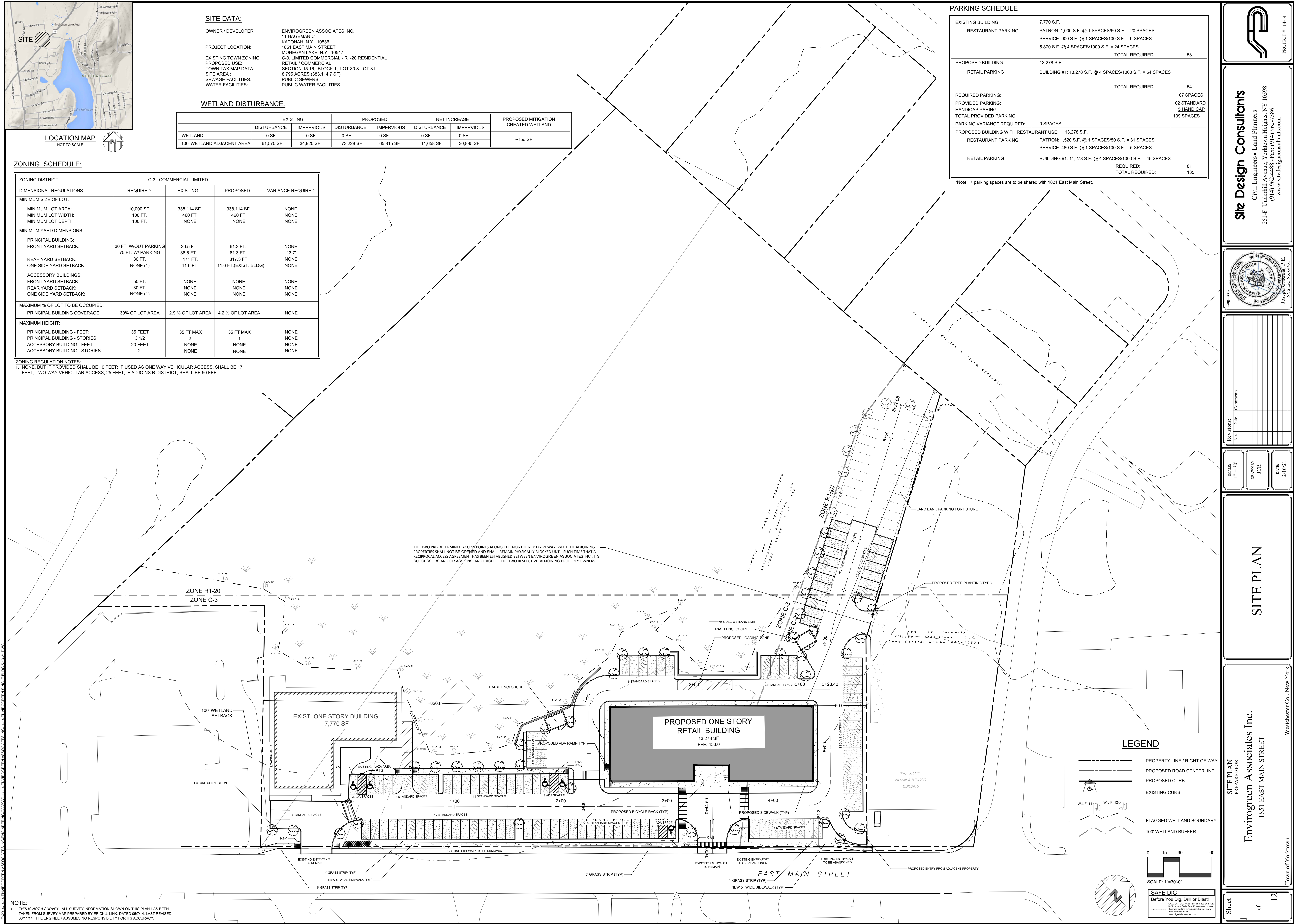
ZONING REGULATION NOTES:
 1. NONE, BUT IF PROVIDED SHALL BE 10 FEET; IF USED AS ONE WAY VEHICULAR ACCESS, SHALL BE 17 FEET; TWO-WAY VEHICULAR ACCESS, 25 FEET; IF ADJOINS R DISTRICT, SHALL BE 50 FEET.



ZONING SCHEDULE:

ZONING DISTRICT: C-3, COMMERCIAL LIMITED				
DIMENSIONAL REGULATIONS:	REQUIRED	EXISTING	PROPOSED	VARIANCE REQUIRED
MINIMUM SIZE OF LOT:				
MINIMUM LOT AREA:	10,000 SF.	338,114 SF.	338,114 SF.	NONE
MINIMUM LOT WIDTH:	100 FT.	460 FT.	460 FT.	NONE
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MINIMUM YARD DIMENSIONS:				
PRINCIPAL BUILDING:				
FRONT YARD SETBACK:	30 FT. W/O/PARKING 75 FT. W/ PARKING	36.5 FT. 38.5 FT.	61.3 FT. 61.3 FT.	NONE 13.7'
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ONE SIDE YARD SETBACK:	NONE (1)	11.6 FT.	11.6 FT. (EXIST. BLDG)	NONE
ACCESSORY BUILDINGS:				
FRONT YARD SETBACK:	50 FT.	NONE	NONE	NONE
REAR YARD SETBACK:	30 FT.	NONE	NONE	NONE
ONE SIDE YARD SETBACK:	NONE (1)	NONE	NONE	NONE
MAXIMUM % OF LOT TO BE OCCUPIED:				
PRINCIPAL BUILDING COVERAGE:	30% OF LOT AREA	2.9 % OF LOT AREA	4.2 % OF LOT AREA	NONE
MAXIMUM HEIGHT:				
PRINCIPAL BUILDING - FEET:	35 FEET	35 FT MAX	35 FT MAX	NONE
PRINCIPAL BUILDING - STORIES:	3 1/2	2	1	NONE
ACCESSORY BUILDING - FEET:	20 FEET	NONE	NONE	NONE
ACCESSORY BUILDING - STORIES:	2	NONE	NONE	NONE

ZONING REGULATION NOTES:
 1. NONE, BUT IF PROVIDED SHALL BE 10 FEET; IF USED AS ONE WAY VEHICULAR ACCESS, SHALL BE 17 FEET; TWO-WAY VEHICULAR ACCESS, 25 FEET; IF ADJOINS R DISTRICT, SHALL BE 50 FEET.



THE TWO PRE-DETERMINED ACCESS POINTS ALONG THE NORTHERLY DRIVEWAY WITH THE ADJOINING PROPERTIES SHALL NOT BE OPENED AND SHALL REMAIN PHYSICALLY BLOCKED UNTIL SUCH TIME THAT A RECIPROCAL ACCESS AGREEMENT HAS BEEN ESTABLISHED BETWEEN ENVIROGREEN ASSOCIATES INC., ITS SUCCESSORS AND OR ASSIGNS, AND EACH OF THE TWO RESPECTIVE ADJOINING PROPERTY OWNERS

LEGEND

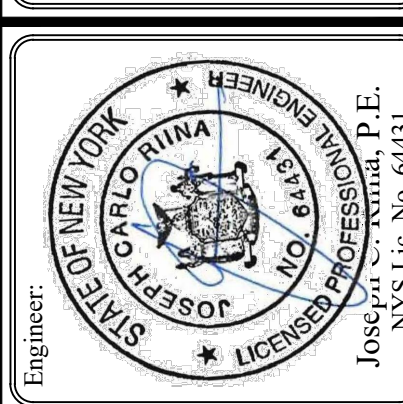
- PROPERTY LINE / RIGHT OF WAY
- PROPOSED ROAD CENTERLINE
- PROPOSED CURB
- EXISTING CURB
- FLAGGED WETLAND BOUNDARY
- 100' WETLAND BUFFER

SCALE: 1"=30'-0"

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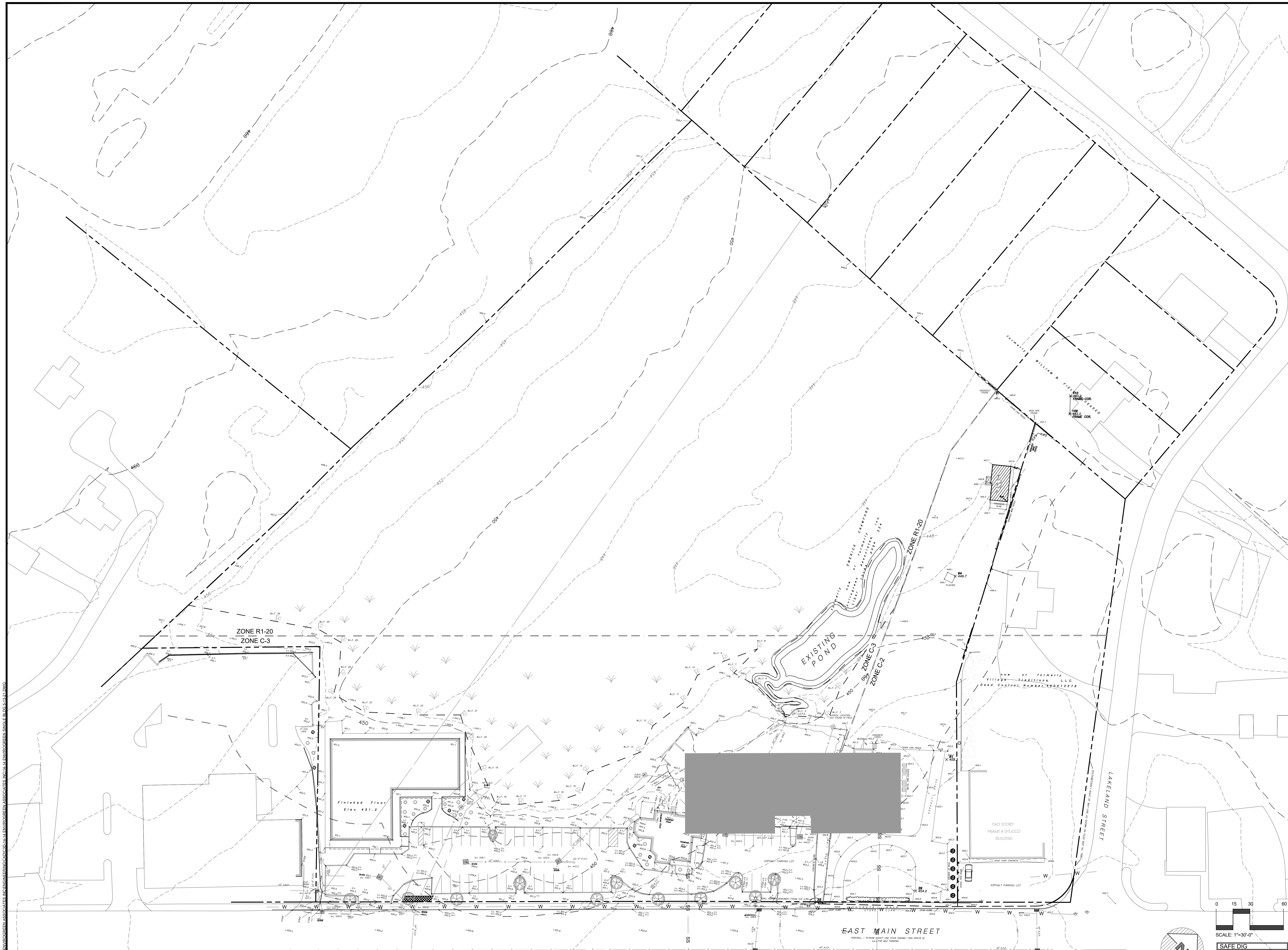


Revisions:	No.	Date	Comments:
	1		

SCALE: 1"=30'
 DRAWN BY: JCR
 DATE: 2/10/21

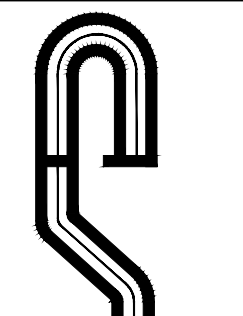
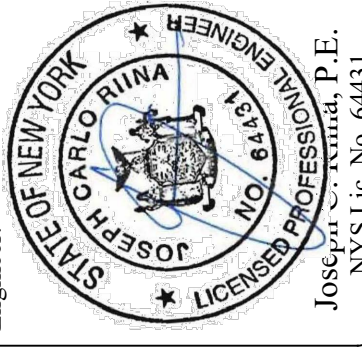
SITE PLAN

Envirogreen Associates Inc.
 1851 EAST MAIN STREET
 Westchester Co., New York

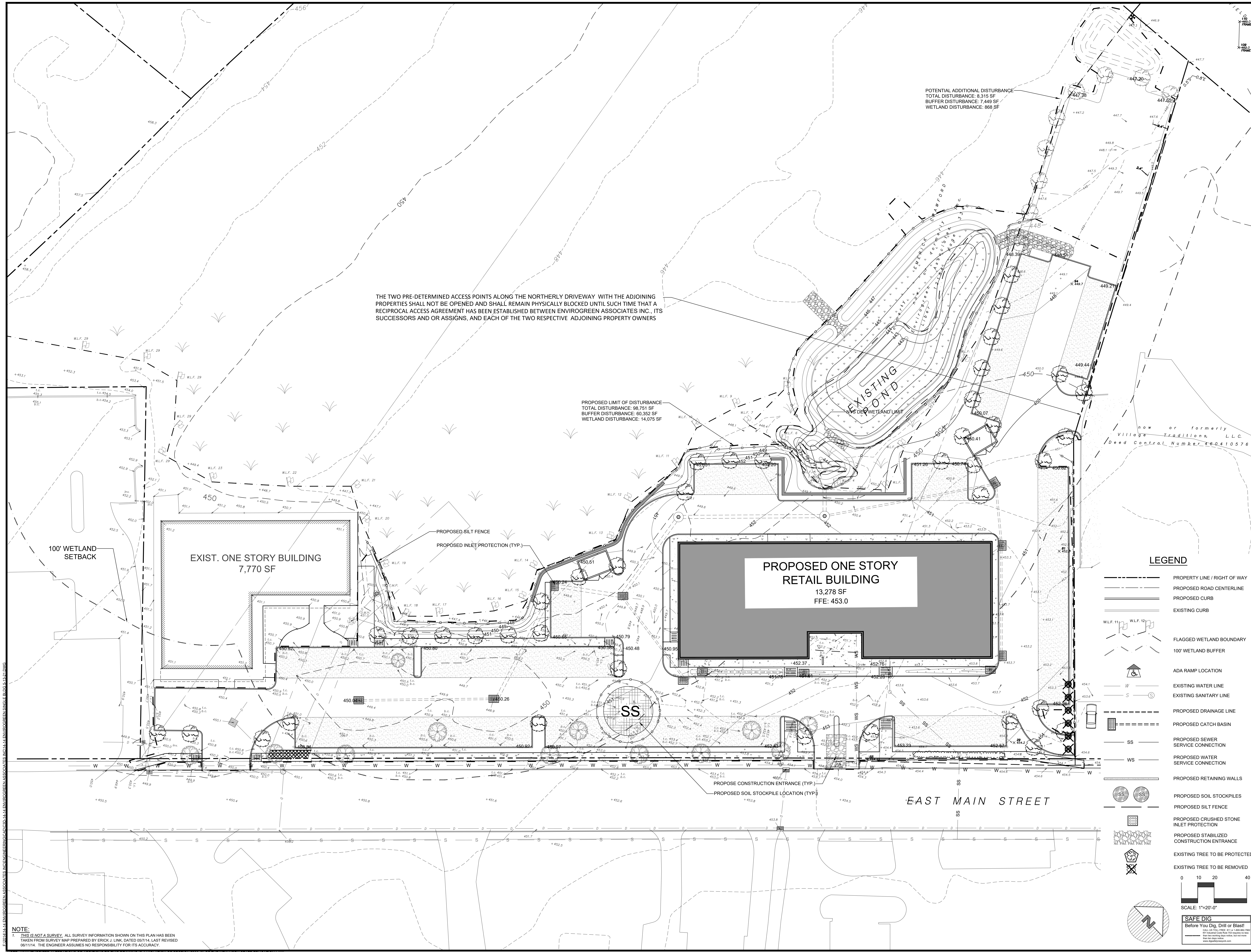


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Revisions: No. Date Comments	Scale: 1" = 30'
Drawn By: JCR	Date: 2/10/21
<h2>EXISTING CONDITIONS</h2>	
<h1>ENVIROGREEN ASSOCIATES</h1>	
1851 EAST MAIN STREET Town of Yorktown Westchester County, New York	
Sheet 2	of 12

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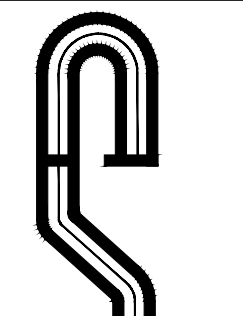
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LEGEND

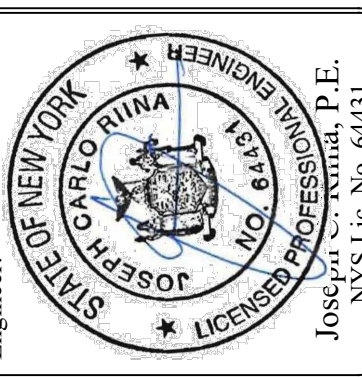
- PROPERTY LINE / RIGHT OF WAY
- PROPOSED ROAD CENTERLINE
- PROPOSED CURB
- EXISTING CURB
- FLAGGED WETLAND BOUNDARY
- 100' WETLAND BUFFER
- ADA RAMP LOCATION
- EXISTING WATER LINE
- EXISTING SANITARY LINE
- PROPOSED DRAINAGE LINE
- PROPOSED CATCH BASIN
- SS --- PROPOSED SEWER SERVICE CONNECTION
- WS --- PROPOSED WATER SERVICE CONNECTION
- PROPOSED RETAINING WALLS
- PROPOSED SOIL STOCKPILES
- PROPOSED SILT FENCE
- PROPOSED CRUSHED STONE INLET PROTECTION
- PROPOSED STABILIZED CONSTRUCTION ENTRANCE
- EXISTING TREE TO BE PROTECTED
- EXISTING TREE TO BE REMOVED

SCALE: 1"=20'-0"

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Engineer:
Joseph J. DiStasio, P.E.
NYS Lic. No. 6451

Revisions:

No.	Date	Comments

Scale: 1"=20'

Drawn by: JCR

Date: 11/06/17

E&S PLAN

ENVIROGREEN ASSOCIATES
1851 EAST MAIN STREET
Westchester County, New York
Town of Yorktown

Sheet 3 of 12

NOTE: UNAUTHORIZED ALTERATIONS OR ADDITIONS TO THIS DRAWING IS A VIOLATION OF SECTION 7209 (2) OF THE NEW YORK STATE EDUCATION LAW.

Invasive Species Monitoring and Control Program

Japanese barberry, oriental bittersweet, *Phragmites australis* and multiflora rose are all noted as present within and adjacent to the wetlands on the project site. These invasive species favor areas of disturbed soils and edge areas. This plan will implement an invasive species monitoring and manual control program for the duration of construction and development of the project. It has been designed to carry over into the needed maintenance plans that will need to be developed and implemented by the Project Owner.

Those areas of the site that are closest to the existing wetlands and watercourses have been disturbed and re-graded over the years. These are the portions of the site that are known to support invasive species which are altering the character of the wetlands and adjacent areas and represent a long term risk to the native vegetative community. For this project, those areas within 50 feet of the wetland boundary will be assessed and treated per this plan.

By controlling exotic vegetation, and reducing deer populations due to increased human activity on the site, nearby native plants will have less competition and therefore have more resources available for their own growth. An invasive species monitoring and control program will be implemented at the project site as part of the overall development plan. Species targeted for removal include the following:

- Tree-of-heaven (Ailanthus altissima)*
- Multiflora rose (Rosa multiflora)*
- Mugwort (Artemisia vulgaris)*
- Autumn olive (Elaeagnus umbellata)*
- Garlic mustard (Alliaria petiolata)*
- Purple loosestrife (Lythrum salicaria)*
- Common reed (Phragmites australis)*
- Oriental bittersweet (Celastrus orbiculatus)*
- Porcelainberry (Ampelopsis brevipedunculata)*
- Japanese Barberry (Berberis thunbergii)*
- Japanese Stilt Grass (Microstegium vimineum)*
- Winged Euonymus (Euonymus alatus)*

The above listed species and all other invasive non-native plants that are detrimental to the ecology of the project site will be removed during site development to the extent practicable. The goal of this program is to reduce the presence of exotic/invasive species to a threshold of less than ten percent total cover within the areas shown on the Wetland Restoration and Buffer Enhancement Plan (the "Plan"). A qualified biologist/botanist will supervise the removal of invasive species. Invasive species can be removed in several ways, depending on the location and species of the plant:

1. If a shrub is isolated and does not have its root system entwined with other plants, it may be removed mechanically. As much of the root system as possible should be removed to prevent the possibility of the invasive plant sprouting from root pieces left behind.
2. If a shrub is growing amongst other native plants in a way that uprooting it may disturb surrounding native plants warranting preservation, the plant may be most safely and effectively removed by chemical means. To remove by chemical means, the plant shall first be cut back to a few stubs and stumps, about twelve inches from the base. An EPA approved solution of glyphosate (Round-up or equivalent) shall be painted on the ends of the stumps. This technique shall be applied in the early fall months before the onset of plant dormancy. Proper notification must be made prior to the application of all restricted pesticides, and application made by a licensed applicator, if required. During project construction, glyphosate will only be applied by a licensed herbicide applicator, as coordinated with the Environmental Site Monitor. Only hand-cutting and removal will be allowed within the Wetland Controlled Area.
3. Highly invasive groundcovers, such as Japanese honeysuckle, are difficult to eliminate due to their habit of rooting along the stem. Groundcovers of this type will be removed by hand or mechanically. If after the second year of treatment the species persists, it may be sprayed with glyphosate, using a very close and targeted application during the active growing season. If the plant is growing among other herbaceous or shrub material that would be harmed by spraying, the glyphosate shall be applied by brush or mechanical removal should be considered. Repeated treatments may be necessary to remove the plant completely.
4. Highly invasive annuals, such as garlic mustard, are difficult to eliminate due to their growth from seed that is widespread among the soil seed bank where the plants are found. Several methods may be utilized in removing this type of invasive plants. If the species is growing densely without other plants, the area will be sprayed with glyphosate during the active growing season, following the manufacturer's recommendations. Species will also be removed by hand. Both methods should be performed before plants set seed. Both methods shall be performed multiple times over a season and possibly over several seasons to completely eradicate the target species.

Monitoring and Maintenance Schedule

Following development of the site, a maintenance plan will include the regular inspection of undisturbed areas as shown on the Plan, and removal of these species as necessary. This represents the transitional areas that are most susceptible to opportunistic settling of invasive species. It is anticipated that a schedule of inspections three times a year for the first three years following full project build out (early, mid and late growing season) will be adequate for the identification and removal of the invasive species in this area.

The Town Building Inspector and Wetlands Inspector will be consulted prior to the proposed removal of invasive species within the controlled area. In addition, all activities related to invasive species control, monitoring and assessment of achievement of the 10 percent tolerance threshold for coverage by all invasive species on the project site will be coordinated with the Environmental Site Monitor. These inspections will include the mapping and identification of locations and extent of cover of invasive species, and identify the methods to be used for the subsequent removal. Following treatment, a brief report outlining extent, location and removal method for each species shall be prepared and filed with the Town Planning Office.

Map Symbol	Quantity*	Scientific Name	Common Name	Size
Trees				
Aru	11	Acer rubrum	Red Maple	5' - 6'
Shrubs				
CSe	44	Cornus sericea	Redtiller dogwood	3' - 4'
AC	6	Amelanchier canadensis	Shadbowl	4' - 5'
IV	42	Ilex verticillata	Winterberry holly	3' - 4'
VC	14	Vaccinium corymbosum	Highbush blueberry	4' - 5'
VD	35	Viburnum dentatum	Aronwood	4' - 5'
SD	14	Salix discolor	Pussy willow	4' - 5'
SC	7	Sambucus canadensis	Elderberry	4' - 5'
Herbaceous Plants				
CS (Zone 2)	100	Carex stricta	Tussock sedge	2" plug
CS (Zone 2)	100	Carex crinita	Fringed sedge	2" plug
JE (Zone 2)	100	Juncus effusus	Soft rush	2" plug
EP (Zone 1)	100	Eupatorium purpure	Joe pye weed	2" plug
AI (Zone 1)	100	Asclepias incarnata	Swamp milkweed	2" plug
VH (Zone 1)	100	Verbena hastata	Blue vervain	2" plug
Seed Mix				
SWM	8 pounds	Riparian Buffer Mix ERNMX-154	Or equivalent	

* Plant quantities will be held, but final locations will be determined in the field following removal of invasive and dead plant materials.

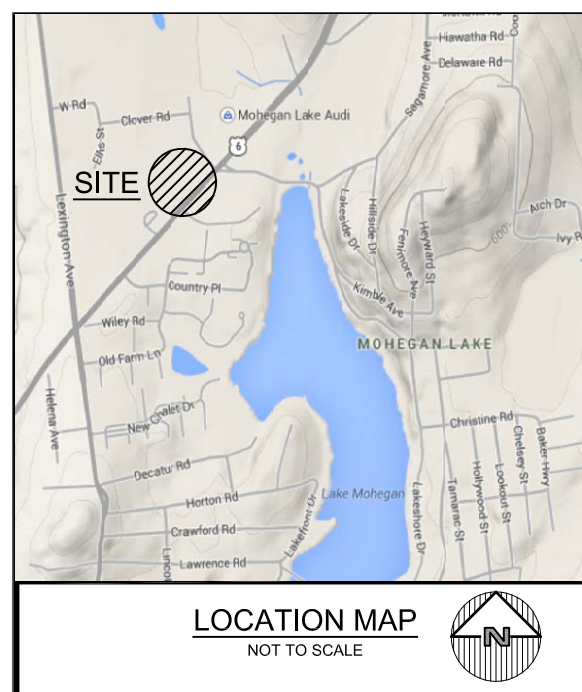
Wetland Buffer Enhancement Areas

Following the removal of non-native invasive species as specified in the invasive species eradication plan, wetland and buffer areas will be seeded using the following seed mixes:

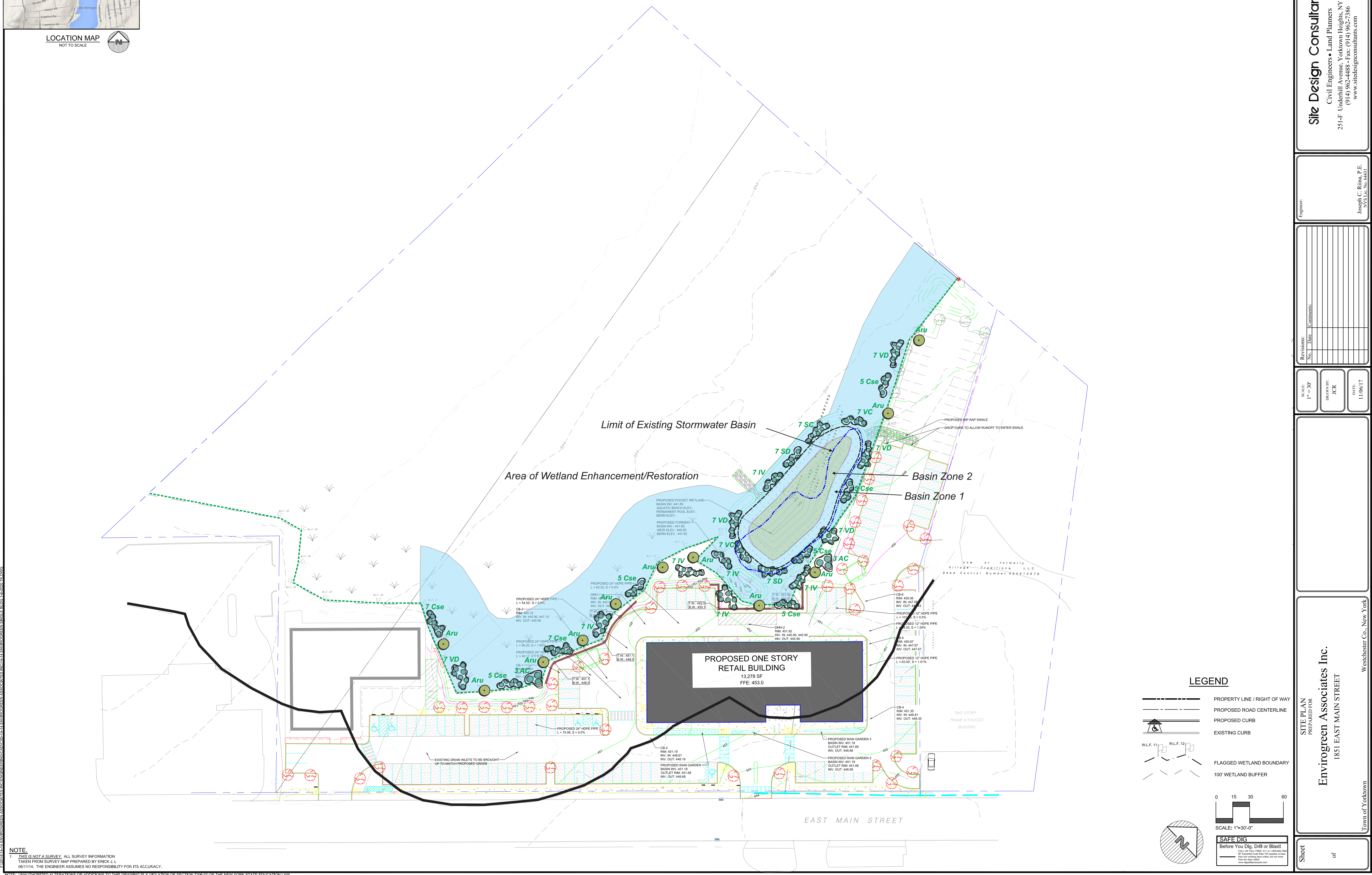
Buffer Areas - Riparian Buffer Mix (ERNMX-154 or equivalent) at 20 lbs/acre.

Zone 1 plantings will be interplanted with seeding on the sloped banks of the pocket wetland.

Zone 2 plantings will be planter in and along the edges of the permanent pool in the pocket wetland basin.



SITE DATA:
 OWNER / DEVELOPER: ENVIROGREEN ASSOCIATES INC.
 PROJECT LOCATION: 11 HAGEMAN CT, KATONAH, N.Y. 10538, 185 EAST MAIN STREET, MOHESAN LANE, N.Y. 10547
 EXISTING TOWN ZONING: C-3 LIMITED COMMERCIAL - R1-20 RESIDENTIAL
 PROPOSED USE: RETAIL / COMMERCIAL
 TOWN TAX MAP DATA: SECTION 15.16, BLOCK 1, LOT 30 & LOT 31
 SITE AREA: 8.795 ACRES (333,114.7 SF)
 SEWAGE FACILITIES: PUBLIC SEWERS
 WATER FACILITIES: PUBLIC WATER FACILITIES



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 Civil Engineers & Land Planners
 251-F Underhill Avenue, Yorktown Heights, NY 10598
 Tel: 914.336.1100
 www.sitedesignconsultants.com

PROJECT # 14-14

DATE: 11/06/17

SCALE: 1"=30'-0"

REVISIONS:

No.	Date	Comments

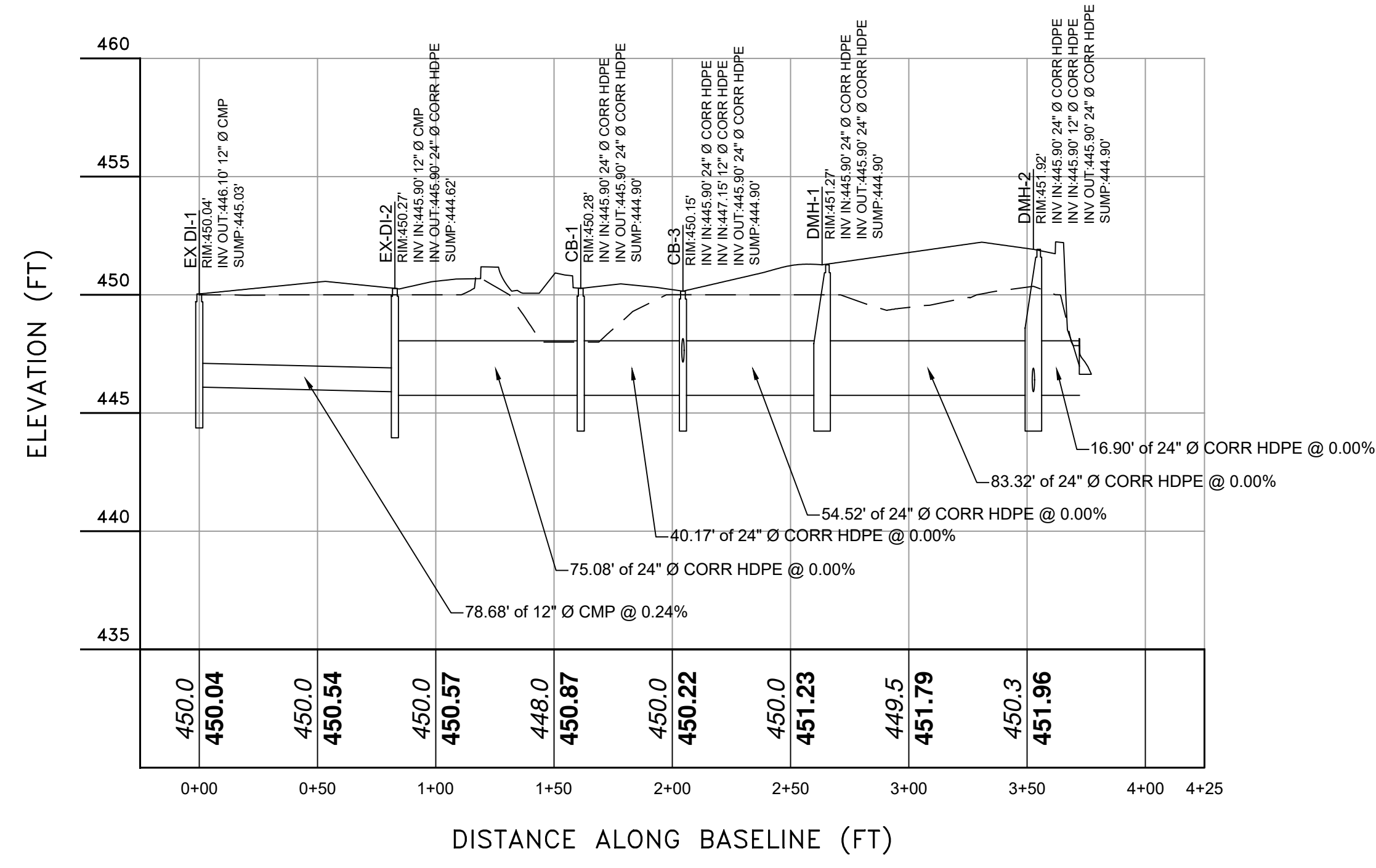
PREPARED FOR:
Envirogreen Associates Inc.
 1851 EAST MAIN STREET
 Yorktown Heights, NY 10598
 Westchester Co., New York

Sheet of

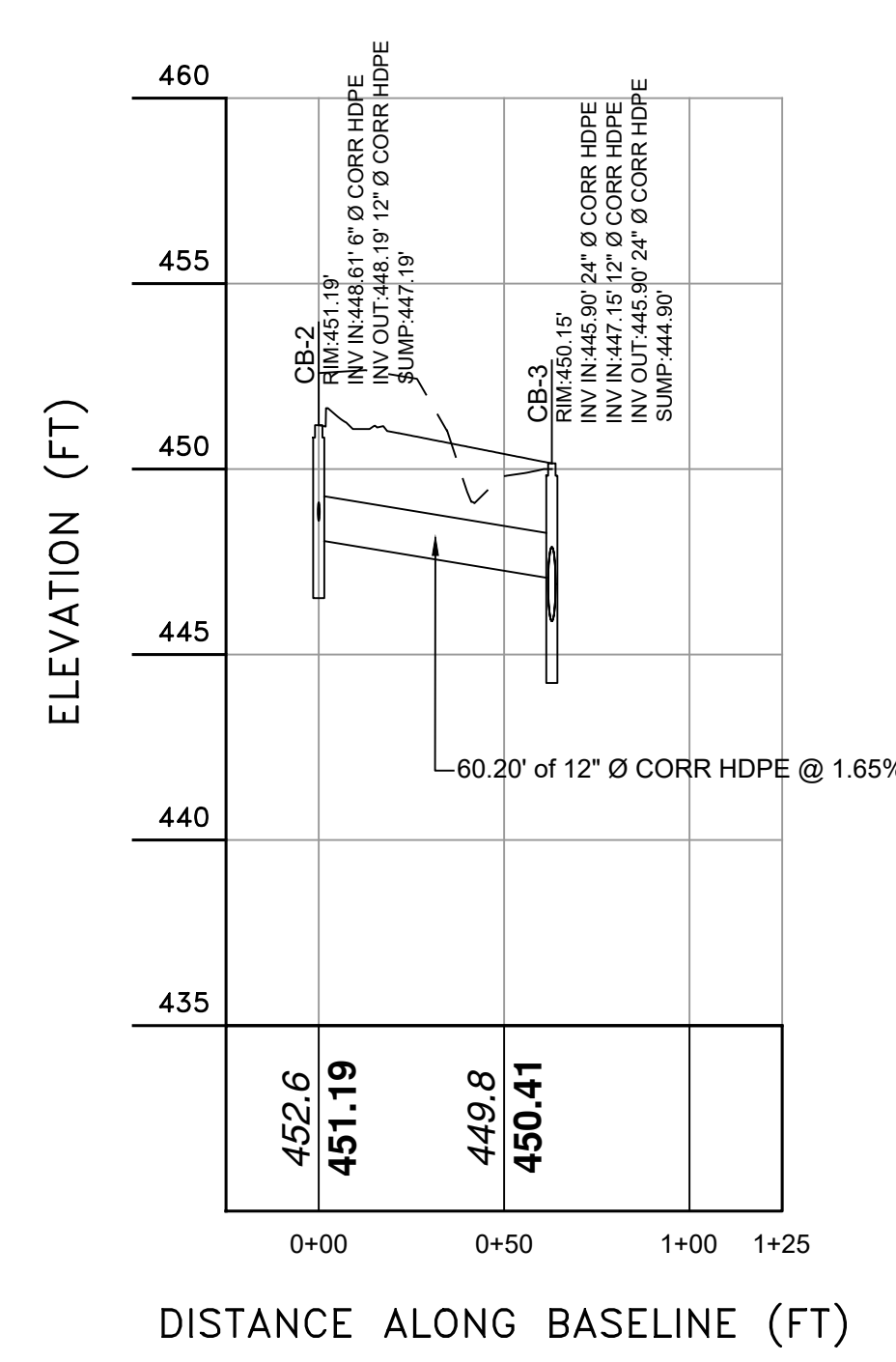


Wetland Enhancement/Restoration Area
 Envirogreen Associates
 Town of Yorktown, Westchester County
 Source: Site Design Consultants

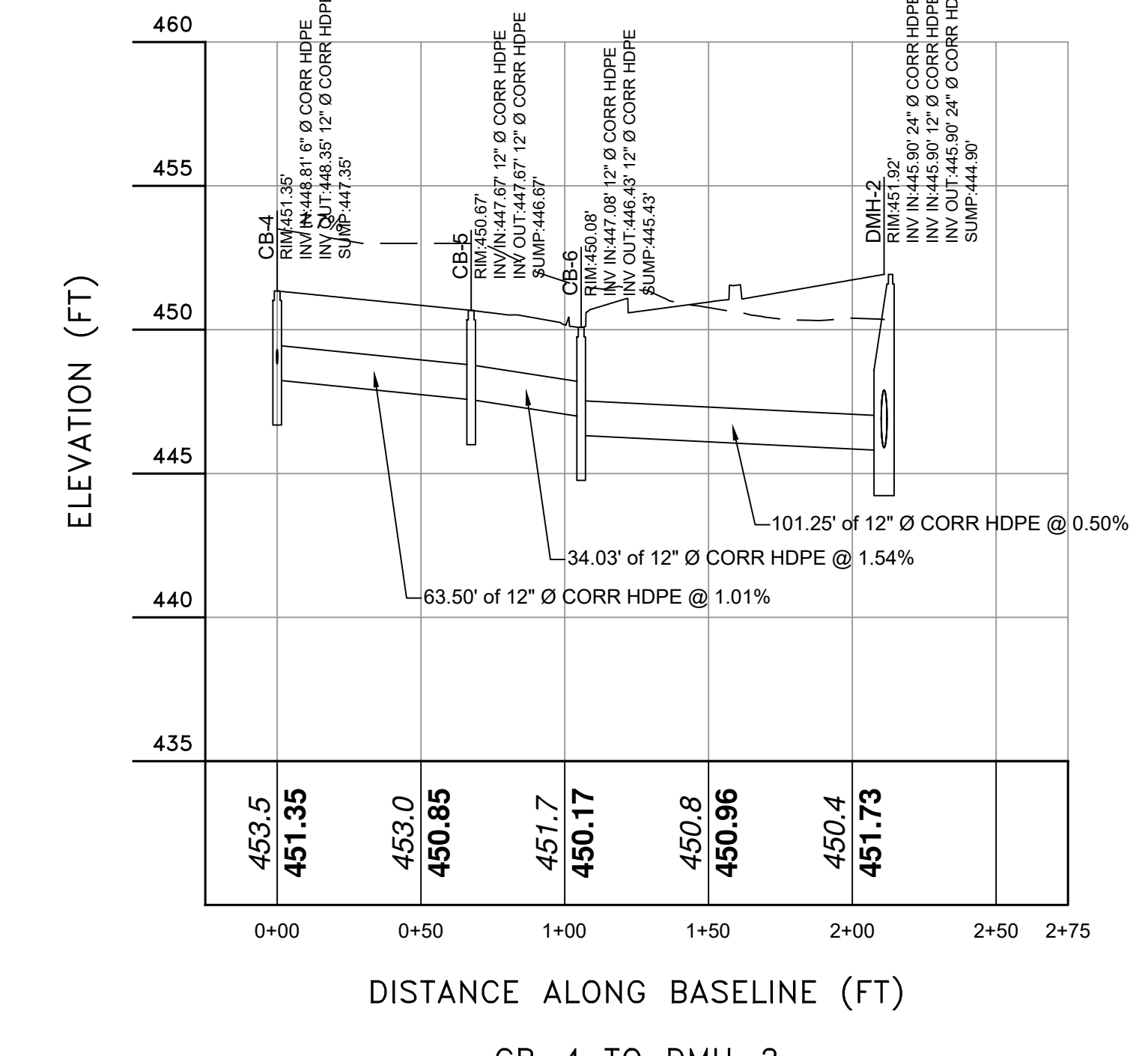
June 21, 2021



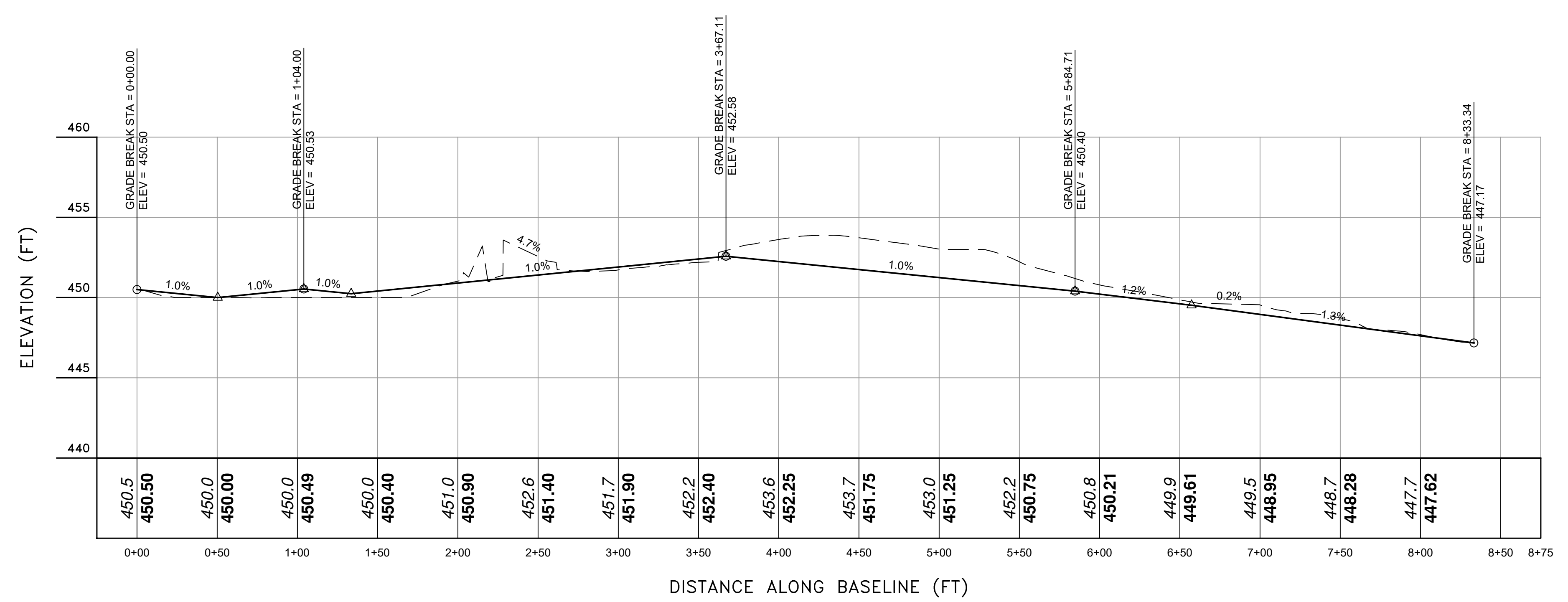
EX DI-1 TO POCKET POND
 PROFILE SCALE:
 HORIZ: 1"=50'
 VERT: 1"=5'



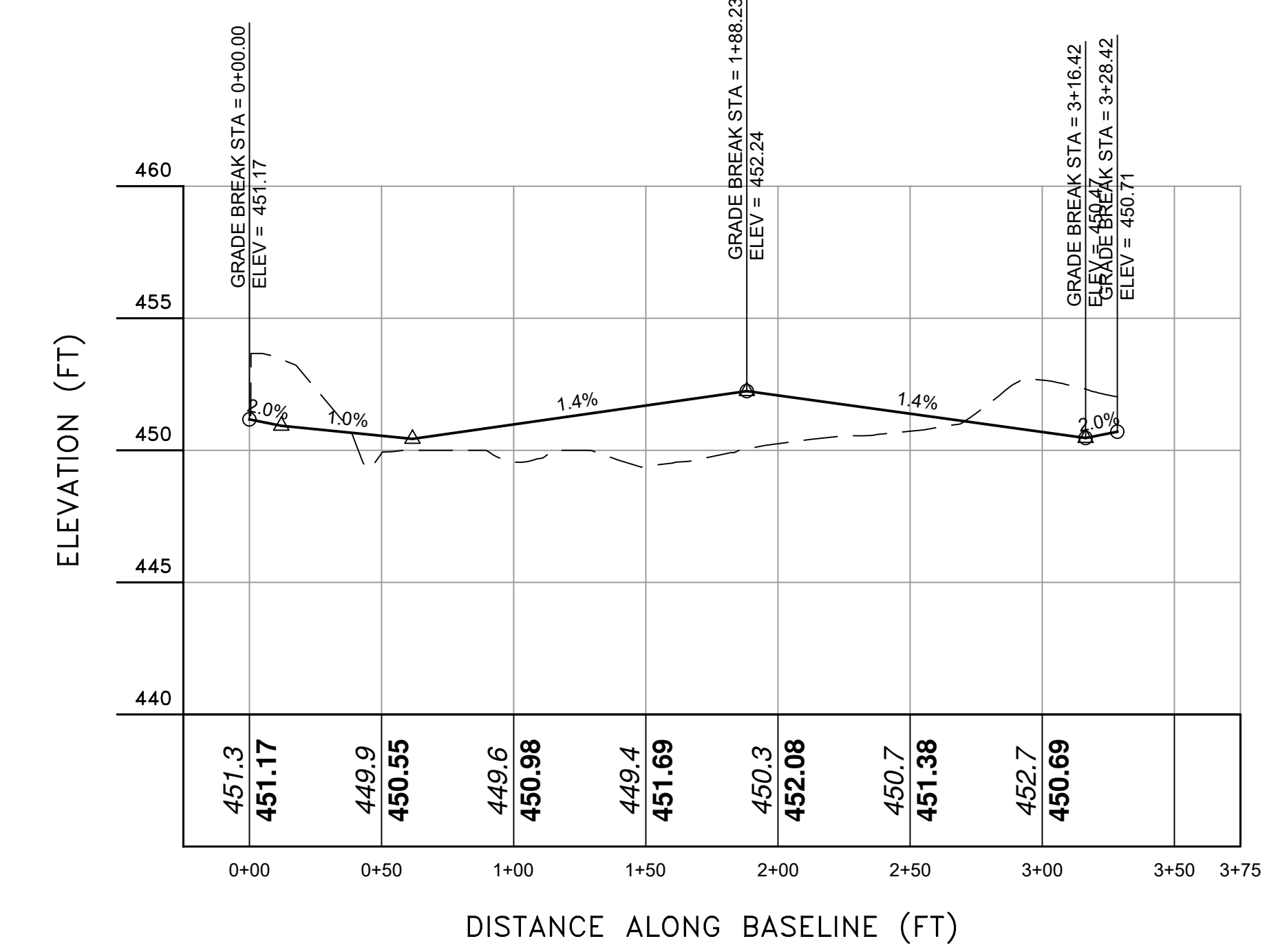
CB-2 TO CB-3
 PROFILE SCALE:
 HORIZ: 1"=50'
 VERT: 1"=5'



CB-4 TO DMH-2
 PROFILE SCALE:
 HORIZ: 1"=50'
 VERT: 1"=5'



MAIN DRIVEWAY
 PROFILE SCALE:
 HORIZ: 1"=50'
 VERT: 1"=5'



REAR DRIVEWAY
 PROFILE SCALE:
 HORIZ: 1"=50'
 VERT: 1"=5'

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NOTE:
 1. THIS IS NOT A SURVEY. ALL SURVEY INFORMATION SHOWN ON THIS PLAN HAS BEEN TAKEN FROM SURVEY MAP PREPARED BY ERICK J. LINK, DATED 05/7/14, LAST REVISED 06/11/14. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR ITS ACCURACY.

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 Before You Dig, Drill or Blast!

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PROJECT # 14-14

PROFILES

SITE PLAN
 PREPARED FOR
Envirogreen Associates Inc.
 1851 EAST MAIN STREET
 Town of Yorktown

Westchester Co., New York

Sheet 7 of 12

GENERAL NOTES:

- 1. THE ENGINEER WHOSE SEAL APPEARS HEREON HAS NOT BEEN RETAINED FOR SUPERVISION OF CONSTRUCTION. SUBSEQUENTLY HE IS NOT RESPONSIBLE FOR CONSTRUCTION AND THEREFORE ASSUMES NO RESPONSIBILITY FOR CONSTRUCTION PRACTICES, PROCEDURES, AND RESULTS THEREFROM.
2. THE ENGINEER SHALL NOT BE HELD RESPONSIBLE OR HELD ACCOUNTABLE FOR THE INTEGRITY OF ANY STRUCTURES CONSTRUCTED OR UNDER CONSTRUCTION PRIOR TO THE APPROVAL OF THE PLANS.
3. THE VILLAGE ENGINEER'S OFFICE AND WATER DISTRICT OFFICE IS TO BE NOTIFIED 24 HOURS BEFORE COMMENCING SITE CONSTRUCTION OR WATER MAIN CONNECTION.
4. ALL WORK IS TO BE IN ACCORDANCE WITH THE VILLAGE CODE OF PRACTICE AND SPECIFICATIONS.
5. ALL CONDITIONS, LOCATIONS, AND DIMENSIONS SHALL BE FIELD VERIFIED AND THE ENGINEER SHALL BE IMMEDIATELY NOTIFIED OF ANY DISCREPANCIES.
6. ALL CHANGES MADE TO THE PLANS SHALL BE APPROVED BY THE ENGINEER WHOSE SEAL APPEARS ON THESE DRAWINGS. ANY SUCH CHANGES SHALL BE FILED AS AMENDMENTS TO THE ORIGINAL BUILDING PERMIT.
7. ALL WRITTEN DIMENSIONS ON THE DRAWINGS SHALL TAKE PRECEDENCE OVER ANY SCALED DIMENSIONS.
8. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CALL IN A "CODE 53" PRIOR TO CONSTRUCTION FOR UNDERGROUND UTILITY LOCATIONS. ALL SUBSTRUCTURES AND THEIR ENCLOSUREMENTS BELOW GRADE, IF ANY, ARE NOT SHOWN.
9. ANY PROPOSED ELECTRIC AND/OR TELEPHONE SERVICE LINES ARE TO BE PLACED UNDERGROUND.
10. THE DESIGN ENGINEER DISCLAIMS ANY LIABILITY FOR DAMAGE OR LOSS INCURRED DURING OR AFTER CONSTRUCTION.
11. ALL CONDITIONS, LOCATIONS AND DIMENSIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR AND THE OWNER/ENGINEER NOTIFIED IN WRITING OF ANY DISCREPANCIES PRIOR TO THE START OF WORK. THE OWNER/ENGINEER WILL EVALUATE THE SITUATION AND MODIFY THE PLAN AS NECESSARY.

CONTRACTOR RESPONSIBILITIES:

- 1. ALL WORK ON THE PROJECT SHALL BE PERFORMED IN A WORKMAN LIKE MANNER AND SHALL BE IN ACCORDANCE WITH THE STANDARDS OF THE INDUSTRY. THE OWNER WILL BE THE SOLE JUDGE OF THE ACCEPTABILITY OF THE WORK. MATERIALS AND WORK DEEMED UNACCEPTABLE WILL BE REMOVED AND REDONE AT THE SOLE COST AND RESPONSIBILITY OF THE CONTRACTOR.
2. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROTECT HIS WORK AND WILL BE HELD RESPONSIBLE FOR CONSEQUENTIAL DAMAGES DUE TO HIS ACTIVITIES. THE CONTRACTOR SHALL BE RESPONSIBLE TO THE OWNER FOR THE ACTS AND OMISSIONS OF HIS EMPLOYEE, AND THEIR AGENTS AND EMPLOYEES, AND ANY OTHER PERSONS PERFORMING ANY THE WORK UNDER A SEPARATE CONTRACT WITH THE CONTRACTOR.
3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROPERLY SHORE EXISTING UTILITIES IF REQUIRED BY CONSTRUCTION.
4. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE BUILDING INSPECTOR IN ADVANCE OF HIS WORK OR AS THE INSPECTOR DEEMS APPROPRIATE.
5. ALL CONDITIONS, LOCATIONS AND DIMENSIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR AND THE OWNER/ENGINEER NOTIFIED IN WRITING OF ANY DISCREPANCIES PRIOR TO THE START OF WORK. THE OWNER/ENGINEER WILL EVALUATE THE SITUATION AND MODIFY THE PLAN AS NECESSARY.
6. ALL CHANGES MADE TO THIS PLAN SHALL BE APPROVED BY THE ENGINEER WHOSE SEAL APPEARS ON THESE DRAWINGS. ANY UNAUTHORIZED ALTERATION OR ADDITIONS TO THIS DRAWING IS A VIOLATION OF SECTION 7209 (2) OF THE NEW YORK STATE EDUCATION LAW.
7. THE CONTRACTOR SHALL SUPERVISE AND DIRECT THE WORK USING HIS BEST SKILL AND ATTENTION. HE SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, AND PROCEDURES AND FOR COORDINATING ALL PORTIONS OF THE WORK UNDER THIS CONTRACT.
8. THE CONTRACTOR SHALL BE RESPONSIBLE TO THE OWNER FOR THE ACTS AND OMISSIONS OF HIS EMPLOYEES, SUBCONTRACTORS, AND THEIR AGENTS AND EMPLOYEES, AND ANY OTHER PERSONS PERFORMING ANY OF THE WORK UNDER A CONTRACT WITH THE CONTRACTOR.
9. THE CONTRACTOR SHALL VERIFY ALL SUBSTRUCTURES ENCOUNTERED DURING CONSTRUCTION.
10. THE CONTRACTOR SHALL SECURE & PAY FOR A BUILDERS RISK POLICY TO COVER THE PERIOD OF CONSTRUCTION. THE ENGINEER & OWNER SHALL BE NAMED AS ADDITIONAL INSURED. ALL CONTRACTORS EMPLOYED AT THE SITE SHALL BE COVERED BY WORKMANS COMPENSATION.

GENERAL CONSTRUCTION NOTES:

- 1. BENCH MARKS USING U.S.G.S. DATUM SHALL BE OF SUCH ELEVATION THAT THE GROUND WILL SLOPE AWAY FROM IT IN ALL DIRECTIONS.
2. CONSTRUCTION ACTIVITY SHALL BE LIMITED FROM 8:00 A.M. TO 6 P.M. AND NO CONSTRUCTION ACTIVITY SHALL OCCUR ON SUNDAYS OR LEGAL NEW YORK STATE HOLIDAYS. WHERE BLASTING IS NECESSARY, IT SHALL OCCUR FROM MONDAY THROUGH FRIDAY BETWEEN THE HOURS OF 8:00 A.M. AND 6:00 P.M. NO BLASTING SHALL OCCUR ON HOLIDAYS, SATURDAY OR SUNDAY. ALL BLASTING SHALL ALSO BE COMPLETED IN ACCORDANCE WITH THE VILLAGE OF OSSINING AND NEW YORK STATE BLASTING ORDINANCES.
3. ANY SOIL THAT IS UNSUITABLE FOR DEVELOPMENT OF BUILDINGS OR ROADWAYS SHALL BE REMOVED FROM AREAS TO BE DEVELOPED AND SHALL BE DISPOSED OF WITHIN THE SITE IN NEW EMBANKMENTS WHERE STRUCTURAL LOADING, I.E. A BUILDING OR ROADWAY, WILL NOT TAKE PLACE. WHEN CONSTRUCTION IS PROPOSED TO OCCUR IN SPECIFIC AREAS WHERE SOILS ARE OF QUESTIONABLE SUITABILITY, THE APPLICANT SHALL PROVIDE SOILS ENGINEERING REPORTS AS REQUIRED BY THE PLANNING BOARD ENGINEER, PRIOR TO THE CONSTRUCTION OF ROADWAYS AND, AS REQUIRED BY THE BUILDING INSPECTOR, PRIOR TO THE ISSUANCE OF A BUILDING PERMIT.
4. NO TOPSOIL SHALL BE REMOVED FROM THE SITE.
5. ROCK CUT STABILITY IS TO BE FIELD VERIFIED BY GEOTECHNICAL ENGINEER AND SHALL BE MODIFIED IF REQUIRED.
6. NO CRUSHING/PROCESSING IS PERMITTED ON THE SITE WITHOUT PRIOR APPROVAL BY THE VILLAGE OF OSSINING PLANNING BOARD.

GENERAL STORM DRAINAGE & UTILITY NOTES

- 1. ALL UTILITIES, INCLUDING ELECTRIC LINES, TELEPHONE, WATER, SANITARY SEWER LINES, AND STORM SEWER LINES SHALL BE LOCATED UNDERGROUND AND SHALL BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE VILLAGE OF OSSINING AND THE UTILITY COMPANIES HAVING JURISDICTION.
2. LOCATION OF GAS AND WATER VALVES, ELECTRIC AND TELEPHONE POLES ARE TO BE DETERMINED BY PROPER AUTHORITIES AND APPROVED AS TO LOCATION BY THE VILLAGE ENGINEER.
3. EACH BUILDING CONSTRUCTED HEREON SHALL BE OF SUCH AN ELEVATION THAT THE GROUND WILL SLOPE AWAY FROM IT IN ALL DIRECTIONS. IN THE EVENT THAT THIS IS NOT FEASIBLE, THE CONTRACTOR SHALL INSTALL TYPICAL YARD DRAINS AS REQUIRED AND CONNECT THEM TO THE STORM DRAINAGE SYSTEM OR AS DIRECTED BY THE PROJECT ENGINEER.
4. ROOF LEADERS AND FOOTING DRAINS SHALL EMPTY INTO THE STORM DRAINAGE SYSTEM OR DISCHARGE DIRECTLY TO STORMWATER MANAGEMENT SYSTEMS IF GRADES PERMIT, AND CONNECTION TO THE STORM SYSTEM IS NOT FEASIBLE. FOOTING DRAINS ONLY MAY DISCHARGE TO DAYLIGHT AT THE REAR OF BUILDINGS. FOOTING DRAINS SHALL EXTEND A MINIMUM OF 6 FT FROM THE REAR FACE OF THE BUILDING WHEN POSSIBLE. UNDER NO CIRCUMSTANCES SHALL THE DISCHARGE OF GROUND WATER OR STORM WATER, EITHER BY GRAVITY OR BY PUMPING, BE DISCHARGED TO ANY SANITARY SEWER SYSTEM.
5. ANY REVISIONS AND/OR ADDITIONS TO THE ROAD STORM DRAINAGE SYSTEMS CURRENTLY SHOWN ON THE PLANS WHICH ARE DEEMED NECESSARY DURING CONSTRUCTION MUST BE MADE BY THE CONTRACTOR AS REQUIRED BY THE VILLAGE AND SHALL BE SHOWN ON THE AS-BUILT DRAWINGS.
6. STORM DRAIN PIPING TO BE HIGH DENSITY POLYETHYLENE AS SHOWN ON THE CONSTRUCTION DRAWINGS. MINIMUM COVER TO BE 2' UNLESS OTHERWISE NOTED.
7. INTERCEPTOR DRAINS ARE TO BE INSTALLED WHERE REQUIRED BY THE VILLAGE OR PROJECT ENGINEER DURING ROAD CONSTRUCTION.
8. ALL EXISTING UNDERGROUND DRAINS ENCOUNTERED DURING CONSTRUCTION OF PROPOSED ROADS ARE TO BE CONNECTED TO PROPOSED DRAINAGE IMPROVEMENTS. CONNECTIONS TO BE APPROVED BY THE VILLAGE ENGINEER.
9. PRIOR TO FINAL APPROVAL AND OPERATION OF DRAINAGE SYSTEM, CONTRACTOR SHALL CLEAR ALL ACCUMULATED SEDIMENT AND/OR DEBRIS FROM DRAINAGE STRUCTURES, MANHOLES, CULVERTS, OUTLETS AND DRAIN INLETS. ENGINEER SHALL BE NOTIFIED FOR FINAL INSPECTION.
10. ALL STRUCTURES SHALL BE SET ONE INCH BELOW PAVEMENT.
11. STREET OPENING PERMIT FROM THE VILLAGE OF OSSINING D.P.W. MAY BE REQUIRED FOR INSTALLATIONS IN PUBLIC ROADS.

GENERAL EROSION CONTROL NOTES:

- 1. CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH ALL SEDIMENT AND EROSION CONTROL PRACTICES, THE SEDIMENT AND EROSION CONTROL PRACTICES ARE TO BE INSTALLED PRIOR TO ANY MAJOR SOIL DISTURBANCES, AND MAINTAINED UNTIL PERMANENT PROTECTION IS ESTABLISHED. ROAD SURFACE FLOWS FROM THE SITE SHOULD BE DISSIPATED WITH TRACKING PAD OR APPROPRIATE MEASURES DURING ADJACENT ROAD SHOULDER CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ALL SOIL EROSION AND SEDIMENTATION CONTROL DEVICES THROUGHOUT THE COURSE OF CONSTRUCTION.
2. CATCH BASIN INLET PROTECTION MUST BE INSTALLED AND OPERATING AT ALL TIMES UNTIL TRIBUTARY AREAS HAVE BEEN STABILIZED. WHEN POSSIBLE FLOWS SHOULD BE STABILIZED BEFORE REACHING INLET PROTECTION STRUCTURE. TIMELY MAINTENANCE OF SEDIMENT CONTROL STRUCTURES IS THE RESPONSIBILITY OF THE CONTRACTOR.
3. ALL STRUCTURES SHALL BE MAINTAINED IN GOOD WORKING ORDER AT ALL TIMES. THE SEDIMENT LEVEL IN ALL SEDIMENT TRAPS SHALL BE CLOSELY MONITORED AND SEDIMENT REMOVED PROMPTLY WHEN MAXIMUM LEVELS ARE REACHED OR AS ORDERED BY THE ENGINEER. ALL SEDIMENT CONTROL STRUCTURES SHALL BE INSPECTED ON A REGULAR BASIS, AND AFTER EACH HEAVY RAIN TO INSURE PROPER OPERATION AS DESIGNED. AN INSPECTION SCHEDULE SHALL BE SET FORTH PRIOR TO THE START OF CONSTRUCTION.
4. THE LOCATIONS AND THE INSTALLATION TIMES OF THE SEDIMENT CAPTURING STANDARDS SHALL BE AS SPECIFIED IN THESE PLANS, AS ORDERED BY THE ENGINEER, AND IN ACCORDANCE WITH THE LATEST EDITION OF THE "NEW YORK STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL" (NYSSESC).
5. ALL TOPSOIL SHALL BE PLACED IN A STABILIZED STOCKPILE FOR REUSE ON THE SITE. ALL STOCKPILE MATERIAL REQUIRED FOR FINAL GRADING AND STORED ON SITE SHALL BE TEMPORARILY SEEDED AND MULCHED WITHIN 7 DAYS. REFER TO SOIL STOCKPILE DETAILS.
6. ANY DISTURBED AREAS THAT WILL BE LEFT EXPOSED MORE THAN 7 DAYS AND NOT SUBJECT TO CONSTRUCTION TRAFFIC, SHALL IMMEDIATELY RECEIVE TEMPORARY SEEDING. MULCH SHALL BE USED IF THE SEASON PREVENTS THE ESTABLISHMENT OF A TEMPORARY COVER. DISTURBED AREAS SHALL NOT BE LIMED AND FERTILIZED PRIOR TO TEMPORARY SEEDING.
7. ALL DISTURBED AREAS WITHIN 500 FEET OF AN INHABITED DWELLING SHALL BE WETTED AS NECESSARY TO PROVIDE DUST CONTROL.
8. THE CONTRACTOR SHALL KEEP THE ROADWAYS WITHIN THE PROJECT CLEAR OF SOIL AND DEBRIS AND IS RESPONSIBLE FOR ANY STREET CLEANING NECESSARY DURING THE COURSE OF THE PROJECT.
9. SEDIMENT AND EROSION CONTROL STRUCTURES SHALL BE REMOVED AND THE AREA STABILIZED WHEN THE DRAINAGE AREA HAS BEEN PROPERLY STABILIZED BY PERMANENT MEASURES.
10. ALL SEDIMENT AND EROSION CONTROL MEASURES SHALL BE INSTALLED IN ACCORDANCE WITH CURRENT EDITION OF NYSSESC.
11. ALL REGRADED AREAS MUST BE STABILIZED APPROPRIATELY PRIOR TO ANY ROCK BLASTING, CUTTING, AND/OR FILLING OF SOILS. SPECIAL CARE SHOULD BE TAKEN DURING CONSTRUCTION TO INSURE STABILITY DURING MAINTENANCE AND INTEGRITY OF CONTROL STRUCTURES.
12. ANY SLOPES GRADED AT 3:1 OR GREATER SHALL BE STABILIZED WITH EROSION BLANKETS TO BE STAKED INTO PLACE IN ACCORDANCE WITH THE MANUFACTURES REQUIREMENTS. EROSION BLANKETS MAY ALSO BE REQUIRED AT THE DISCRETION OF TOWN OFFICIALS OR PROJECT ENGINEER. WHEN STABILIZED BLANKET IS UTILIZED FOR CHANNEL STABILIZATION, PLACE ALL OF THE VOLUME OF SEED MIX PRIOR TO LAYING NET, OR AS RECOMMENDED BY THE MANUFACTURER.
13. TO PREVENT HEAVY CONSTRUCTION EQUIPMENT AND TRUCKS FROM TRACKING SOIL OFF-SITE, CONSTRUCT A PERVIOUS CRUSHED STONE PAD, LOCATE AND CONSTRUCT PADS AS DETAILED IN THESE PLANS.
14. CONTRACTOR IS RESPONSIBLE FOR CONTROLLING DUST BY SPRINKLING EXPOSED SOIL AREAS PERIODICALLY WITH WATER AS REQUIRED. CONTRACTOR TO SUPPLY ALL EQUIPMENT AND WATER.
15. CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTION INSPECTIONS AS PER NYSDC GP-0-15-002 AND VILLAGE OF OSSINING CODE.

MAINTENANCE OF TEMPORARY EROSION AND SEDIMENT CONTROL STRUCTURES:

- N.Y.S.D.E.C. GP-0-15-002 EXPOSURE RESTRICTIONS - STATES THAT ANY EXPOSED EARTHWORK SHALL BE STABILIZED IN ACCORDANCE WITH THE GUIDELINES OF THIS PLAN.
1. TREES AND VEGETATION SHALL BE PROTECTED AT ALL TIMES AS SHOWN ON THE DETAIL DRAWING AND AS DIRECTED BY THE ENGINEER.
2. CARE SHOULD BE TAKEN SO AS NOT TO CHANNEL CONCENTRATED RUNOFF THROUGH THE AREAS OF CONSTRUCTION ACTIVITY ON THE SITE.
3. FILL AND SITE DISTURBANCES SHOULD NOT BE CREATED WHICH CAUSES WATER TO POND OFF SITE OR ON ADJACENT PROPERTIES.
4. RUNOFF FROM LAND DISTURBANCES SHALL NOT BE DISCHARGED OR HAVE THE POTENTIAL TO DISCHARGE OFF SITE WITHOUT FIRST BEING INTERCEPTED BY A CONTROL STRUCTURE, SUCH AS A SEDIMENT TRAP OR SILT FENCE. SEDIMENT SHALL BE REMOVED BEFORE EXCEEDING 50% OF THE RETENTION STRUCTURES CAPACITY.
5. FOR FINISHED GRADING, ADEQUATE GRADE SHALL BE PROVIDED SO THAT WATER WILL NOT POND ON LAWNS FOR MORE THAN 24 HOURS AFTER RAINFALL, EXCEPT IN SWALE FLOW AREAS WHICH MAY DRAIN FOR AS LONG AS 48 HOURS AFTER RAINFALL.
6. ALL SWALES AND OTHER AREAS OF CONCENTRATED FLOW SHALL BE PROPERLY STABILIZED WITH TEMPORARY CONTROL MEASURES TO PREVENT EROSION AND SEDIMENT TRAVEL. SURFACE FLOWS OVER CUT AND FILL AREAS SHALL BE STABILIZED AT ALL TIMES.
7. ALL SITES SHALL BE STABILIZED WITH EROSION CONTROL MATERIALS WITHIN 7 DAYS OF FINAL GRADING.
8. TEMPORARY SEDIMENT TRAPPING DEVICES SHALL BE REMOVED FROM THE SITE WITHIN 30 DAYS OF FINAL STABILIZATION.

MAINTENANCE SCHEDULE:

Table with columns: DAILY, WEEKLY, MONTHLY, AFTER RAINFALL, NECESSARY TO MAINTAIN FUNCTION, AFTER APPROVAL OF INSPECTOR. Rows include SILT FENCE, WHEEL CLEANER, INLET PROTECTION.

MAINTENANCE OF PERMANENT CONTROL STRUCTURES DURING CONSTRUCTION:

THE STORMWATER MANAGEMENT SYSTEM AND OUTLET STRUCTURE SHALL BE INSPECTED ON A REGULAR BASIS AND AFTER EVERY RAINFALL EVENT. SEDIMENT BUILD UP SHALL BE REMOVED FROM THE INLET PROTECTION REGULARLY TO INSURE DETENTION CAPACITY AND PROPER DRAINAGE. OUTLET STRUCTURE SHALL BE FREE OF OBSTRUCTIONS. ALL PIPING AND DRAIN INLETS SHALL BE FREE OF OBSTRUCTION. ANY SEDIMENT BUILD UP SHALL BE REMOVED.

MAINTENANCE OF CONTROLS AFTER CONSTRUCTION:

CONTROLS (INCLUDING RESPECTIVE OUTLET STRUCTURES) SHOULD BE INSPECTED PERIODICALLY FOR THE FIRST FEW MONTHS AFTER CONSTRUCTION AND ON AN ANNUAL BASIS THEREAFTER. THEY SHOULD ALSO BE INSPECTED AFTER MAJOR STORM EVENTS.

DEBRIS AND LITTER REMOVAL:

TWICE A YEAR, INSPECT OUTLET STRUCTURE AND DRAIN INLETS FOR ACCUMULATED DEBRIS. ALSO, REMOVE ANY ACCUMULATIONS DURING EACH MOVING OPERATION.

STRUCTURAL REPAIR/REPLACEMENT:

OUTLET STRUCTURE MUST BE INSPECTED TWICE A YEAR FOR EVIDENCE OF STRUCTURAL DAMAGE AND REPAIRED IMMEDIATELY.

EROSION CONTROL:

UNSTABLE AREAS TRIBUTARY TO THE BASIN SHALL IMMEDIATELY BE STABILIZED WITH VEGETATION OR OTHER APPROPRIATE EROSION CONTROL MEASURES.

SEDIMENT REMOVAL:

SEDIMENT SHOULD BE REMOVED AFTER IT HAS REACHED A MAXIMUM DEPTH OF FIVE INCHES ABOVE THE STORMWATER MANAGEMENT SYSTEM FLOOR.

TOPSOIL:

- EXISTING TOPSOIL WILL BE REMOVED AND STORED IN PILES SUFFICIENTLY AS TO AVOID MIXING WITH OTHER EXCAVATION. STOCKPILES SHALL BE SURROUNDED BY EROSION CONTROL AS OUTLINED ON THESE PLANS. THE FURNISHING OF NEW TOPSOIL SHALL BE OF A BETTER OR EQUAL TO THE FOLLOWING CRITERIA (SS713.01 NYSDOT):
1. THE PH OF THE MATERIAL SHALL BE 5.5 TO 7.6.
2. THE ORGANIC CONTENT SHALL NOT BE LESS THAN 2% OR MORE THAN 70%.
3. GRADATION: SIEVE SIZE % PASSING BY WGT.
2 INCH 100
1 INCH 85 TO 100
1/4 INCH 85 TO 100
NO. 200 MESH 20 TO 80

PERMANENT VEGETATIVE COVER:

- 1. SITE PREPARATION:
1.1. INSTALL EROSION CONTROL MEASURES.
1.2. SCARIFY COMPACTED SOIL AREAS.
1.3. LIME AS REQUIRED TO PH 6.5.
1.4. FERTILIZE WITH 10-6-4 4 LBS/1,000 S.F.
1.5. INCORPORATE AMENDMENTS INTO SOIL WITH DISC HARROW.
2. SEED MIXTURES FOR USE ON SWALES AND CUT AND FILL AREAS.
MIXTURE LBS./ACRE
ALT. A KENTUCKY BLUE GRASS 20
CREEPING RED FESCUE 28
RYE GRASS OR REDTOP 5
ALT. B CREEPING RED FESCUE 20
REDTOP 2
TALL FESCUE/SMOOTH BLOOMGRASS 20
3. SEEDING
3.1. PREPARE SEED BED BY RAKING TO REMOVE STONES, TWIGS, ROOTS AND OTHER FOREIGN MATERIAL.
3.2. APPLY SOIL AMENDMENTS AND INTEGRATE INTO SOIL.
3.3. APPLY SEED UNIFORMLY BY CYCLONE SEEDER CULTI-PACKER OR HYDRO-SEEDER AT RATE INDICATED.
3.4. STABILIZE SEEDED AREAS IN DRAINAGE SWALES.
3.5. IRRIGATE TO FULLY SATURATE SOIL LAYER, BUT NOT TO DISLODGE PLANTING SOIL.
3.6. SEED BETWEEN APRIL 1ST AND MAY 15TH OR AUGUST 15TH AND OCTOBER 15TH.
3.7. SEEDING MAY OCCUR MAY 15TH AND AUGUST 15TH IF ADEQUATE IRRIGATION IS PROVIDED.

TEMPORARY VEGETATIVE COVER:

- SITE PREPARATION:
1. INSTALL EROSION CONTROL MEASURES.
2. SCARIFY AREAS OF COMPACTED SOIL.
3. FERTILIZE WITH 10-10-10 AT 400/ACRE.
4. LIME AS REQUIRED TO PH 6.5.

SEED SPECIES:

Table with columns: MIXTURE, LBS./ACRE. Rows include RAPIDLY GERMINATING ANNUAL RYEGRASS (20), PERENNIAL RYEGRASS (20), CEREAL OATS (36).

SEEDING:

SAME AS PERMANENT VEGETATIVE COVER

CONSTRUCTION SEQUENCE:

Refer to the Plan Set for all plans and details which relate to Construction Sequence.

- 1. Prior to the beginning of any site work the major features of the construction must be field staked by a licensed surveyor. These include the building, limits of disturbance, utility lines, and stormwater practices.
2. CARE SHOULD BE TAKEN TO CHANNEL CONCENTRATED RUNOFF THROUGH THE AREAS OF CONSTRUCTION ACTIVITY.
3. A licensed surveyor must define infrastructure locations, limits of disturbance, stormwater basin limits, and grades in the field prior to start of any construction. Limits of disturbance shall be marked with the installation of construction fence or approved equal. The extents of the stormwater management system shall be cordoned off to minimize the disturbance on this area.
4. Install all perimeter erosion control measures, construction entrance as shown on the Erosion and Sediment Control Plan and the associated Details. Install silt fencing at the bottom of slopes. The standards established in Part 1.B.1.b of the GP-015-002 included in appendix B of this SWPPP must be adhered to.
5. Strip site, clear vegetation, and place topsoil in stockpile locations shown on the plan.
6. Begin rough grading the site. Contractor to limit exposure of denuded soils by providing temporary stabilization for work areas that will remain undisturbed for seven (7) days. Chipped rock that is not suitable to remain on site shall be hauled away and properly disposed of. An area has been provided for the stockpiling of removed soil and rock which is to be removed from the site.
7. Rough grade building, driveway, and parking area.
8. Begin construction of building.
9. Begin the excavation and installation of the stormwater management system. Protect trenches and open excavations from erosion. Entry into the system shall be blocked off until site has reached final stabilization. Once system has been installed, backfill, seed where necessary, and reinstall measures to cordon off the system from disturbance.
10. Begin installation of drainage system. Drainage shall be installed working downstream to up.
11. During site construction maintain and re-establish as required erosion control and stabilization measures as required by the site plan and details.
12. Excavate to the sub-grade level. Scarify the existing soil to a depth of 12-inches by rototilling or other means acceptable to the Engineer. Install all courses of stone as per the specifications given on the Plan.
13. Install base course of Item 4 in all pavement areas. Stabilize all open areas with seed and mulch.
14. Construct remainder of building, driveway and parking areas. First install curbs, asphalt binder, and concrete sidewalk. Once binder course is installed, drainage outlet may be unblocked.
15. Backfill curbs, grade, place final soil topping and put in place permanent vegetative cover over all disturbed areas, landscape beds, slopes, etc.
16. Once site stabilization has taken place (An area shall be considered to have achieved final stabilization when it has a minimum uniform 80% perennial vegetative cover or other permanent non-vegetative cover with a density sufficient to resist accelerated surface erosion and subsurface characteristics sufficient to resist sliding and other movements), remove all temporary erosion and sediment controls, unplug the drainage system to allow runoff to enter the stormwater management system.

Winter Stabilization Notes:

If construction activities are expected to extend into or occur during the winter season the contractor shall anticipate proper stabilization and sequencing. Construction shall be executed such that wherever possible areas of disturbance that can be completed and permanently stabilized shall be done by applying and establishing permanent vegetative cover before the first frost. Areas subject to temporary disturbance that will not be worked for an extended period of time shall be treated with temporary seed, mulch, and/or erosion blankets.

CONTRACTOR CERTIFICATION STATEMENT

Certification Statement - All contractors and subcontractors as identified in a SWPPP, by the Owner or Operator, in accordance with Part III.A.5 of the SPDES General Permit for Stormwater Runoff from Construction Activity, GP-0-15-002, dated January 12, 2015, Page 10 of 40, shall sign a copy of the following Certification Statement before undertaking any construction activity at the Site identified in the SWPPP:

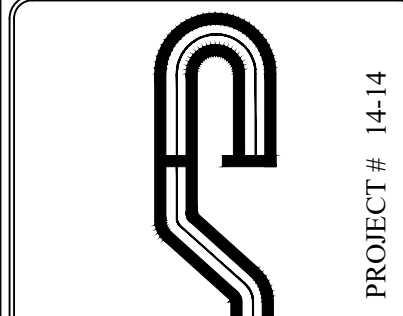
"I hereby certify that I understand and agree to comply with the terms and conditions of the SWPPP and agree to implement any corrective actions identified by the Qualified Inspector during a site inspection. I also understand that the Owner or Operator must comply with the terms and conditions of the New York State Pollutant Discharge Elimination System ("SPDES") General Permit for Stormwater Discharge from Construction Activities and that it is unlawful for any person to cause or contribute to a violation of water quality standards. Furthermore, I understand that certifying false, incorrect or inaccurate information is a violation of the referenced permit and the laws of the State of New York and could subject me to criminal, civil and/or administrative proceedings."

Individual Contractor: _____
Name and Title (please print): _____
Signature of Contractor: _____
Company / Contracting Firm: _____
Name of Company: _____
Address of Company: _____
Telephone Number / Cell Number: _____
Site Information: _____
Address of Site: _____
Today's Date: _____

OWNER / OPERATOR CERTIFICATION

"I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. Further, I hereby certify that the SWPPP meets all Federal, State, and local erosion and sediment control requirements. I am aware that false statements made herein are punishable as a Class A misdemeanor pursuant to Section 210.45 of the Penal Law."

Name (please print): _____
Title: _____
Date: _____
Address: _____
Phone: _____
E-mail: _____
Signature: _____



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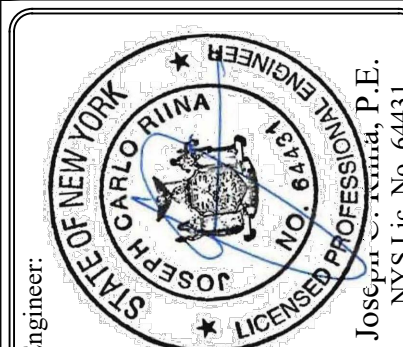
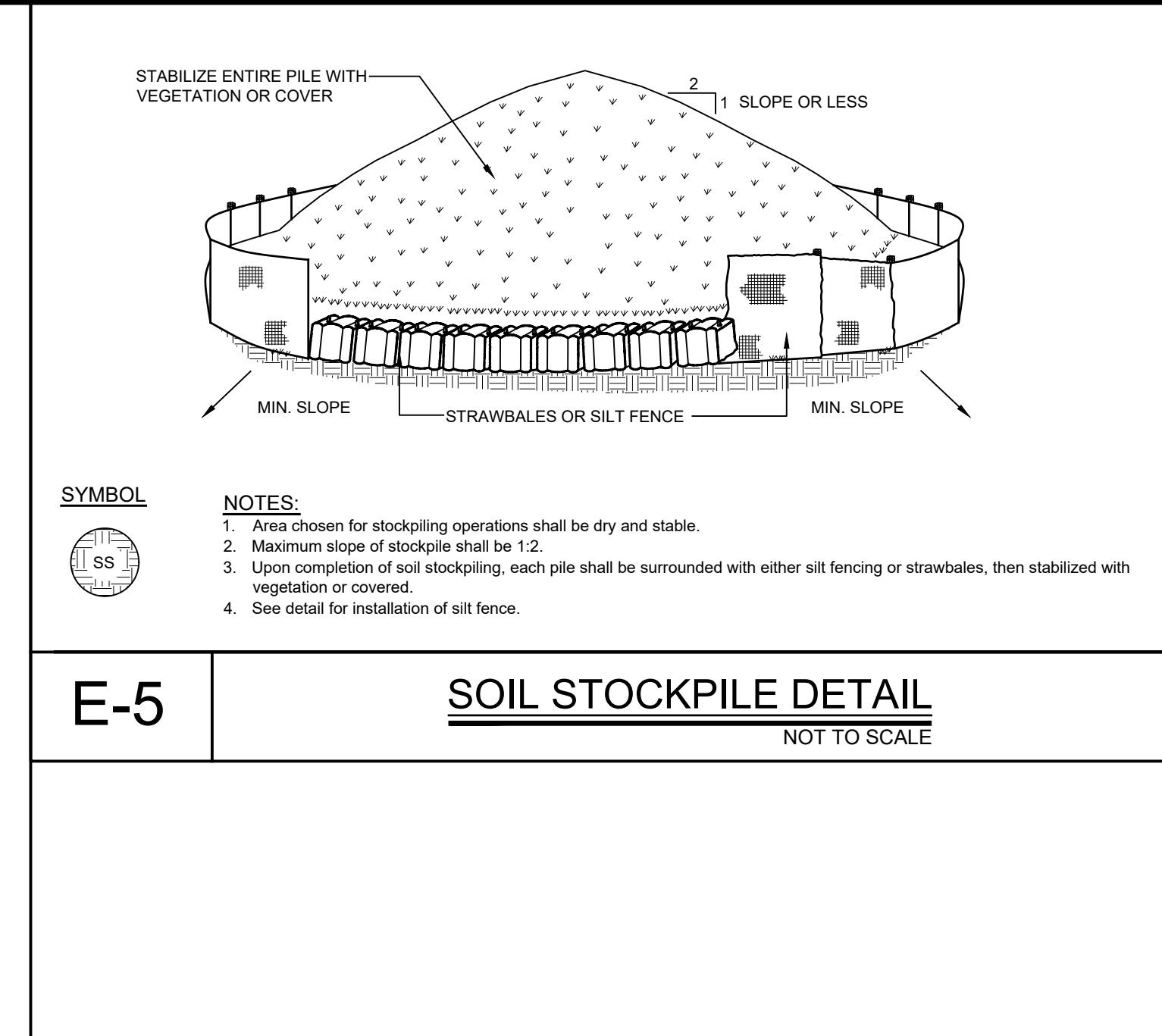
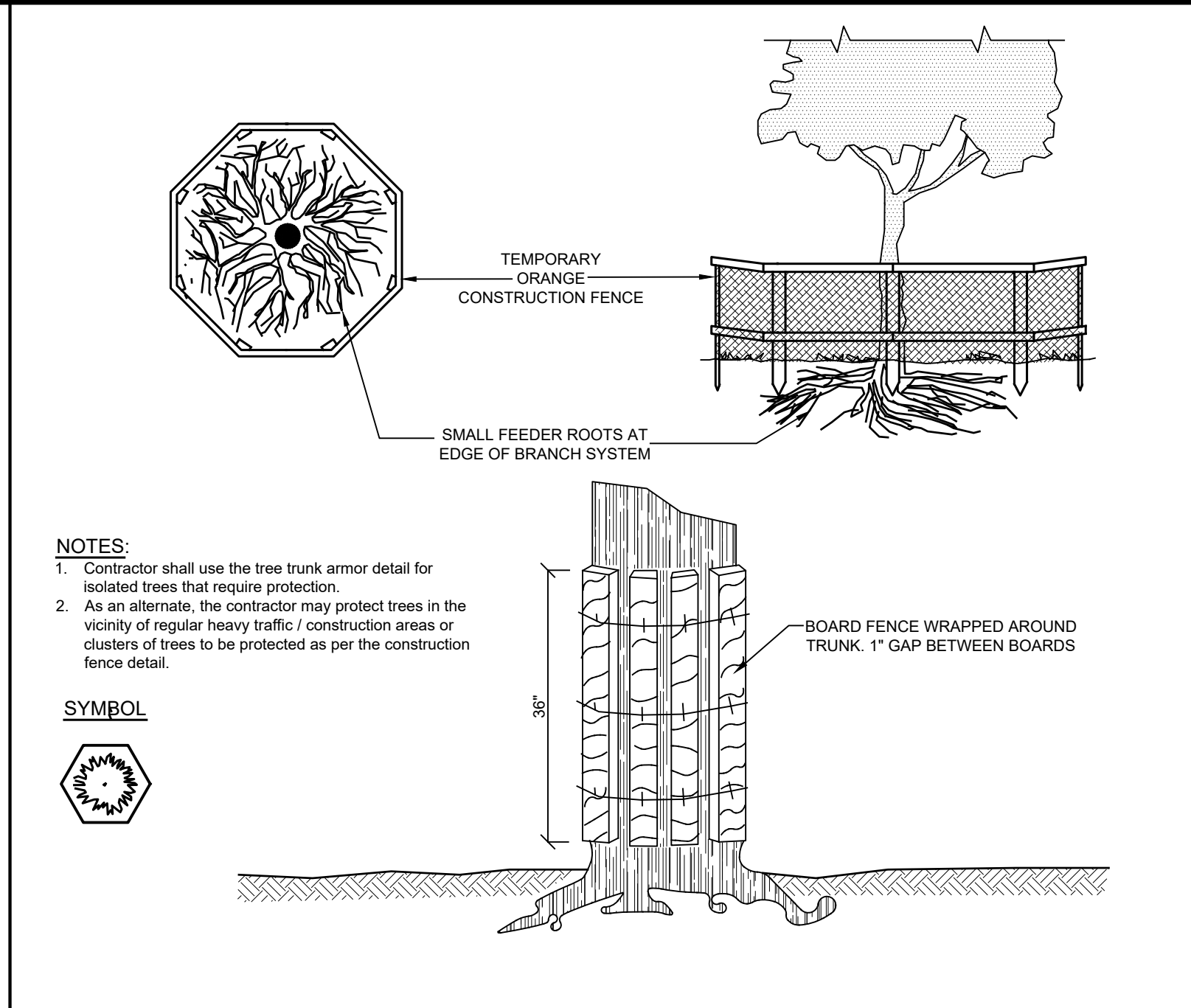
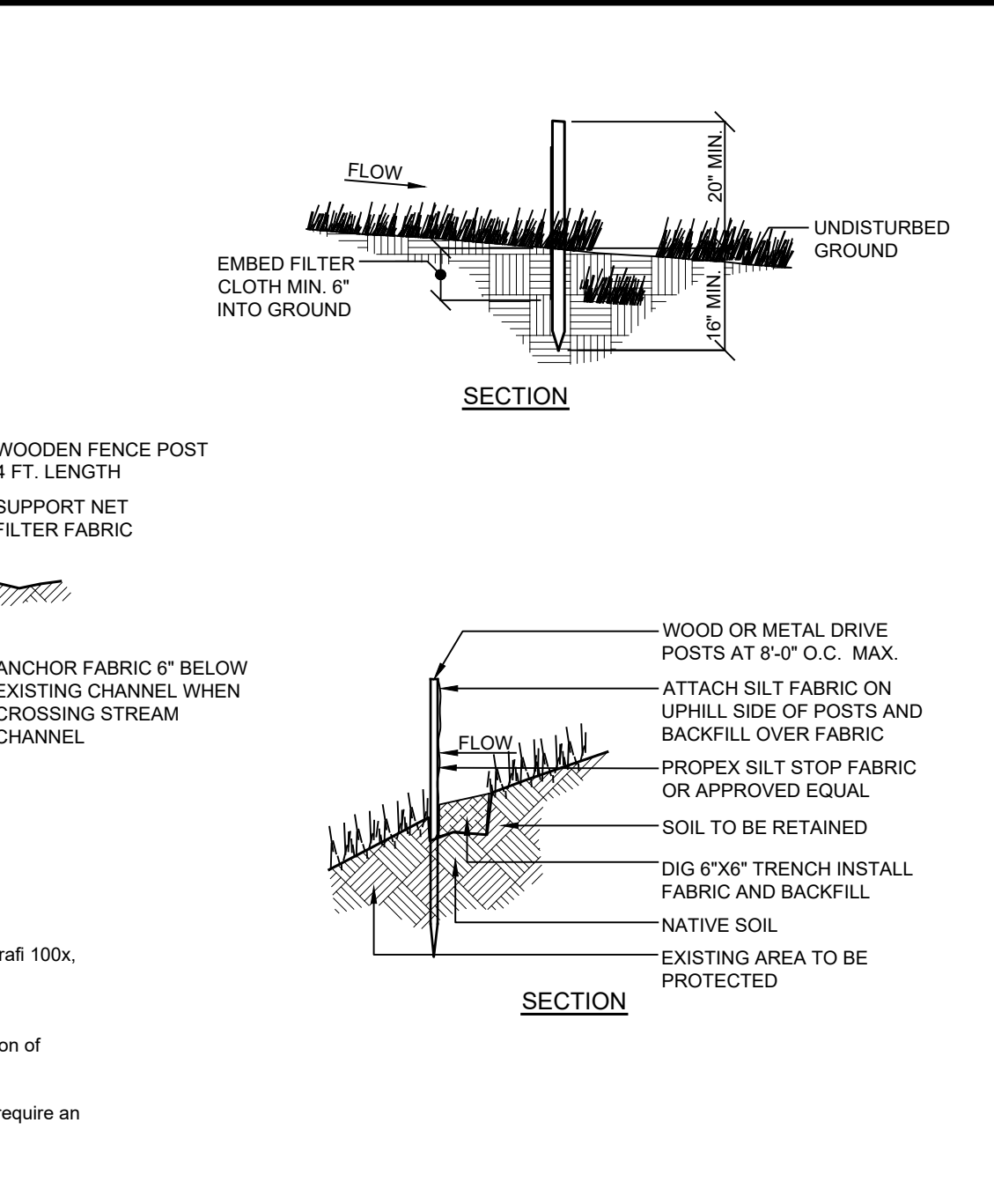
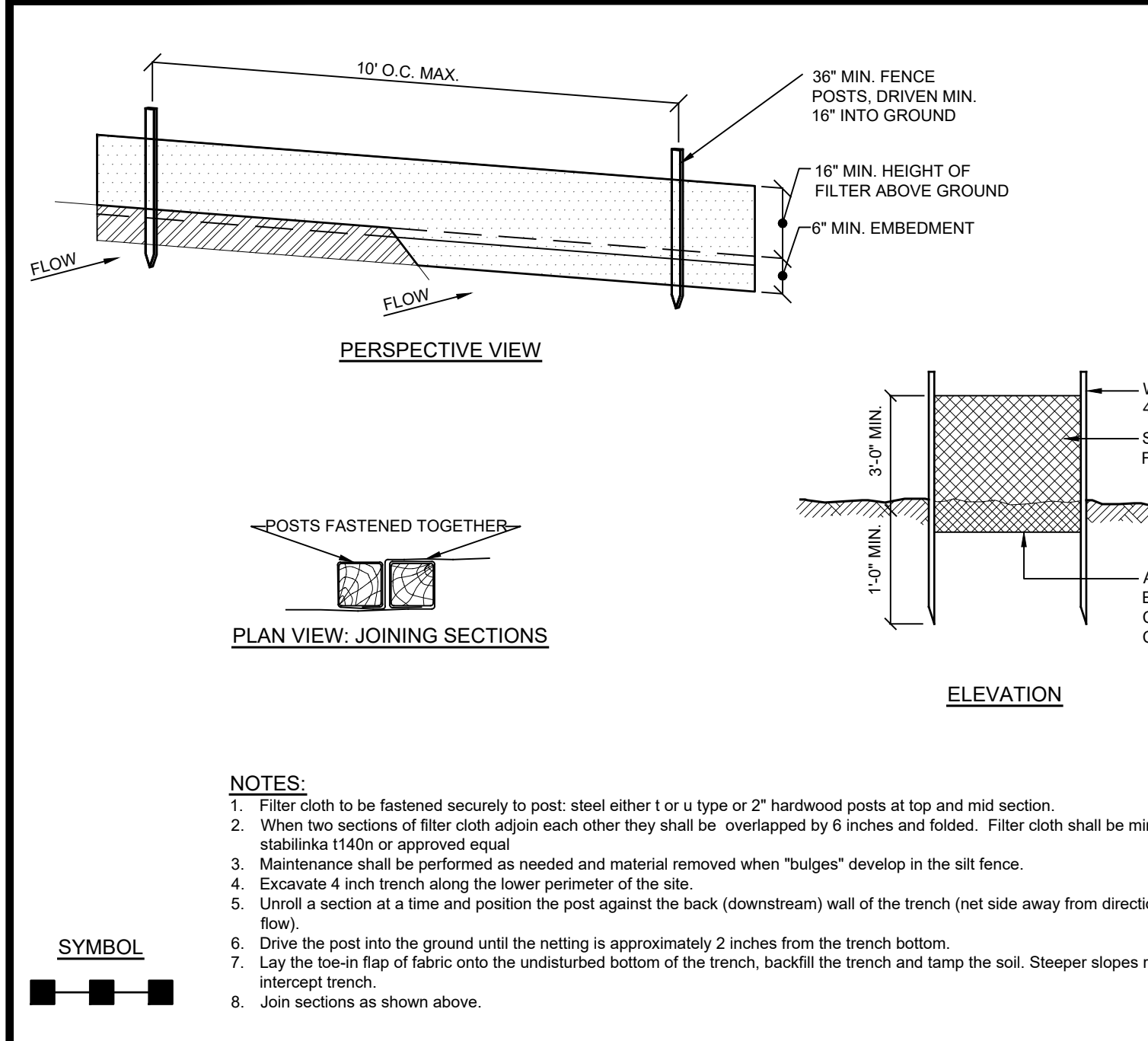


Table with columns: Revision No., Date, Comments.

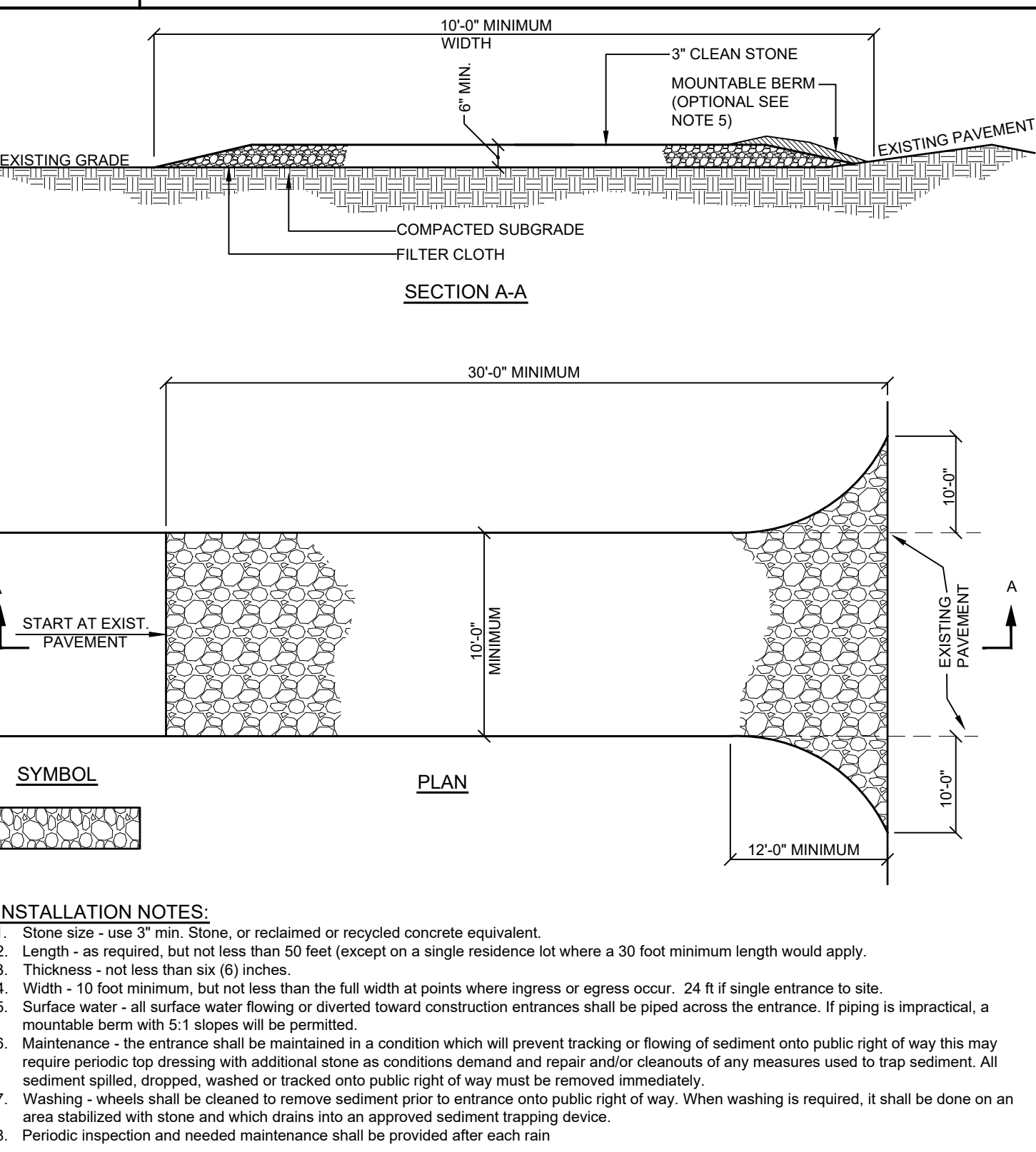
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NOTES

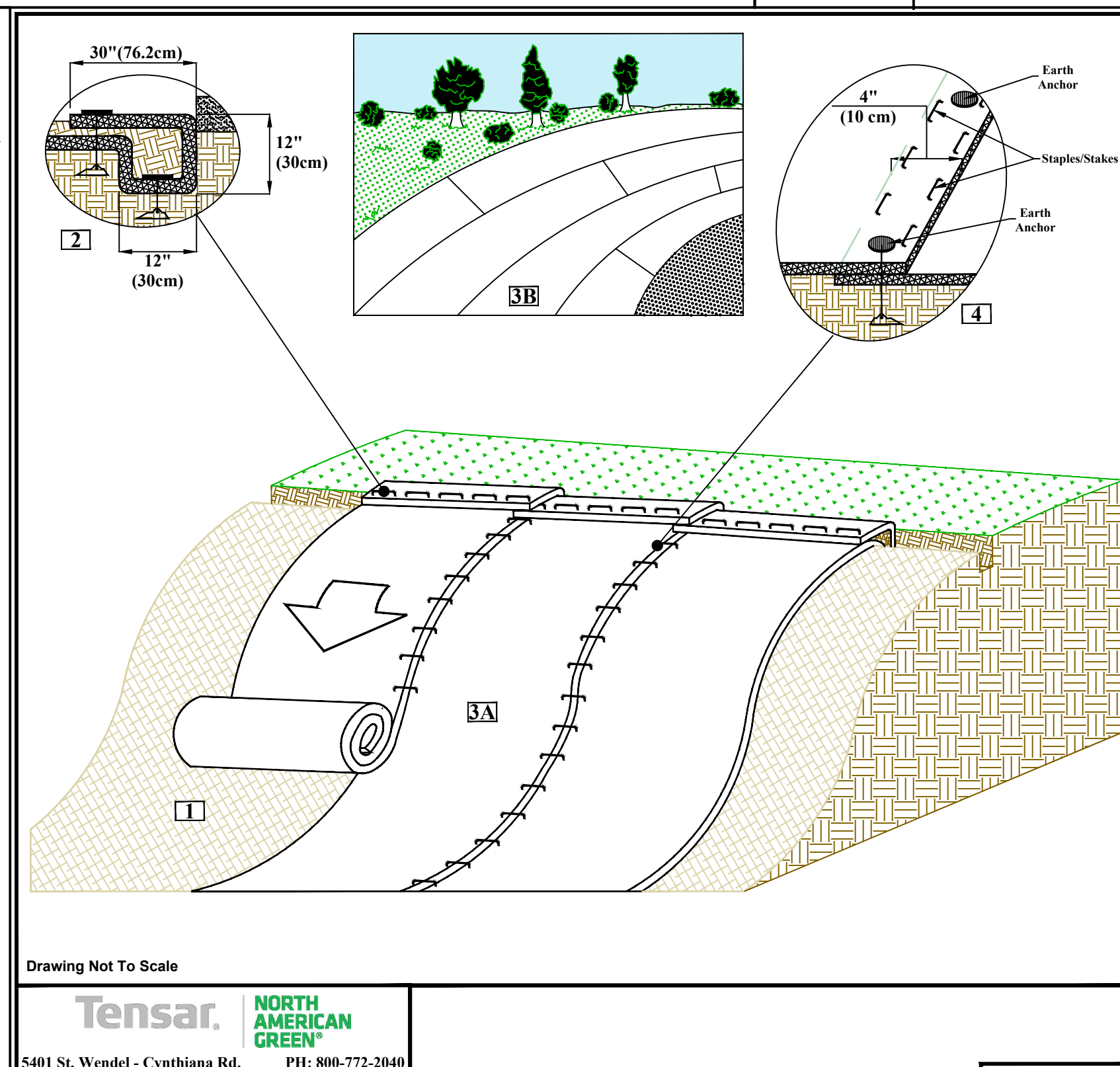
ENVIROGREEN ASSOCIATES
1851 EAST MAIN STREET
Westchester County, New York
Town of Yorktown



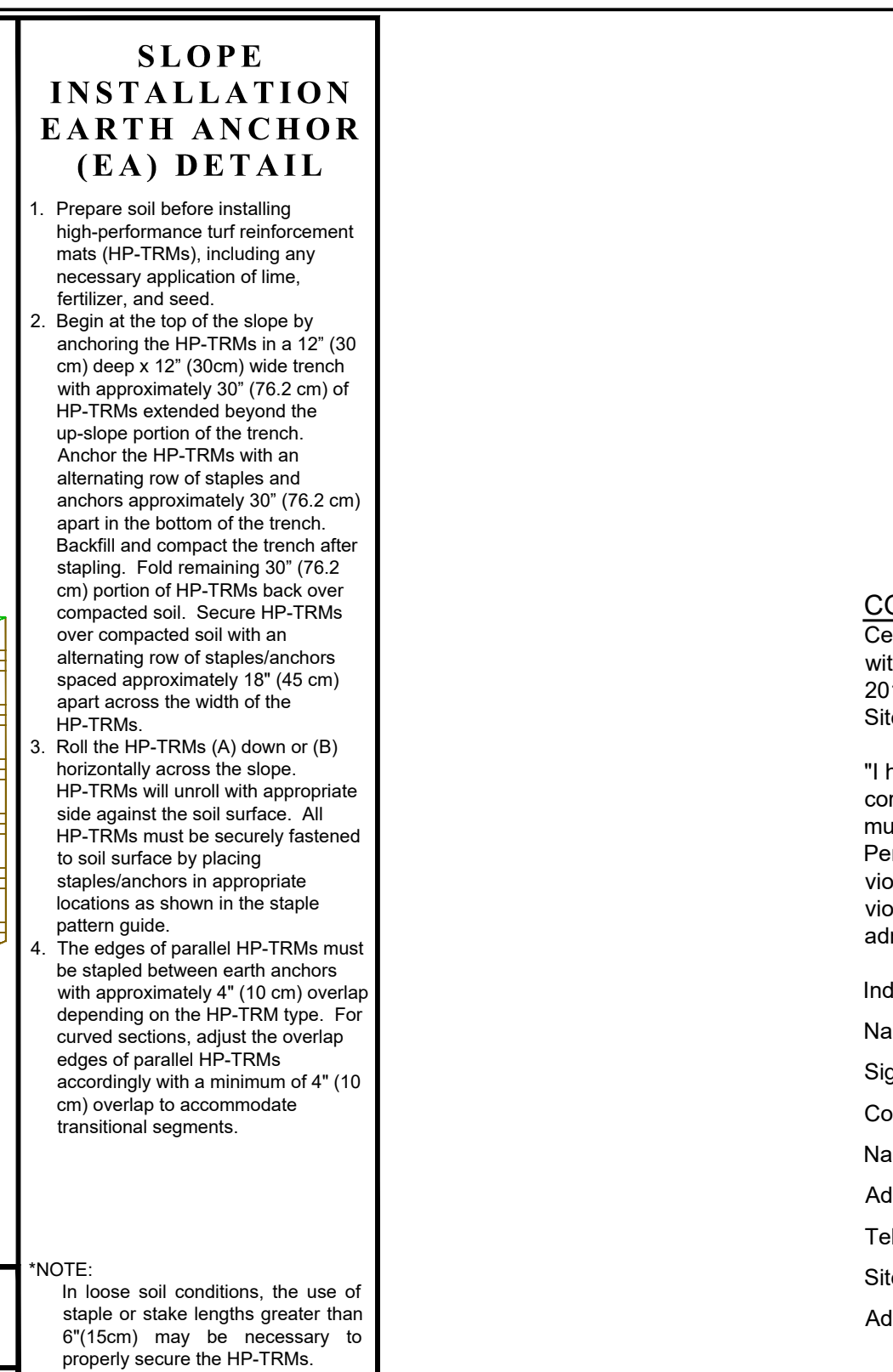
E-1 **SILT FENCE DETAIL**
NOT TO SCALE



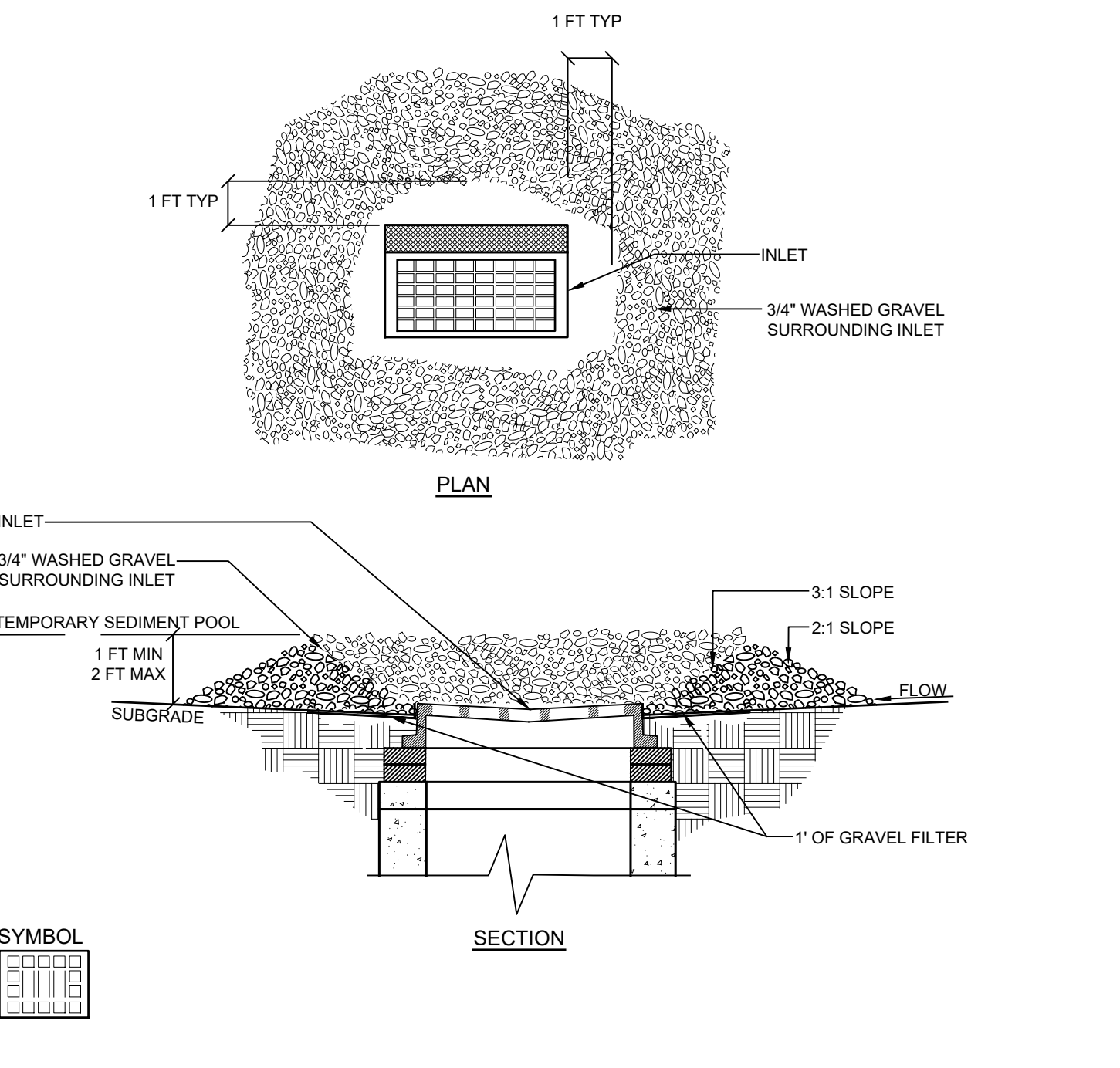
E-4 **TREE TRUNK ARMOR / TREE PROTECTION DETAIL**
NOT TO SCALE



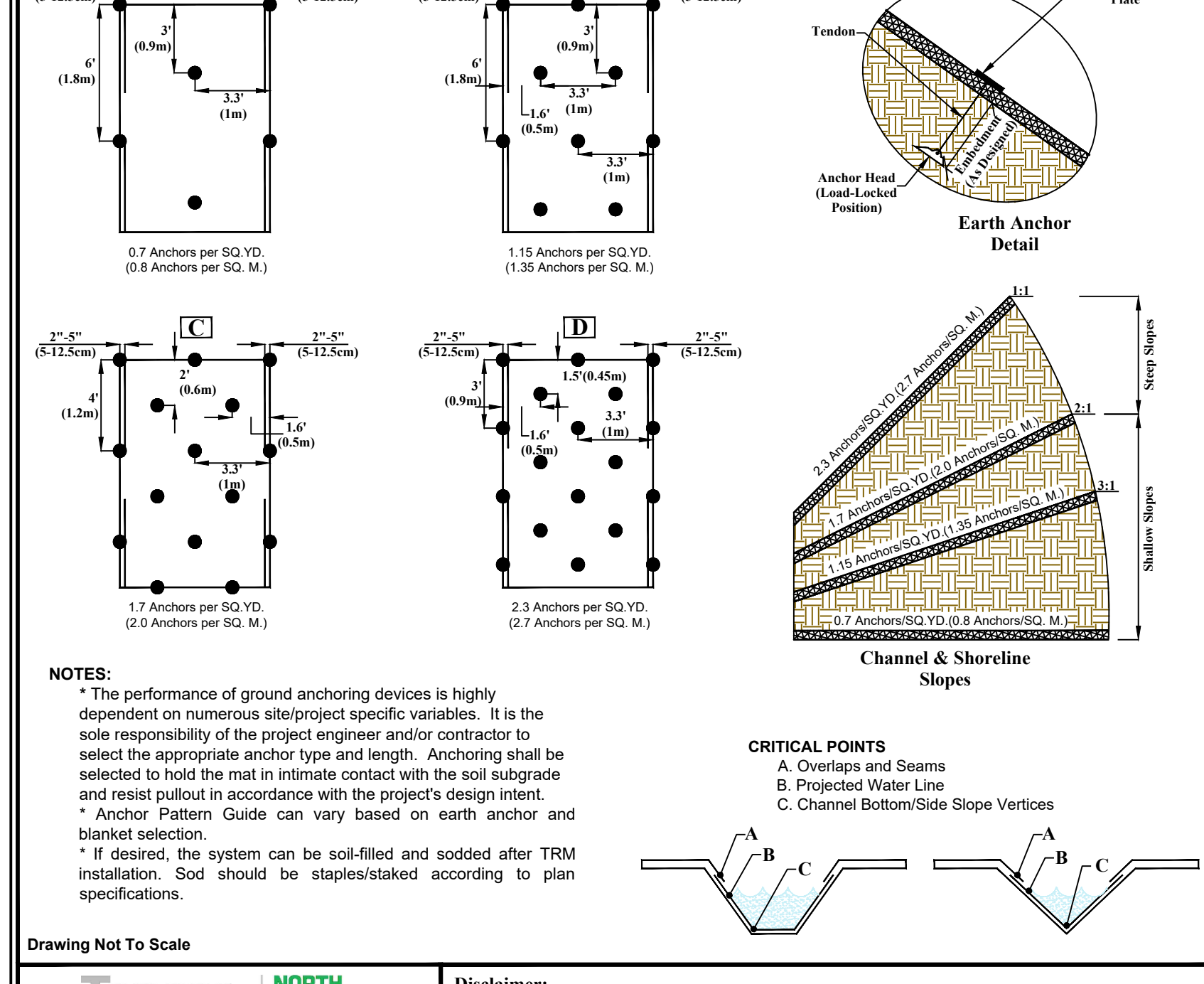
E-5 **SOIL STOCKPILE DETAIL**
NOT TO SCALE



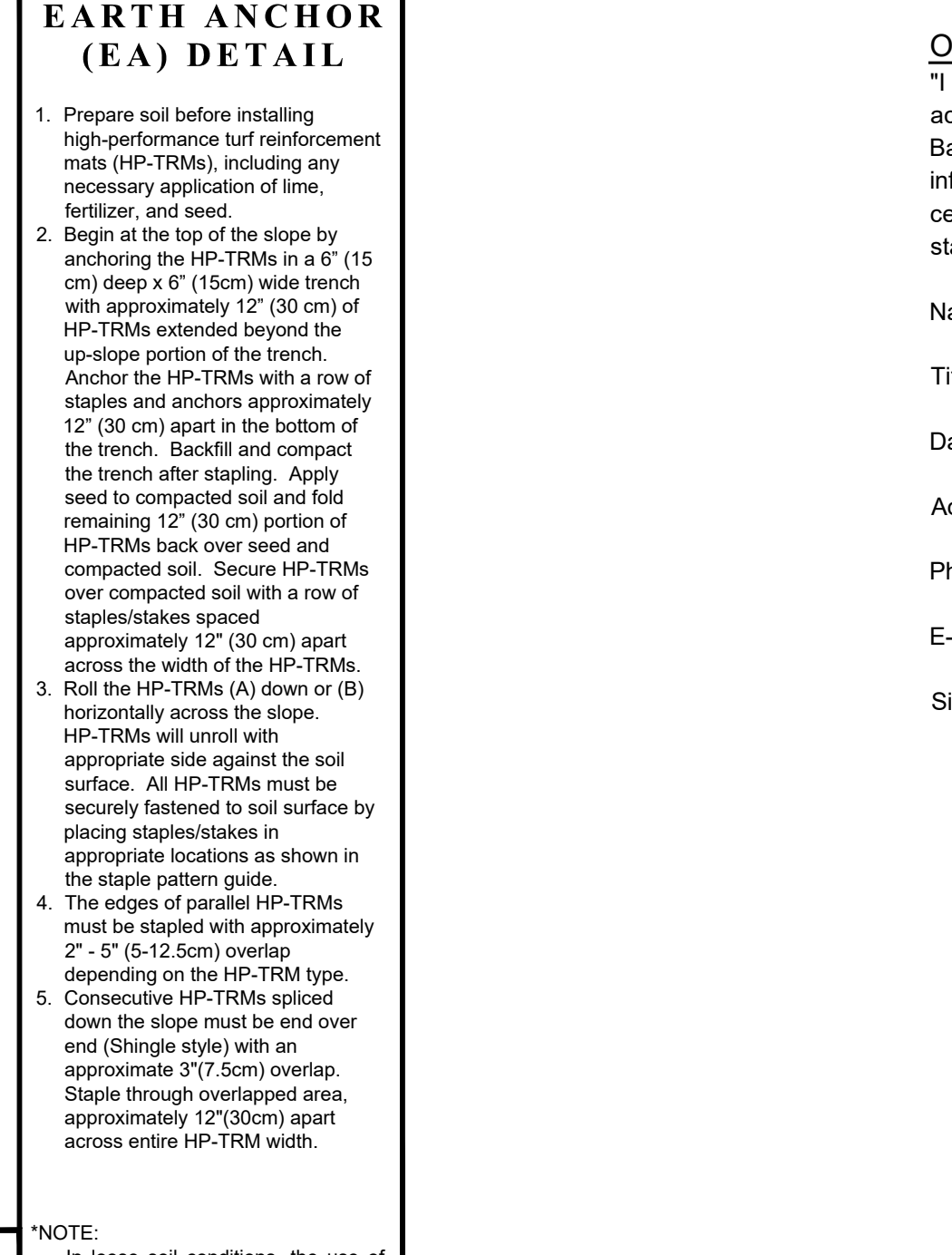
E-2 **STABILIZED CONSTRUCTION ENTRANCE DETAIL**
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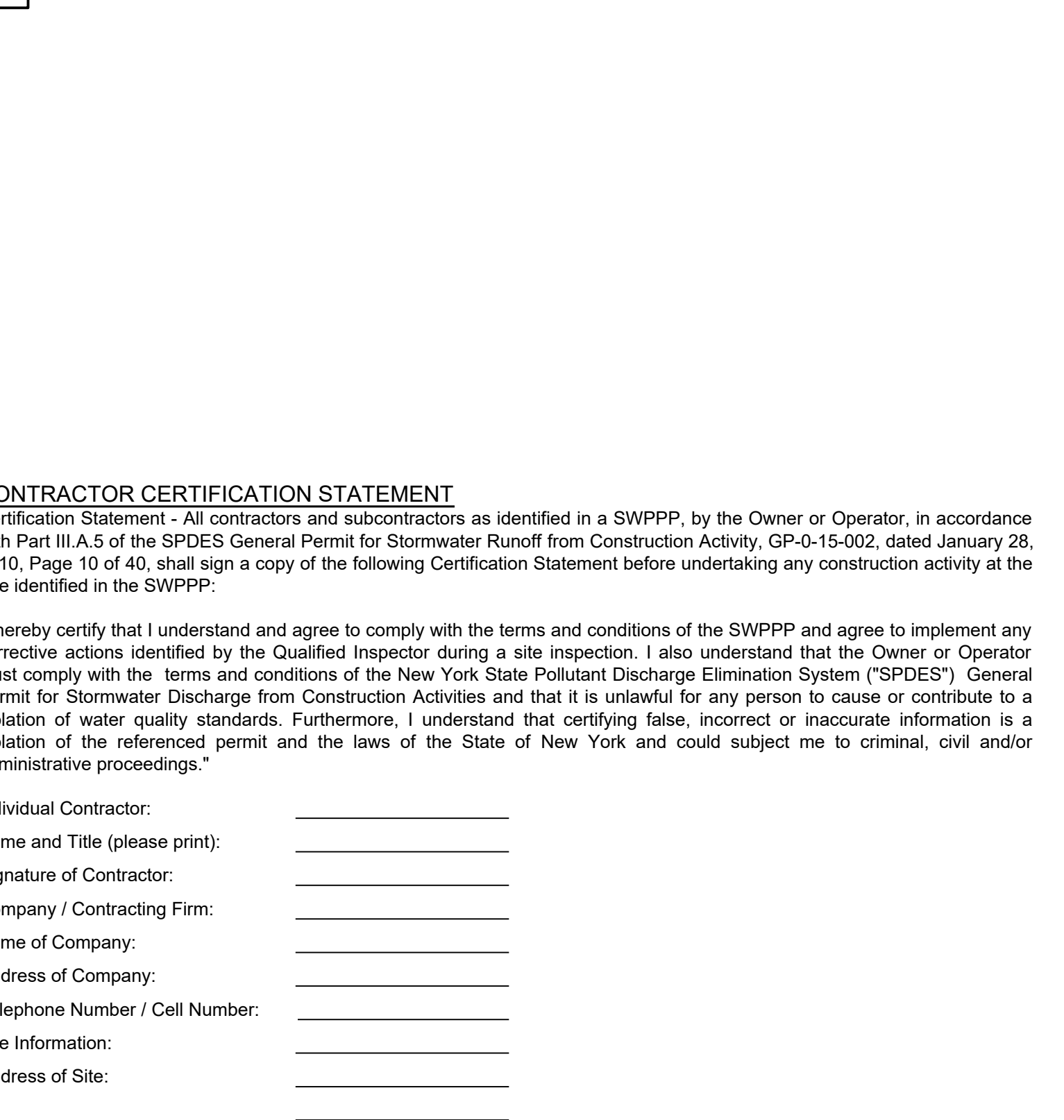
E-3 **INLET PROTECTION DETAIL**
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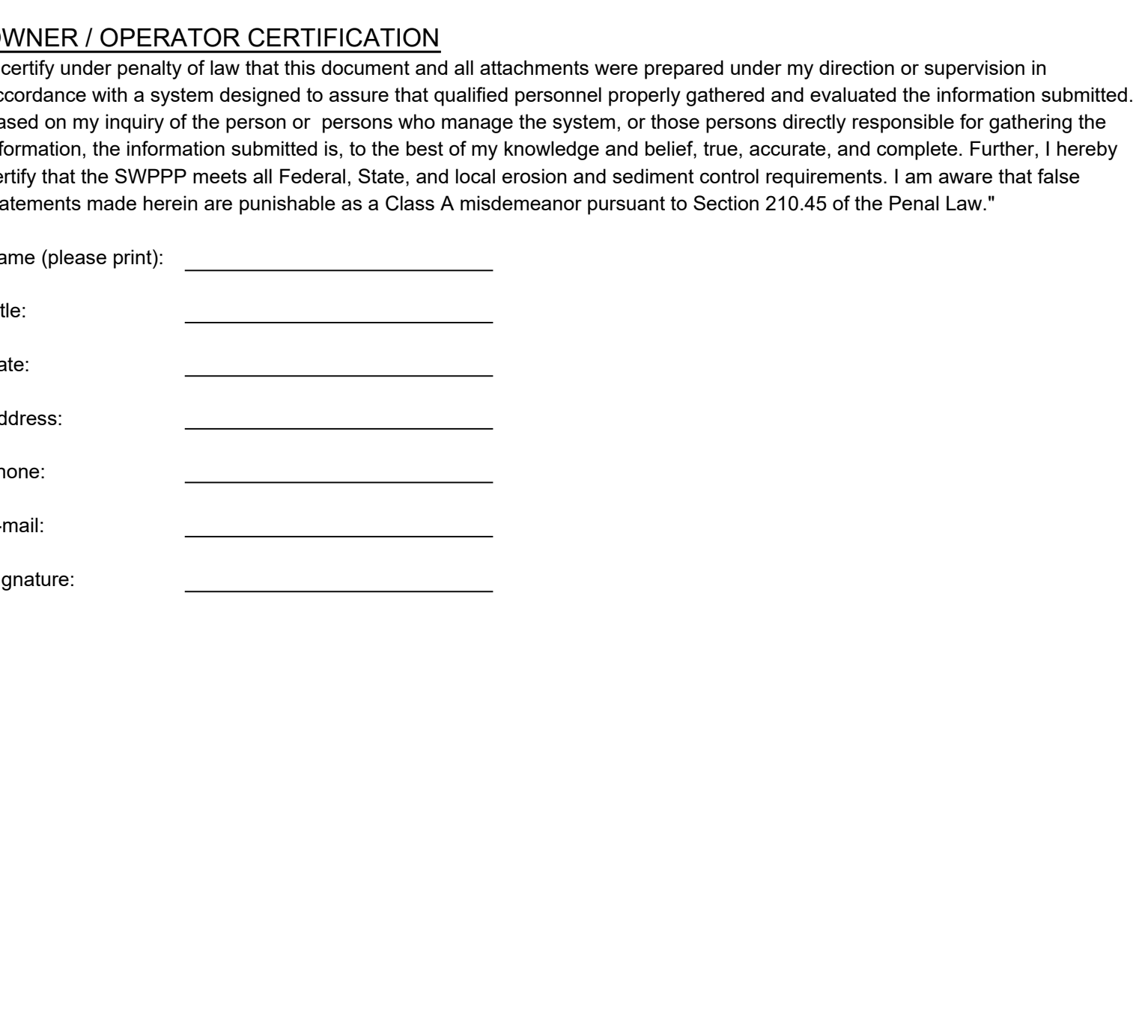
E-4 **SLOPE INSTALLATION EARTH ANCHOR (EA) DETAIL**
NOT TO SCALE



E-5 **SOIL STOCKPILE DETAIL**
NOT TO SCALE



E-6 **SLOPE INSTALLATION EARTH ANCHOR (EA) DETAIL**
NOT TO SCALE



E-3 **INLET PROTECTION DETAIL**
NOT TO SCALE



E-4 **SLOPE INSTALLATION EARTH ANCHOR (EA) DETAIL**
NOT TO SCALE



E-5 **SOIL STOCKPILE DETAIL**
NOT TO SCALE



E-6 **SLOPE INSTALLATION EARTH ANCHOR (EA) DETAIL**
NOT TO SCALE



ENVIROGREEN ASSOCIATES, INC. ENGINEERS, ARCHITECTS, ENVIRONMENTAL SCIENTISTS, PLANNERS, AND DESIGNERS. 1851 EAST MAIN STREET, YORKTOWN, NY 10598. TEL: 914.962.4488. FAX: 914.962.7386. WWW.ENVIROGREENASSOCIATES.COM

NOTE: UNAUTHORIZED ALTERATIONS OR ADDITIONS TO THIS DRAWING IS A VIOLATION OF SECTION 7209 (2) OF THE NEW YORK STATE EDUCATION LAW.

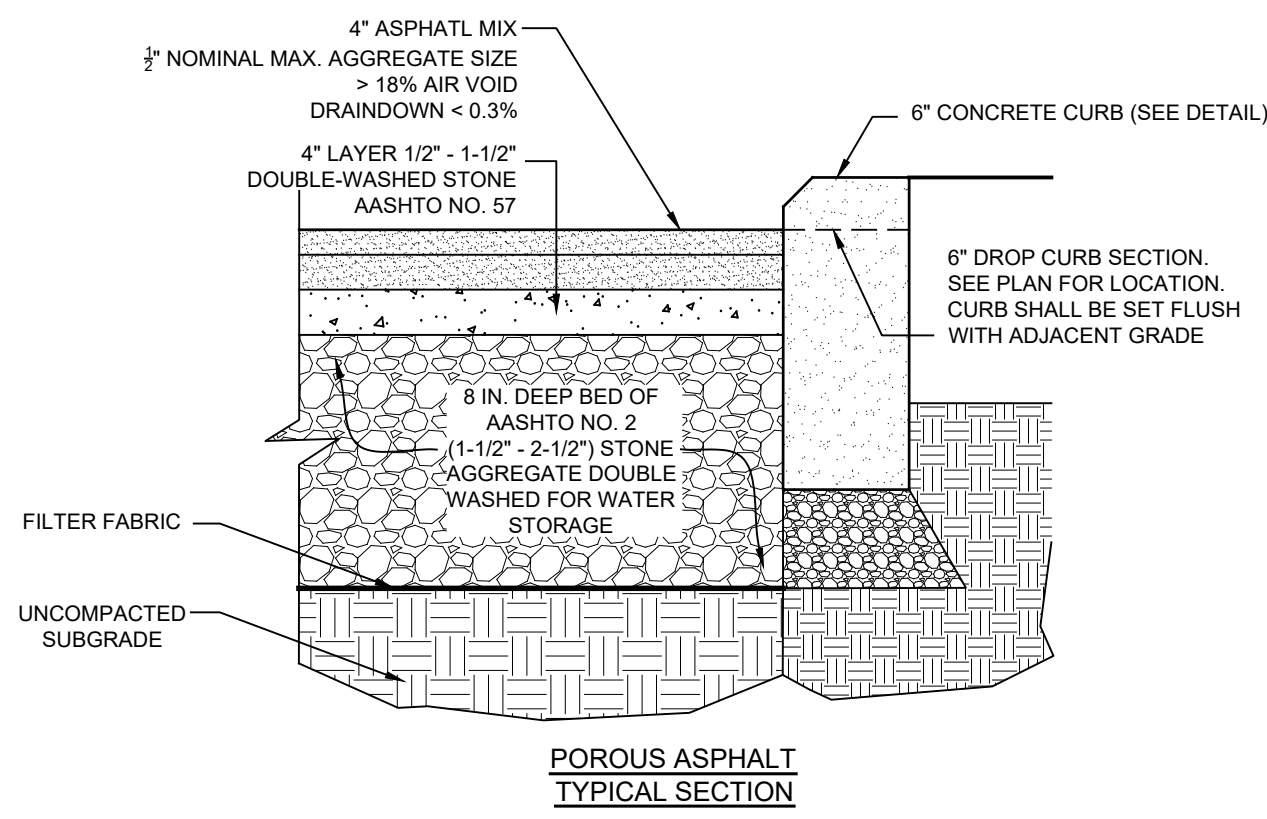
Site Design Consultants
 Civil Engineers • Land Planners
 251-F Underhill Avenue, Yorktown Heights, NY 10598
 (914) 962-4488 - Fax: (914) 962-7386
 www.sitedesignconsultants.com

REGISTERED PROFESSIONAL ENGINEER
 JOSEPH P. CHINA
 License No. 14141
 License No. 14141

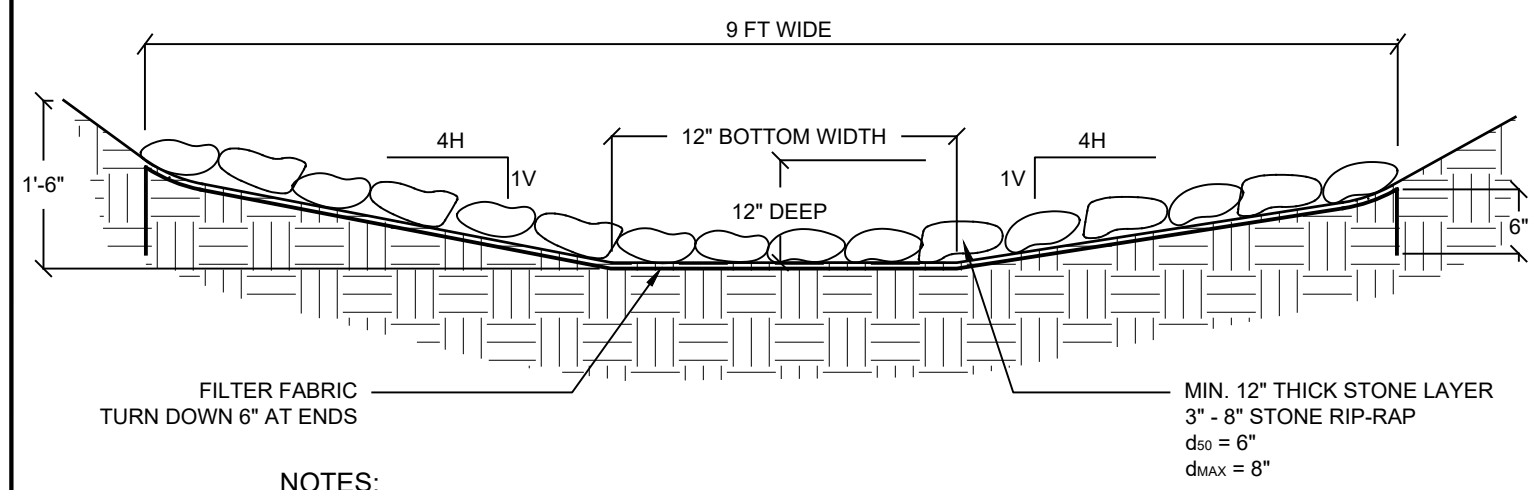
Revises:	No.	Date	Comments:
SCALE:	NTS	DRAWN BY:	JR
		DATE:	2/10/21

E&S DETAILS

SITE PLAN PREPARED FOR
ENVIROGREEN ASSOCIATES
 1851 EAST MAIN STREET
 Yorktown, New York
 Westchester County, New York



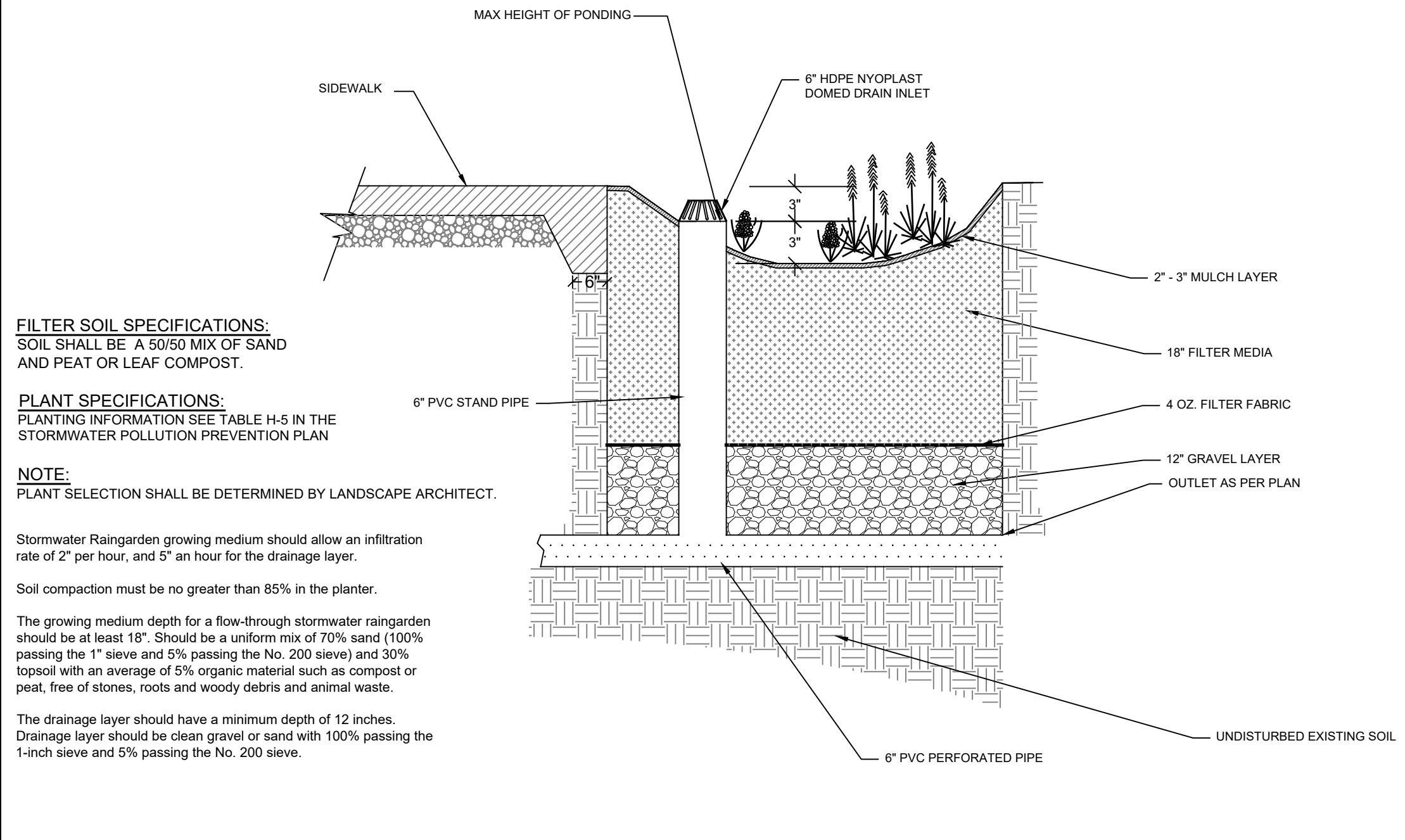
- NOTES:**
- Limits of area designated for installation of porous pavement system shall be as shown on the plans.
 - Owner shall have the option of installing either permeable pavers or porous asphalt constructed to the specifications above.



- NOTES:**
- The foundation area shall be cleared of trees, stumps, sod, loose rock, or other objectionable materials.
 - The cross section shall be excavated to the real lines and grades shown on the plans. Over excavated areas shall be backfilled with most soil compacted to the density of the surrounding material.
 - Filter bedding, and rock riprap shall be placed to line and grade in the manner specified.
 - No abrupt deviations from design grade or horizontal alignment shall be permitted.
 - Construction operations shall be done in such a manner that erosion, air and water pollution will be minimized and held within legal limits. All disturbed areas shall be vegetated or otherwise protected against soil erosion.

SW-4 **POROUS PAVEMENT DETAIL**
NOT TO SCALE

SW-1 **RIP-RAP SWALE DETAIL**
NOT TO SCALE



FILTER SOIL SPECIFICATIONS:
SOIL SHALL BE A 50/50 MIX OF SAND AND PEAT OR LEAF COMPOST.

PLANT SPECIFICATIONS:
PLANTING INFORMATION SEE TABLE H-4.5 IN THE STORMWATER POLLUTION PREVENTION PLAN

NOTE:
PLANT SELECTION SHALL BE DETERMINED BY LANDSCAPE ARCHITECT.

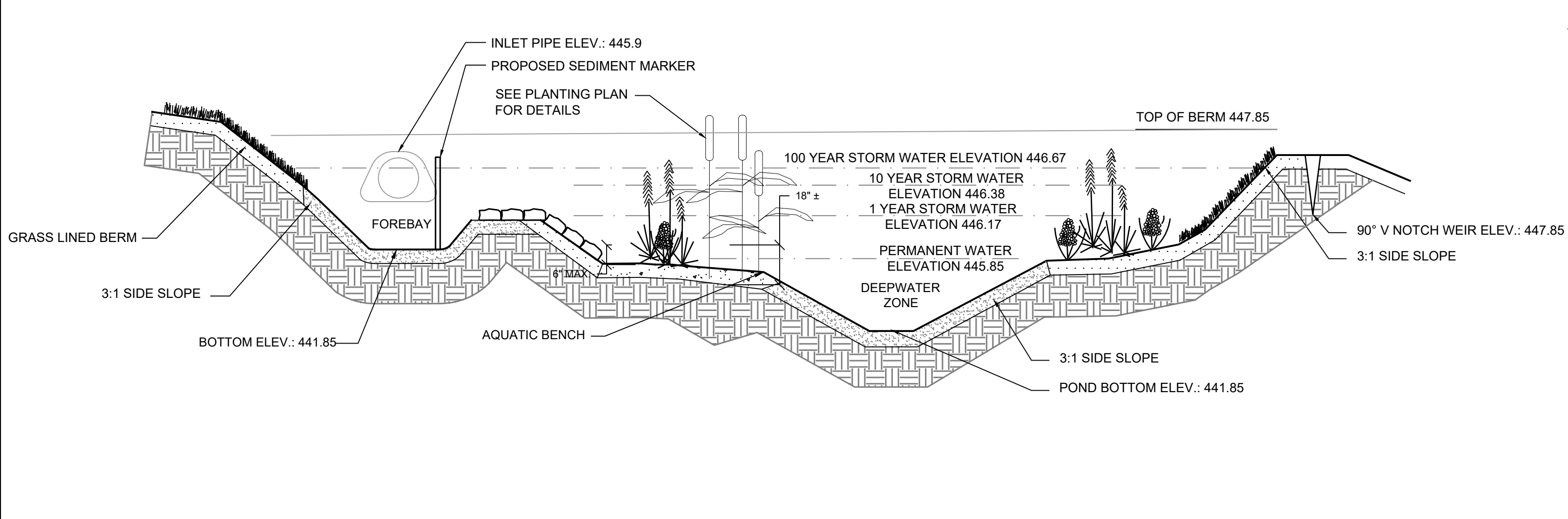
Stormwater Raingarden growing medium should allow an infiltration rate of 2" per hour, and 5" an hour for the drainage layer.

Soil compaction must be no greater than 85% in the planter.

The growing medium depth for a flow-through stormwater raingarden should be at least 18". Should be a uniform mix of 70% sand (100% passing the 1" sieve and 5% passing the No. 200 sieve) and 30% topsoil with an average of 5% organic material such as compost or peat, free of stones, roots and woody debris and animal waste.

The drainage layer should have a minimum depth of 12 inches. Drainage layer should be clean gravel or sand with 100% passing the 1-inch sieve and 0% passing the No. 200 sieve.

SW-4 **RAINGARDEN DETAIL**
NOT TO SCALE

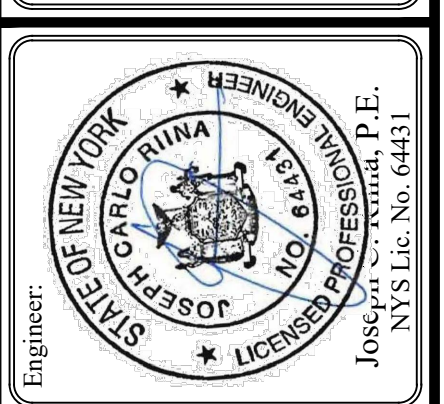


- SUGGESTED POCKET WETLAND PLANTINGS**
- PLANTINGS**
- LOW & HIGH MARSH**
- Narrowleaf Cattail (*Typha angustifolia*)
 - Lizard's Tail (*Saururus cernuus*)
 - Pickeral Weed (*Pontederia cordata*)
 - Swamp Milkweed (*Asclepias incarnata*)
 - Soft Stem Bulrush (*Scirpus validus*)
 - Arrow arum (*Peltandra virginica*)
 - Smartweed (*Polygonum* spp.)
- HIGH MARSH**
- Blue Flag (*Iris Versicolor*)
 - Blue Joint (*Calamagrostis canadensis*)
 - Marsh Marigold (*Caltha Palustris*)
 - Yellow Flag (*Iris Pseudocorus*)
- BUFFER FRINGE**
- Meadowsweet (*Spiraea latifolia*)
 - Rose-Rugosa (*Rosa rugosa*)
 - Flowering Dogwood (*Cornus florida*)
 - Shadblow (*Amelanchier canadensis*)
 - Black Chokeberry (*Aronia melanocarpa*)
 - Redosier Dogwood (*Cornus sericea*)
 - Buttonbush (*Cephalanthus occidentalis*)
 - Inkberry (*Ilex glabra*)
 - Silky Dogwood (*Cornus amomum*)
- BUFFER UPLAND**
- White Ash (*Fraxinus americana*)
 - White Oak (*Quercus alba*)
 - Tulip Poplar (*Liriodendron tulipifera*)

- NOTES:**
- The basin should be seeded with the temporary seed mix during the construction phase when it is being used as a sediment trap. Once the entire site is stable, the final shaping and preparation of the pocket pond shall be completed. The plantings shall be done at the start of spring or fall wet seasons to insure survival of plant materials.
 - For planting details and specifications, refer plans on sheet 3 of 7, prepared by C & H Environmental, Inc.
- TEMPORARY VEGETATIVE COVER SPECIFICATIONS FOR DETENTION BASIN SIDE SLOPES**
- NORTHEAST WETLAND GRASS SEED MIX
AS SUPPLIED BY SOUTHERN TIER CONSULTING, INC. WEST CLARKSVILLE NY (716) 968-8120
- AGROSTIS STOLONIFERA CREEPING BENTGRASS APPLY AT 1 LB/3000 SF
POA TRIVIALIS ROUGHBLUEGRASS
ALOPECURUS ARUNDINACEUS MEADOW FOXTAIL
PANICUM CLANDESTINUM DEERTONGUE

SW-1 **POCKET WETLAND (W-4) TYPICAL SECTION**
NOT TO SCALE

Site Design Consultants
Civil Engineers • Land Planners
251-F Underhill Avenue, Yorktown Heights, NY 10598
(914) 962-4488 • Fax: (914) 962-7386
www.sitedesignconsultants.com



Revisions:	No.	Date:	Comments:

SCALE:	NTS	DRAWN BY:	JR	DATE:	2/10/21
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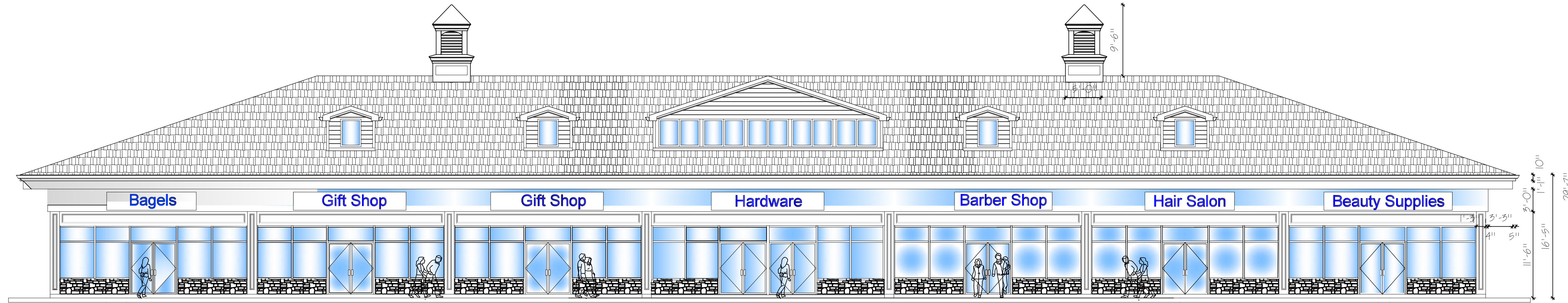
STORMWATER DETAILS

ENVIROGREEN ASSOCIATES
1851 EAST MAIN STREET
Yorktown, New York
Westchester County, New York

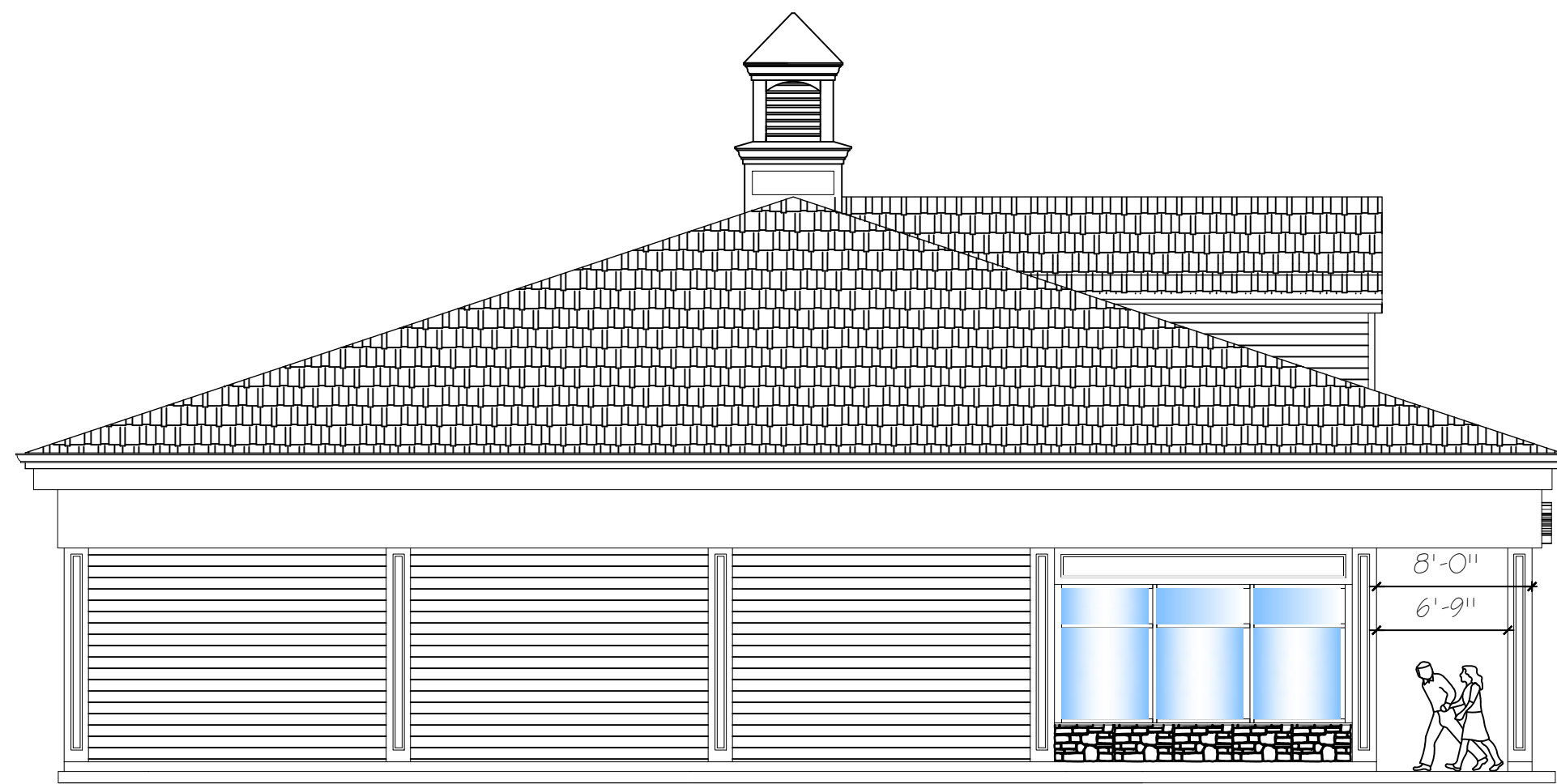
ENVIROGREEN ASSOCIATES, INC. ENGINEERING CONSULTANTS, INC. LICENSE NO. S-25241-DRAWN: JUREK, JOSEPH J. 2/10/21

NOTE: UNAUTHORIZED ALTERATIONS OR ADDITIONS TO THIS DRAWING IS A VIOLATION OF SECTION 7209 (2) OF THE NEW YORK STATE EDUCATION LAW.

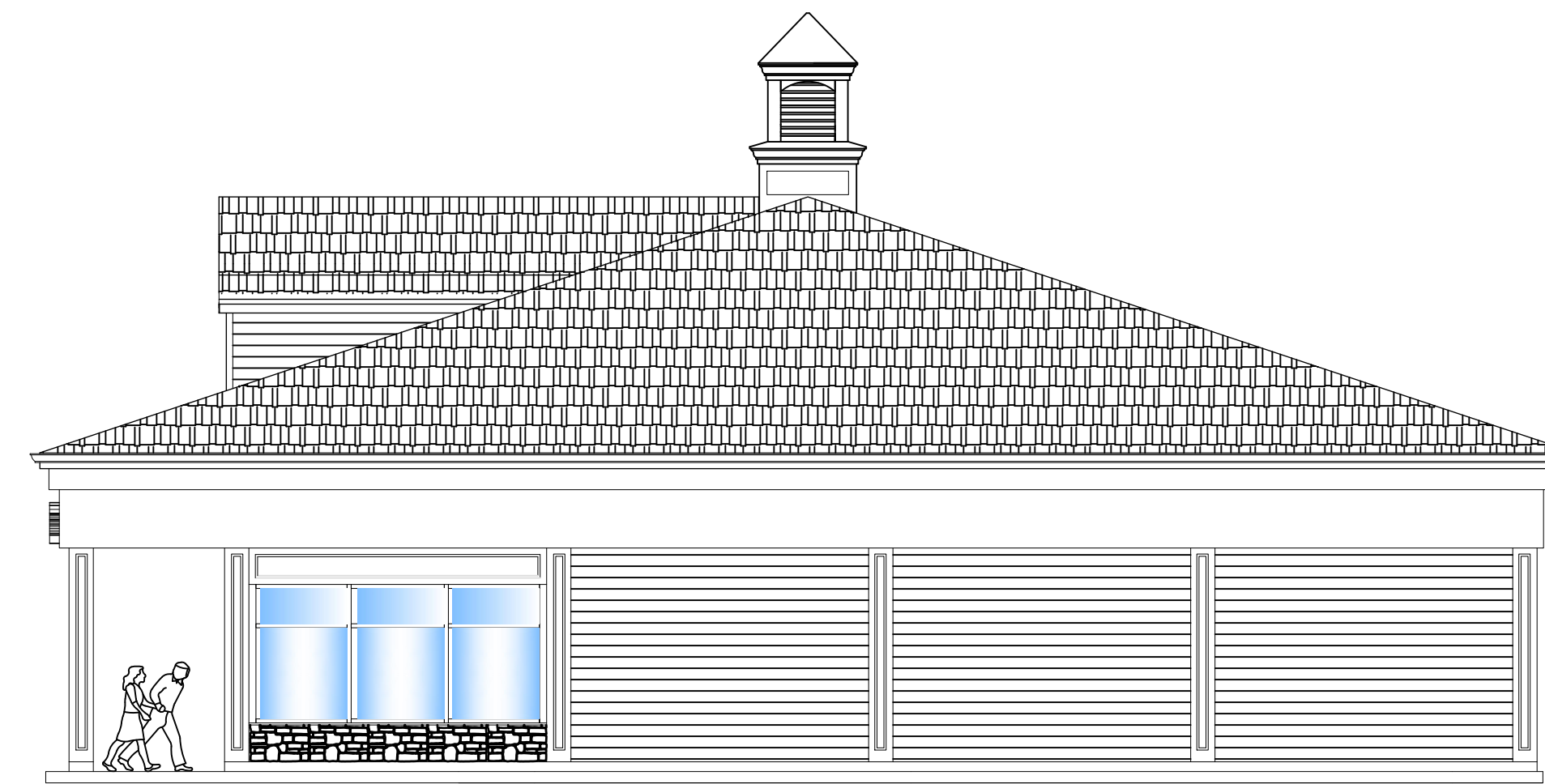
COPYRIGHT © 2012 BY SITE DESIGN CONSULTANTS. ALL RIGHTS RESERVED.



FRONT ELEVATION
SCALE 1/8" = 1'-0"



LEFT SIDE ELEVATION
SCALE 1/8" = 1'-0"



RIGHT SIDE ELEVATION
SCALE 1/8" = 1'-0"

SALVATORE MANCINI R.A.

ARCHITECTS

P.O. BOX 301
NEWTOWN, CT 06470
N.Y. ARCHITECTURAL LICENSE # 013600
CT. ARCHITECTURAL LICENSE # 5882
FL ARCHITECTURAL LICENSE # A00019589

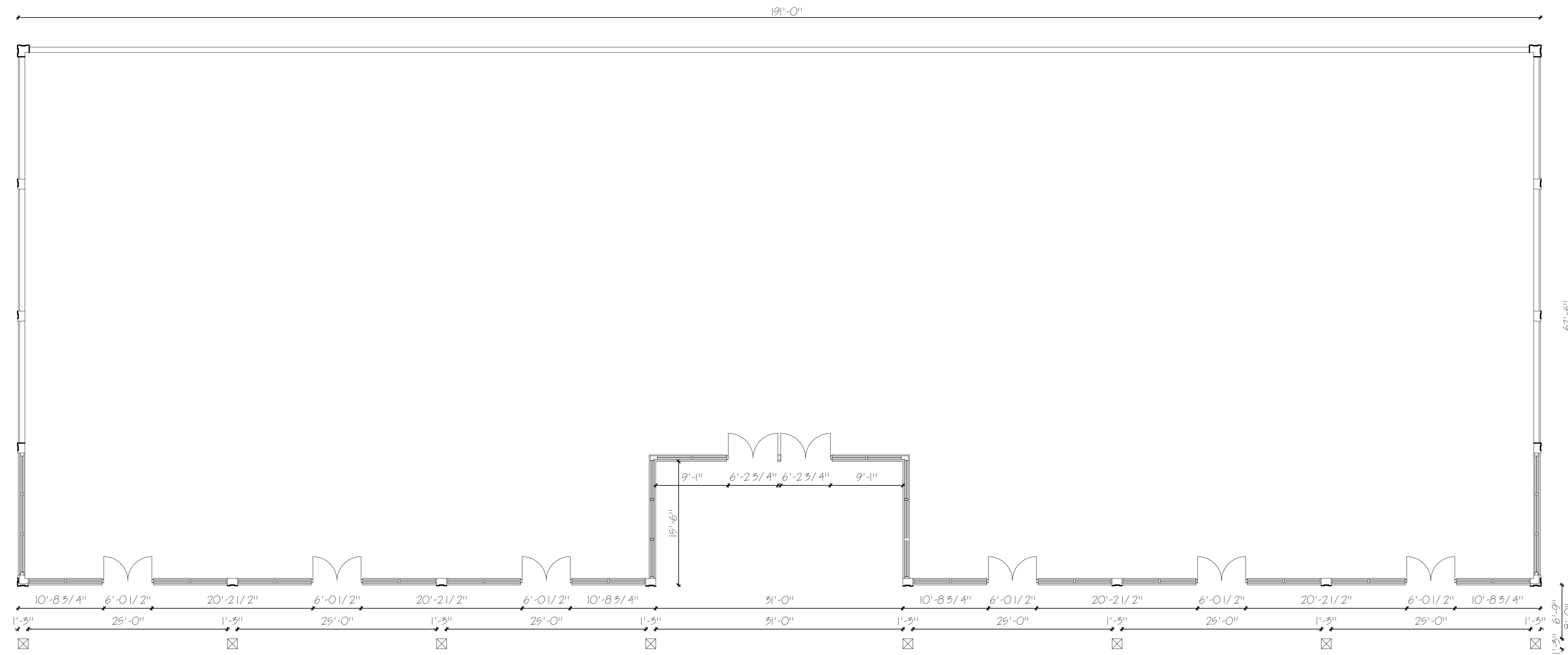
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CONCEPTUAL ELEVATIONS
ENVIROGREEN ASSOCIATES INC.
ROUTE 6
MOHEGAN LAKE, NY

REVISION #	DATE	DESCRIPTION

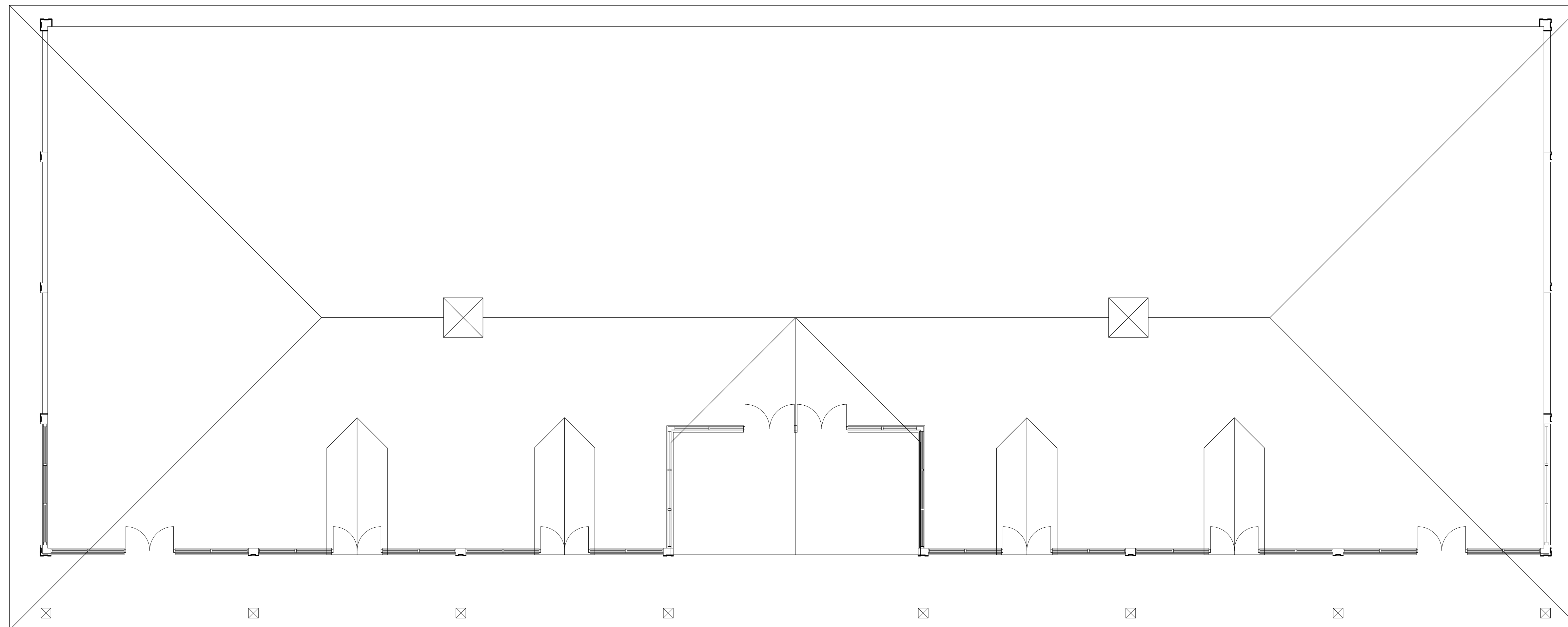
DATE	ISSUED TO
9/9/21	ABACA REVIEW REVISED
8/31/21	ABACA REVIEW

SCALE	FILE #	DRAWN BY	CHECKED-BY
	CIPRIAN/AL2021	GVSM	SM

DRAWING NUMBER
A-2



FLOOR PLAN
SCALE 1/8" = 1'-0"



ROOF PLAN
SCALE 1/8" = 1'-0"

SALVATORE MANCINI R.A.

ARCHITECTS

P.O. BOX 301
NEWTOWN, CT 06470
N.Y. ARCHITECTURAL LICENSE # 013600
CT. ARCHITECTURAL LICENSE # 9592
FL ARCHITECTURAL LICENSE # AO 0073589

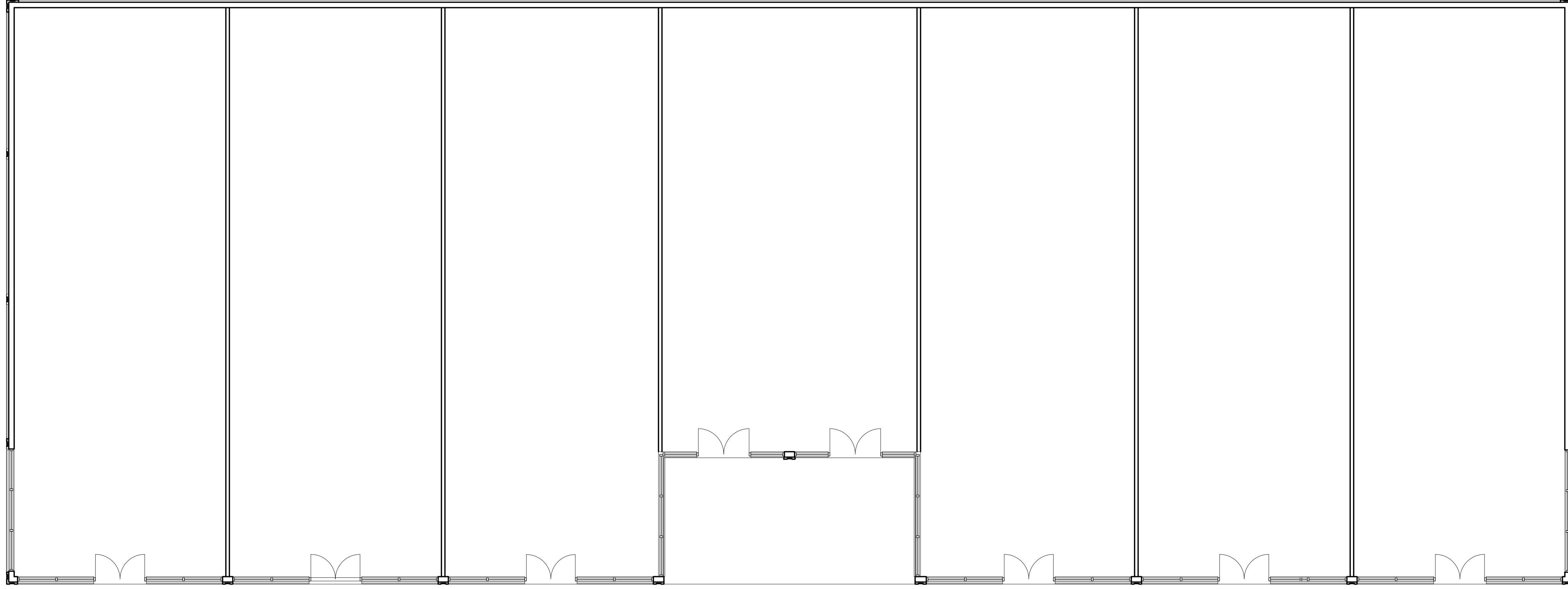
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CONCEPTUAL FLOOR/ROOF
ENVIROGREEN ASSOCIATES INC.
ROUTE 6
MOHEGAN LAKE, NY

REVISION #	DATE	DESCRIPTION

9/9/21	ABACA REVIEW REVISED
8/31/21	ABACA REVIEW
	ISSUED TO
	DATE

SCALE	FILE #	DRAWN BY	CHECKED-BY
	CIPRIAN/M/2021	SV/S/M	SM

DRAWING NUMBER
A-1



FLOOR PLAN

SCALE
 FILE # CIPRIANI/117
 DRAWN BY GVSM
 CHECKED-BY SM

DATE	ISSUED TO
7/1/21	PLANNING BOARD
11/15/17	PLANNING BOARD
11/13/17	OWNER'S REVIEW
11/2/17	OWNER'S REVIEW

REVISION #	DATE	DESCRIPTION

PROJECT TITLE:
CONCEPTUAL ELEVATIONS
ENVIROGREEN ASSOCIATES INC.
 1851 EAST MAIN STREET
 TOWN OF YORKTOWN

SALVATORE MANCINI, RA
ARCHITECTS
 P.O. BOX 301
 NEWTOWN, CT 06470
 N.Y. ARCHITECTURAL LICENSE # 013600
 CT. ARCHITECTURAL LICENSE # 5882
 FL ARCHITECTURAL LICENSE # AO 0013589

DRAWING NUMBER

A-1a

Home & Hearth

Site Design Consultants

Civil Engineers • Land Planners

August 30, 2021

Ms. Robyn Steinberg, AICP, Town Planner
Town of Yorktown Planning Department
1974 Commerce Street
Yorktown Heights, NY 10598

RECEIVED
PLANNING DEPARTMENT

AUG 30 2021

TOWN OF YORKTOWN

Re: Edward Enea
Hearth and Home
1750 East Main Street, Mohegan Lake
SBL 15.12-1-2

Dear Robyn:

As required by the Town of Yorktown, we have sent copies of the attached "Notice to Interested Parties" as provided by your Office, to the adjoining property owners for the above referenced project.

These Notices are regarding the Planning Board Public Informational Hearing scheduled for September 13, 2021, and has been sent in accordance with the Town of Yorktown Code.

Enclosed please find the following items regarding this submission:

- Sample of the "Notice to Interested Parties" which reflect the project's information as detailed in the Town of Yorktown's Public Notice;
- List of adjoining property owners;
- Copy of the Yorktown Map indicating the adjoiners;
- USPS "Confirmation of Mailing" indicating confirmation of the mailing and date;
- 2 photos of "Notice" sign; and
- Sign Notification Certification.

Please review our submission and contact us as soon as possible, if you have any concerns. Thank you.

Yours Truly


Joseph C. Rina, P.E.

JCR / cm / Enc. / sdc 21-19

251-F Underhill Avenue • Yorktown Heights, New York 10598

60 Walnut Grove Road • Ridgefield, Connecticut 06877

(914) 962-4488

(203) 431-9504

Fax (914) 962-7386



NOTICE TO INTERESTED PARTIES

TO:

PLEASE TAKE NOTICE that a **Public Informational Hearing** will be held by the Planning Board of the Town of Yorktown on **Monday, September 13, 2021 at 7:00 pm** or as soon thereafter as possible on the following matter:

Application of Edward Enea for approval of a site plan with submitted plans titled, "Home & Hearth," prepared by Site Design Consultants, and last revised July 28, 2021.

The applicant is proposing to demolish all existing buildings and construct a 5,500 SF showroom and warehouse, a 4,500 SF storage/warehouse building, and associated parking. The site is located at the address 1750 East Main Street, Mohegan Lake, NY 10547, also known as Section 15.12, Block 1, Lot 2 on the Town of Yorktown Tax Map. The parcel consists of 1.934 acres in the C-4 and R1-20 zoning districts.

If any interested members of the public would like to provide comments on this application, written comments can be provided to the Board by mail sent to the Planning Department at 1974 Commerce Street, Yorktown Heights, NY 10598 or by email before the meeting to Robyn Steinberg at planning@yorktownny.org. Submitted written comments will be given to the Planning Board in advance of the meeting.

The above listed site plan may be reviewed on the Town's website at:
<http://www.yorktownny.org/planning/public-hearings>.

This Notice is being sent to you by regular first class mail pursuant to Section '195-39B of the Yorktown Town Code requiring the undersigned to notify all interested parties as defined thereunder.

Home & Hearth
Name of Applicant

Joseph C. Riina, P.E., Project Engineer, Site Design Consultants
By (Name and Title)

August 24, 2021
Date

Name and Address of Sender

Site Design Consultants
251-F Underhill Avenue
Yorktown Heights, New York 10598

Check type of mail or service

- Adult Signature Required
- Adult Signature Restricted Delivery
- Certified Mail
- Certified Mail Restricted Delivery
- Collect on Delivery (COD)
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- Priority Mail
- Priority Mail Express
- Registered Mail
- Return Receipt for Merchandise
- Signature Confirmation
- Signature Confirmation Restricted Delivery

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USPS Tracking/Article Number

Addressee (Name, Street, City, State, & ZIP Code™)

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1.	1645 Strawberry Rd., LLC 7 Lake Street, Apt. 7K White Plains, NY 10603													
2.	Main Street Home Center 2090 East Main Street Cortlandt Manor, NY 10567													
3.	Mohegan Lake Motors Inc. P.O. Box 965 Mohegan Lake, NY 10547													
4.	Sacarny-Devito Assoc., Inc. 90 Byram Ridge Road Armonk, NY 10504													
5.	Friendly Service Mohegan Lake, Inc. 25 St. Charles Street Thornwood, NY 10594													
6.	Celestial Route 6 Assoc. LLC 222 Bloomingdale Rd., Suite 115 White Plains, NY 10605													
7.	Route 6 Realty Holding, LLC 1791 East Main Street Mohegan Lake, NY 10547													
8.														
Total Number of Pieces Listed by Sender		Total Number of Pieces Received at Post Office		Postmaster, Per (Name of receiving employee)										



✓ 15.12-1-30

1645 STRAWBERRY RD., LLC.
7 LAKE STREET
APT 7K
WHITE PLAINS, NY 10603

✓ 15.16-2-2

SACARNY-DEVITO ASSOC.INC
90 BYRAM RIDGE RD.
ARMONK, NY 10504

✓ 15.16-1-45

ROUTE 6 REALTY HOLDING,
LLC.
1791 EAST MAIN ST.
MOHEGAN LAKE, NY 10547

✓ 15.12-1-2

MAIN STREET HOME CENTER
2090 EAST MAIN ST.
CORTLANDT MANOR, NY 10567

✓ 15.16-1-46

FRIENDLY SERVICE MOHEGAN
LAKE, INC.
25 ST. CHARLES STREET
THORNWOOD, NY 10594

✓ 15.12-1-3

MOHEGAN LAKE MOTORS INC.
P.O. BOX 965
MOHEGAN LAKE, NY 10547

✓ 15.16-2-3

CELESTIAL ROUTE 6
ASSOC.LLC
222 BLOOMINGDALE RD
SUITE 115
WHITE PLAINS, NY 10605

1645 Strawberry Rd., LLC
7 Lake Street, Apt. 7K
White Plains, NY 10603

Main Street Home Center
2090 East Main Street
Cortlandt Manor, NY 10567

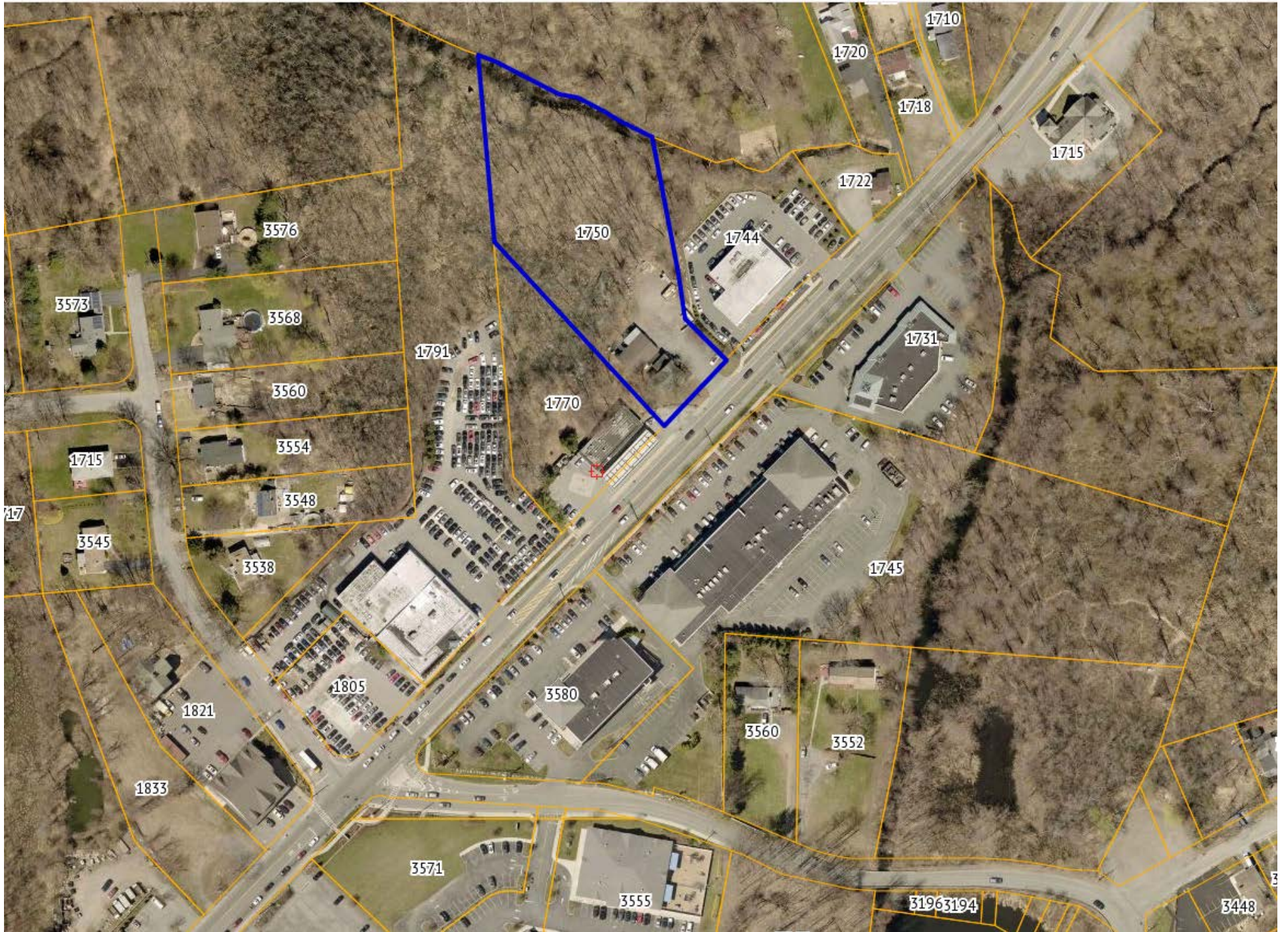
Mohegan Lake Motors Inc.
P.O. Box 965
Mohegan Lake, NY 10547

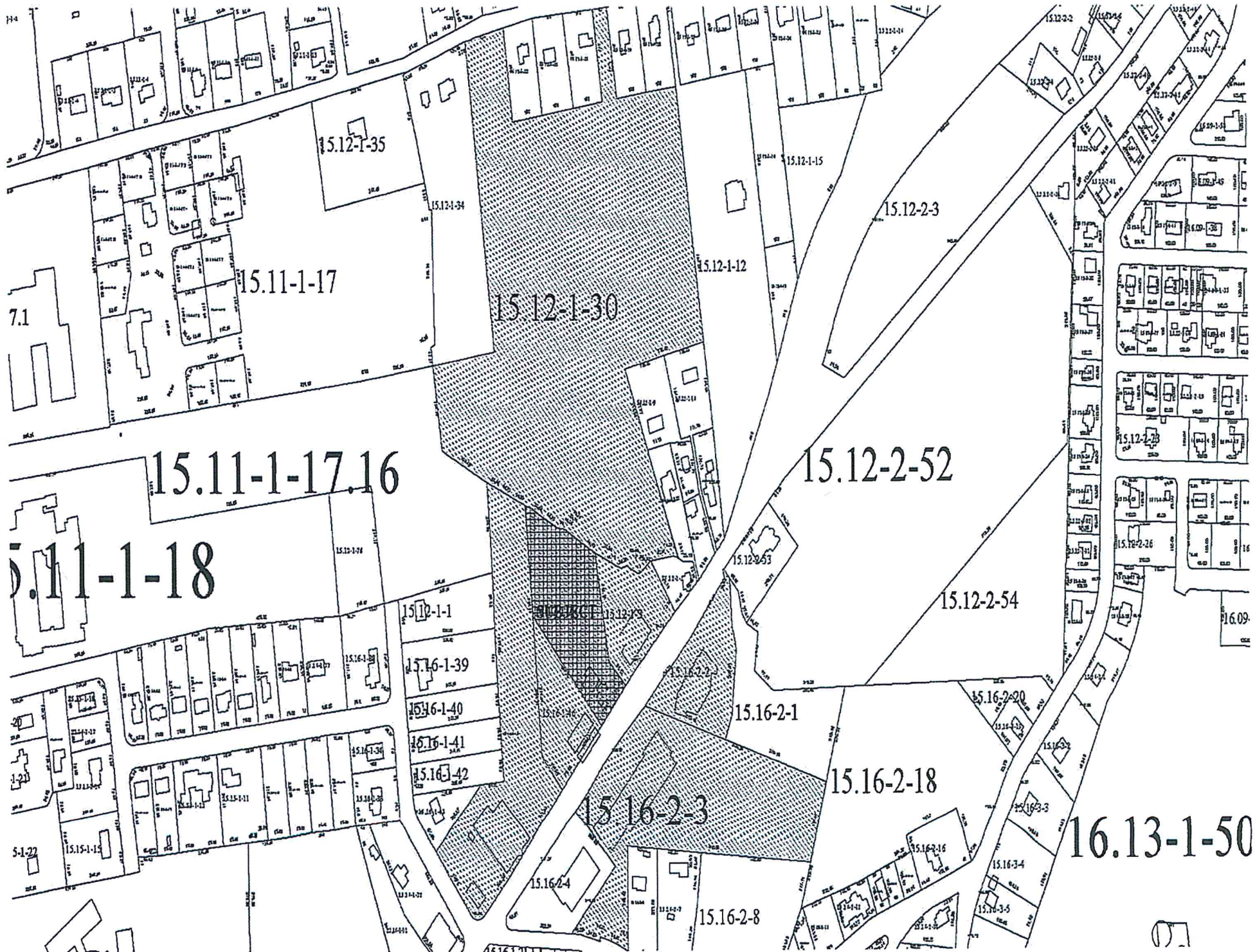
Sacarny-Devito Assoc., Inc.
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Friendly Service
Mohegan Lake, Inc.
25 St. Charles Street
Thornwood, NY 10594

Celestial Route 6 Assoc. LLC
222 Bloomingdale Rd., Suite 115
White Plains, NY 10605

Route 6 Realty Holding, LLC
1791 East Main Street
Mohegan Lake, NY 10547





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AUG 30 2021

TOWN OF YORKTOWN

Sign Notification Certification

Per Section §205-7 of the Town of Yorktown Town Code, every applicant that submits an application to an approval authority empowered to approve or deny said application must post one or more notification signs on the property which is the subject of said application.

Section 15.12 Parcel 1 Lot 2

Project Name: Home & Hearth

Address: 1750 East Main Street, Mohegan Lake, NY 10547

Applicant's Name: Edward Enea (Main Street Home Center, Inc.)

Address: 2090 East Main Street, Cortlandt Manor, NY 10567

Phone: 914-734-9773

No. Signs Posted: 1

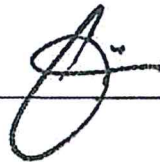
Sign #1 Location: 1750 East Main Street, Mohegan Lake, NY 10547 (2)

Sign #2 Location: _____

Sign #3 Location: _____

- Please Attach and Label Photos on Additional Sheets -

Applicant's Signature: _____



Land Owner's Signature: _____



NO
PARKING
ANY
TIME

COMMERCIAL
FOR RENT
917-662-5559
1720

NOTICE



FOR RENT
917-662-5559
1750

NOTICE
No parking
No driving
No idling
No smoking
No alcohol



Diane Dreier Co-Chair
Phyllis Bock Co-Chair

Matthew Slater
Town Supervisor

TOWN OF YORKTOWN CONSERVATION BOARD

Town of Yorktown Town Hall, 363 Underhill Avenue, Yorktown Heights, New York 10598, Phone (914) 962-5722

MEMORANDUM

RECEIVED
PLANNING DEPARTMENT

AUG 23 2021

TOWN OF YORKTOWN

To: Planning Board

From: Conservation Board

Date: August 19, 2021

Re: Home & Hearth: 1750 East Main Street

The Conservation Board at its August 18, 2021 meeting discussed Home & Hearth's construction of a new warehouse, showroom and storage shed with Joe Riina of Site Designs and Steve Marino of Tim Miller Associates. The Conservation Board has the following comments:

- The Board recommends dense native plantings in the disturbed areas adjacent to the wetland to mitigate for the development in the buffer.
- The Conservation Board looks forward to seeing the Mitigation Plan when it is complete.

Respectfully submitted:

Diane Dreier

For the Conservation Board

CC: Town Board
Planning Board
Supervisors Office
Engineering Dept.
Applicant

TOWN OF YORKTOWN PLANNING BOARD

Yorktown Community and Cultural Center, 1974 Commerce Street, Yorktown Heights, New York 10598, Phone (914) 962-6565, Fax (914) 962-3986

APPLICATION FOR SITE PLAN APPROVAL

Date July 27, 2021

1. Name of Project: Hearth and Home Warehouse and Showroom

2. Tax Map Designation (Section, Block, Lot) 15.12-1-2

3. Zone: C-4 Business Total Acreage: 1.934

4. Is a statement of easements relating to property attached? Yes None exist

5. Project narrative (brief description of proposed development):

Applicant proposes to demolish two existing buildings and construct a new warehouse / showroom building and storage shed on a 1.934 acre parcel at 1750 East Main Street, Mohegan Lake.

6. Contact Person - CHOOSE ONLY ONE:

Applicant

Owner

Architect

Wetland Scientist

Attorney

Engineer

Surveyor

Landscape Architect

7. Applicant

Name Edward Enea

Firm Hearth and Home

Address 2090 East Main Street, Cortlandt Manor, NY 10567

Phone 914-734-9773

Fax _____

Email homehearth4007@optonline.net

8. Owner of Record

Name Edward Enea

Firm 1750 Mohegan Development

Address 1750 East Main Street, Mohegan Lake, NY 10547

Phone 914-734-9773

Fax _____

Email homehearth4007@optonline.net

9. Attorney

Name N/A
Firm _____
Address _____
Phone _____
Fax _____
Email _____

10. Engineer

Name Joseph C. Riina, P.E.
Firm Site Design Consultants
Address 251-F Underhill Avenue, Yorktown Heights, NY 10598
Phone 914-962-4488
Fax 914-962-7386
Email jriina@sitedesignconsultants.com
Lic. No. 64431

11. Surveyor

Name Robert Johnson, L.S.
Firm H. Stanley Johnson & Co.
Address 42 Smith Avenue, Mt. Kisco, NY 10549
Phone 914-241-3872
Fax _____
Email rsjls@optonline.net
Lic. No. _____

12. Architect

Name Robert Phelan
Firm _____
Address _____
Phone 914-391-6925
Fax _____
Email _____
Lic. No. _____

13. Wetland Scientist/Specialist

Name Steve Marino
Firm Tim Miller Associates, Inc.
Address 10 North Street, Cold Spring, NY 10516
Phone 845-222-0712
Fax _____
Email smarino@timmillerassociates.com

14. Landscape Architect

Name N/A
Firm _____
Address _____
Phone _____
Fax _____
Email _____
Lic. No. _____

15. Is this project within 500 feet of the Town line? Yes No

16. Is this project within 500 feet of the Putnam County line? Yes No

17. Is this project within the Sustainable Development Study Area? Yes No

18. Is this project within 500 feet of:

The right-of-way of any existing or proposed state or county road? Yes No

The boundary of an existing or proposed state or county park or any state or county recreation area? Yes No

The boundary of state or county-owned land on which a public building/institution is located? Yes No

An existing or proposed county drainage line? Yes No

The boundary of a farm located in an agricultural district? Yes No

19. Does the entire development plan for this project propose the disturbance of more than 5,000 SF of land? Note: If project is phased, include all phases in determination. Yes No

20. This project requires the following permits or approvals from the Town of Yorktown:

- Wetland Permit
- Stormwater Permit
- Tree Permit
- Planning Board special permit: _____
- Town Board variance or approval: _____
- Zoning Board of Appeals variance or special permit: _____

21. This project requires the following permits or approvals from other outside agencies:

- Westchester County Board of Health
- NYC DEP
- NYS DEC
- Other: NYS DOT (driveway)

22. This parcel is in the following districts:

School District	<u>Lakeland</u>	Water District	<u>Yorktown Consolidated</u>
Fire District	<u>Lake Mohegan Fire Dist.</u>	Sewer District	<u>WC Peekskill Sanitary Sewer</u>

A Long Form/Full EAF with the original signature of the applicant must be attached to this application when submitted. The signature of the applicant's design professional or attorney is not acceptable.

The applicant agrees to comply with the requirements of the Road Specifications, the Land Use Regulations, Zoning Ordinance, Tree Removal and Excavation ordinance, and any additions or amendments thereto.

The applicant agrees to execution and delivery of deeds and required documents for reserved parks/recreation/open space/drainage control, roads and road widening strips and descriptions of easements at the time of the public hearing. Such execution and delivery shall not operate to vest title of said property in the Town of Yorktown until such dedication is accepted in the form of a resolution adopted by the Town Board at a regular meeting of said Board.

The execution and delivery of the deeds to the roads in the proposed subdivision as provided for by the terms of the deeds to the roads in the proposed subdivision as provided for by the terms of the approving resolution shall not operate to vest title of said roads in the Town of Yorktown until such deed is accepted in the form of a resolution adopted by the Town Board at regular meeting of said Board.

This application shall be considered complete when all plans and data required by Town of Yorktown Town Code Chapter 195: Land Development Regulations, including final reports from the Director of Planning and Town Engineer, are received by the Board.

Applicant

EDWARD J. ENEA
NAME (PLEASE PRINT)

Edward J. Enea
SIGNATURE

7/28/21
DATE

Owner of Record

1750 MOHEGAN DEVELOPMENT
NAME (PLEASE PRINT)

Edward J. Enea
SIGNATURE

7/28/21
DATE

Note: If the property owner is not the applicant for this application, in addition to the signature above, the owner of the property must also complete and have notarized one of the owner affidavits on the following page.

Note: By signing this document the owner of the subject property grants permission for Town Officials to enter the property for the purpose of reviewing this application.

REFER TO AFFIDAVITS ON THE FOLLOWING PAGES

ONE OF THE FOLLOWING AFFIDAVITS MUST BE COMPLETED

AFFIDAVIT TO BE COMPLETED BY OWNER, OTHER THAN CORPORATION

STATE OF NEW YORK; COUNTY OF WESTCHESTER SS.:

_____, being duly sworn, deposes and says that he is the owner in fee of the property described in the foregoing application for consideration of preliminary plat, and that the statements contained therein are true to the best of his knowledge and belief.

Sworn before me this _____ date of _____, 20__

Notary Public

AFFIDAVIT TO BE COMPLETED BY CORPORATION OWNER

STATE OF NEW YORK; COUNTY OF WESTCHESTER SS.:

EDWARD J. ENER, being duly sworn, deposes and says that he resides at 1739 E. MAIN ST
in the County of WEST and State of NY. That he is the Pres
of 1739 WESTCHESTER DEVELOPMENTS the corporation which is owner in fee of the property described in the
foregoing application for SITE PLAN APPROVAL and that the statements contained therein
are true to the best of his knowledge and belief.

Edward J. Ener

Sworn before me this 28th date of July, 2021

Catherine M. Mills
Notary Public

CATHERINE M. MILLS
Notary Public, State of New York
No. 5002516
Qualified in Westchester County
Commission Expires 10-5-2022

AFFIDAVIT TO BE COMPLETED BY AGENT OF OWNER

STATE OF NEW YORK; COUNTY OF WESTCHESTER SS. :

_____, being duly sworn, deposes and says that he is the agent named in the foregoing application for _____ and that he has been duly authorized by the owner in fee to make such application and that foregoing statements are true to the best of his knowledge and belief.

Sworn before me this _____ date of _____, 20 __

Notary Public

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Last updated: December 2011

Short Environmental Assessment Form

Part 1 - Project Information


Instructions for Completing

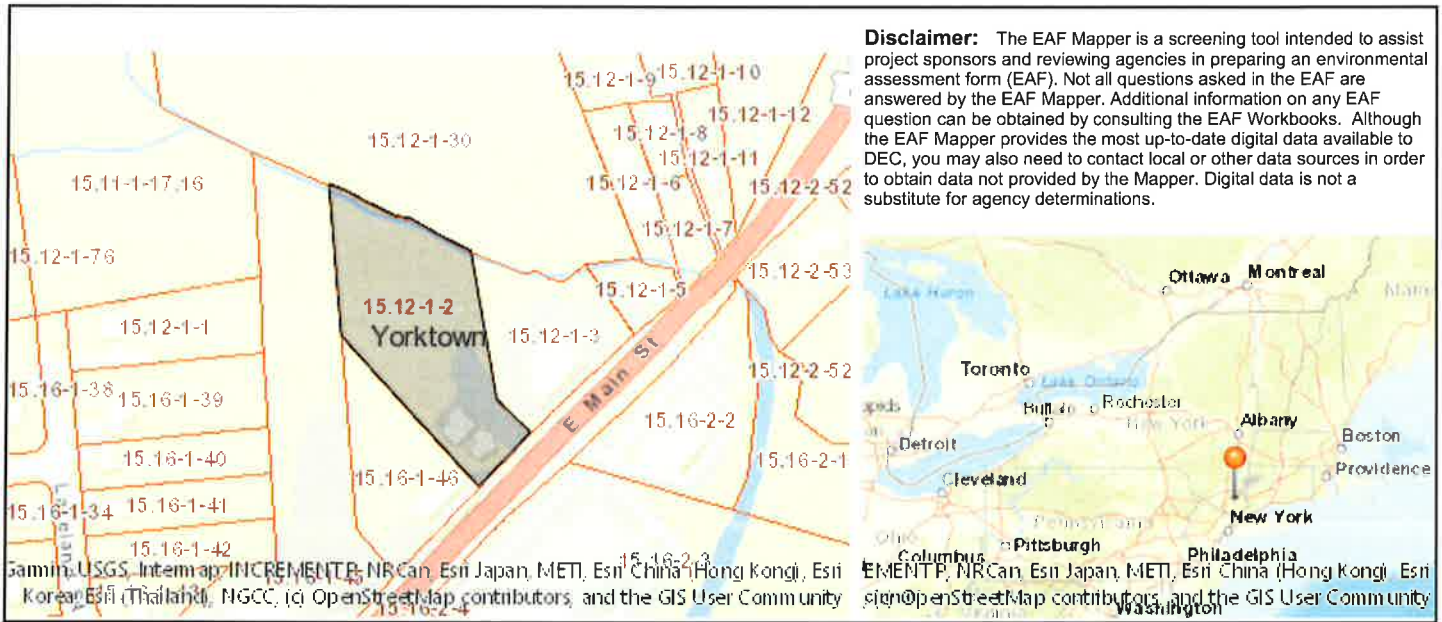
Part 1 – Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available.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

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

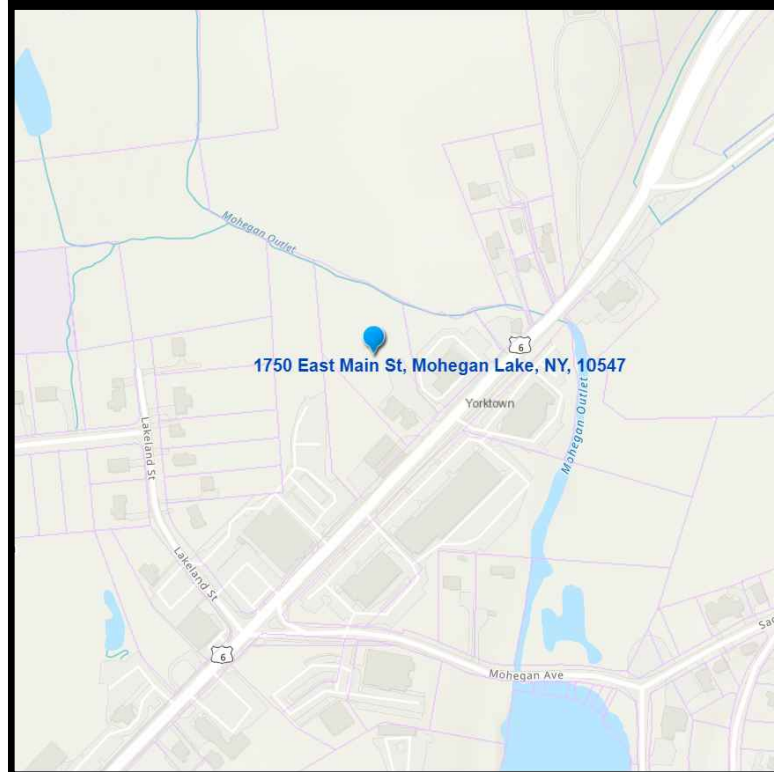
Part 1 – Project and Sponsor Information			
Name of Action or Project: Home and Hearth Warehouse and Showroom			
Project Location (describe, and attach a location map): 1750 East Main Street, Mohegan Lake, NY 10547 Yorktown TM 15.12 - 1 - 2			
Brief Description of Proposed Action: Applicant proposes to demolish two existing buildings and construct a new warehouse / showroom building and a storage shed on a 1.934 Acre parcel located at 1750 East Main Street, Mohegan Lake.			
Name of Applicant or Sponsor: Edward Enea		Telephone: (914) 734-9773	
		E-Mail: homehearth4007@optonline.net	
Address: 2090 East Main Street			
City/PO: Cortlandt Manor		State: NY	Zip Code: 10567
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.			NO <input type="checkbox"/>
			YES <input type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval: NYSDEC Stormwater and Wetlands, NYSDOT driveway			NO <input type="checkbox"/>
			YES <input checked="" type="checkbox"/>
3. a. Total acreage of the site of the proposed action?		1.934 acres	
b. Total acreage to be physically disturbed?		0.70 acres	
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor?		1.934 acres	
4. Check all land uses that occur on, are adjoining or near the proposed action:			
5. <input type="checkbox"/> Urban <input type="checkbox"/> Rural (non-agriculture) <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Commercial <input checked="" type="checkbox"/> Residential (suburban)			
<input type="checkbox"/> Forest <input type="checkbox"/> Agriculture <input type="checkbox"/> Aquatic <input type="checkbox"/> Other(Specify):			
<input type="checkbox"/> Parkland			

5. Is the proposed action,	NO	YES	N/A
a. A permitted use under the zoning regulations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Consistent with the adopted comprehensive plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>	
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area? If Yes, identify: _____	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	
8. a. Will the proposed action result in a substantial increase in traffic above present levels? b. Are public transportation services available at or near the site of the proposed action? c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	NO <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	YES <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
9. Does the proposed action meet or exceed the state energy code requirements? If the proposed action will exceed requirements, describe design features and technologies: _____ _____	NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>	
10. Will the proposed action connect to an existing public/private water supply? If No, describe method for providing potable water: _____ _____	NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>	
11. Will the proposed action connect to existing wastewater utilities? If No, describe method for providing wastewater treatment: _____ _____	NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>	
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? b. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	NO <input checked="" type="checkbox"/> <input type="checkbox"/>	YES <input type="checkbox"/> <input checked="" type="checkbox"/>	
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency? b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody? If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____ Project is adjacent to NYSDEC Wetlands A-28. Wetlands need to be flagged and verified to determine possible encroachments. _____ _____	NO <input type="checkbox"/> <input type="checkbox"/>	YES <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	

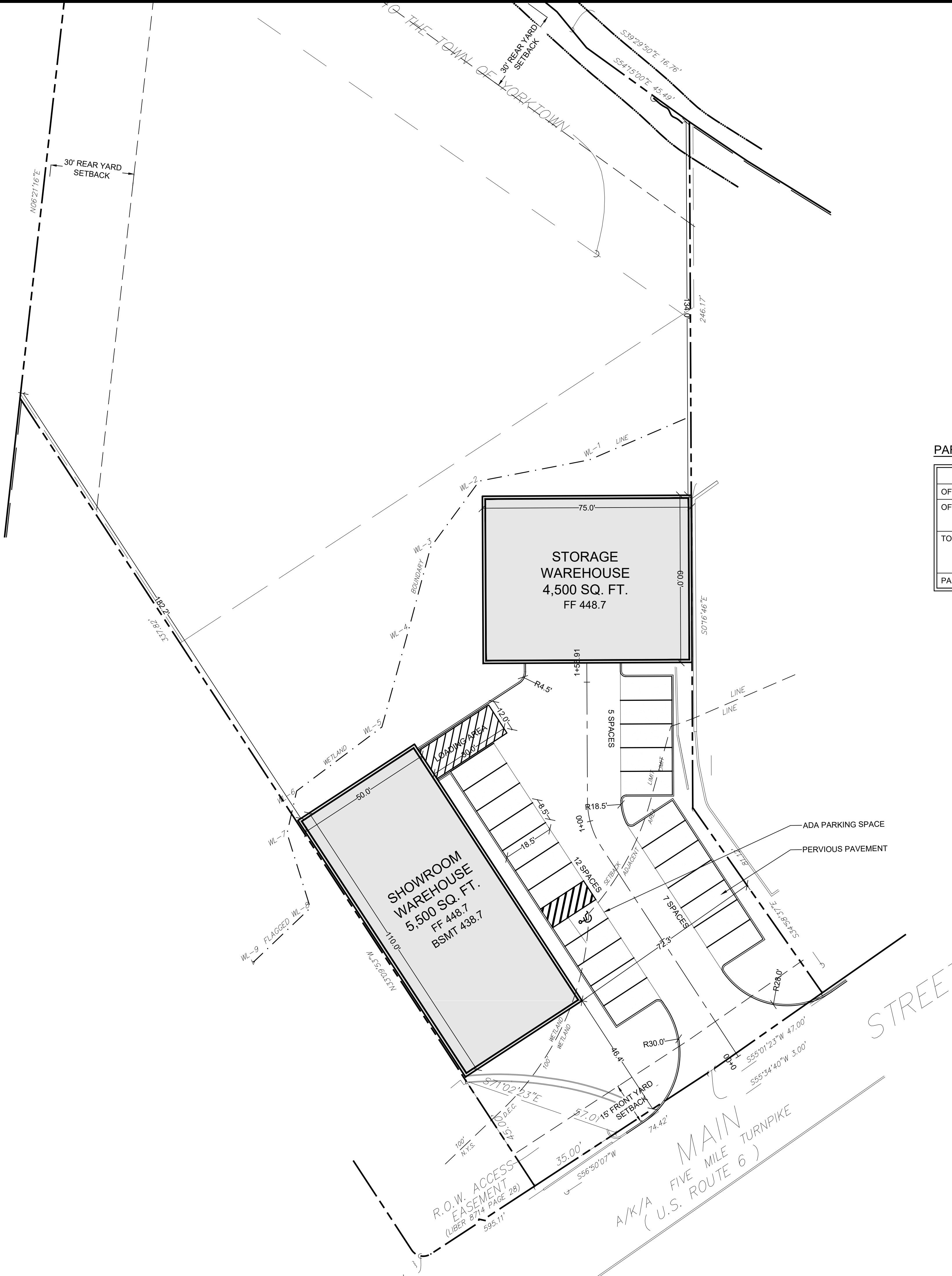
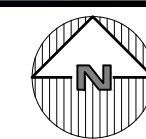
14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply:		
<input type="checkbox"/> Shoreline <input checked="" type="checkbox"/> Forest <input type="checkbox"/> Agricultural/grasslands <input type="checkbox"/> Early mid-successional <input checked="" type="checkbox"/> Wetland <input type="checkbox"/> Urban <input checked="" type="checkbox"/> Suburban		
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16. Is the project site located in the 100-year flood plan?	NO	YES
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. Will the proposed action create storm water discharge, either from point or non-point sources?	NO	YES
If Yes,	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a. Will storm water discharges flow to adjacent properties?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If Yes, briefly describe:		
Existing drainage in State highway		
18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)?	NO	YES
If Yes, explain the purpose and size of the impoundment:		
Underground infiltrators and detention system	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility?	NO	YES
If Yes, describe:	<input checked="" type="checkbox"/>	<input type="checkbox"/>
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste?	NO	YES
If Yes, describe:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE Applicant/sponsor/name: <u>Joseph C. Riina, P.E. for Edward Enea</u> Date: <u>July 27, 2021</u> Signature:  Title: <u>Project Engineer</u>		



Part 1 / Question 7 [Critical Environmental Area]	No
Part 1 / Question 12a [National or State Register of Historic Places or State Eligible Sites]	No
Part 1 / Question 12b [Archeological Sites]	Yes
Part 1 / Question 13a [Wetlands or Other Regulated Waterbodies]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
Part 1 / Question 15 [Threatened or Endangered Animal]	No
Part 1 / Question 16 [100 Year Flood Plain]	Yes
Part 1 / Question 20 [Remediation Site]	Yes



LOCATION MAP
NOT TO SCALE



ZONING SCHEDULE:

ZONING DISTRICT: C-4, BUSINESS (SECTION 300-71)		
DIMENSIONAL REGULATIONS:	REQUIRED	PROVIDED
MINIMUM SIZE OF LOT:		
MINIMUM LOT AREA:	NONE	84,252 SF.
MINIMUM LOT WIDTH:	25 FT.	124.4 FT.
MINIMUM LOT DEPTH:	100 FT.	402.6 FT.
MINIMUM YARD DIMENSIONS:		
PRINCIPAL BUILDING:		
FRONT YARD SETBACK:	15 FT.	47.8 FT.
REAR YARD: MAIN BUILDING	30 FT.	181.8 FT.
SIDE YARD: MAIN BUILDING		
	* NONE * SEE NOTE	0 FT.
ACCESSORY BUILDINGS:		
FRONT YARD SETBACK:	15 FT.	145.2 FT.
REAR YARD SETBACK:	30 FT.	134.3 FT.
MAXIMUM HEIGHT:		
PRINCIPAL BUILDING - FEET:	35 FEET	< 35 FT.
ACCESSORY BUILDING - FEET:	20 FEET	< 20 FT.
MAXIMUM % OF LOT COVERAGE:		
TOTAL BUILDING COVERAGE:	30% OF LOT AREA	11.9 % OF LOT AREA

* NONE, BUT IF PROVIDED SHALL BE 10'; IF USED AS ONE WAY VEHICULAR ACCESS, SHALL BE 17 FT.; TWO WAY VEHICULAR ACCESS, 25 FT.; IF JOINS AN R DISTRICT, SHALL BE 50 FT.
** VARIANCE GRANTED BY ZONING BOARD OF APPEALS FEBRUARY 23, 2012 - REF# 5/12

PARKING SCHEDULE

REQUIRED PARKING (AS PER TOWN CODE SECTION 300-179)	PROVIDED PARKING
OFF-STREET PARKING (PER §300-182): 4 SPACES / 1,000 SF OF RETAIL SPACE = 10 SPACES	18 PARKING SPACES
OFF-STREET PARKING (PER §300-186): 1 SPACE PER FIRST 10,000 SF. = 1 SPACE ONE ADDITIONAL SPACE PER EACH 40,000 SF. AFTER. = 2.5 SPACES	1 PARKING SPACES 3 PARKING SPACES
TOTAL PROVIDED PARKING:	23 STANDARD SPACES 1 HANDICAP SPACES
PARKING VARIANCE REQUIRED:	0 SPACES

WETLAND, MITIGATION AND COVERAGE AREA SUMMARY

LOCATION	AREA (SQUARE FEET)
EXISTING ON-SITE WETLANDS & BUFFER	
TOTAL AREA OF WETLAND AND BUFFER	76,594 S.F.
WETLAND (ON-SITE)	56,153 S.F.
WETLAND BUFFER (FROM ON & OFF SITE WETLAND)	20,441 S.F.
PROPOSED BUFFER DISTURBANCE	
MITIGATION AREA DISTURBANCE	-
OTHER SITE IMPROVEMENT DISTURBANCE	-
TOTAL AREA OF BUFFER DISTURBANCE	±16,200 SF
IMPERVIOUS AREA:	
EXISTING	= 15,963 SF
PROPOSED	= 109,495 SF
IMPERVIOUS AREA W/IN 100' OF WETLAND:	
EXISTING	= 0.27 ACRES
PROPOSED	= 0.35 ACRES

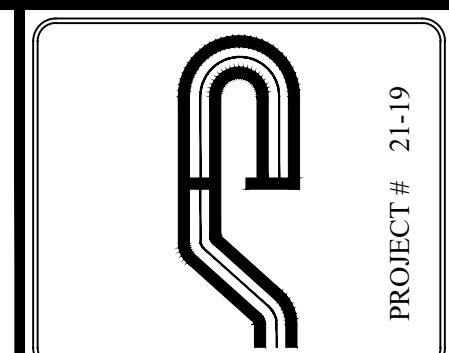
SITE PLAN NOTES:

1. WETLAND DELINEATION PERFORMED BY TIM MILLER ASSOCIATES AUGUST 2011 AND SURVEYED BY J. HENRY CARPENTER & CO. REVISED WETLAND LINE LOCATION AS SHOWN BASED ON FIELD CHANGE AS AGREED TO BY TOWN ENVIRONMENTAL CONSULTANT.
2. NO LOADING, UNLOADING OR TRANSFER OPERATION SHALL BE PERMITTED ON THE STREET, AT THE CURB OR WITHIN THE REQUIRED FRONT YARD. REF. SECTION300-71 OF THE TOWN CODE OF YORKTOWN.
3. NO REPAIR, SERVICE, OR WASHING OF VEHICLES ON-SITE IS PERMITTED.

E:\2020\12.18.HOME & HEARTH\ENGINEERING\CADD\12.18.HOME & HEARTH\12.18.SITE PLAN.238.21.DWG.2/27/2021.10:24:29 AM

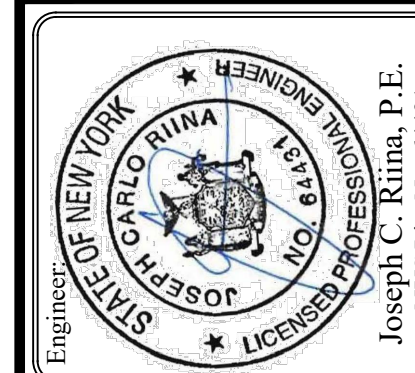
NOTE:
1. THIS IS NOT A SURVEY. ALL SURVEY INFORMATION SHOWN ON THIS PLAN HAS BEEN TAKEN FROM SURVEY MAP PREPARED BY H. STANLEY JOHNSON AND COMPANY LAND SURVEYORS, P.C., DATED MARCH 24, 2004, LAST REVISED AUGUST 3, 2004. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR ITS ACCURACY.

NOTE: UNAUTHORIZED ALTERATIONS OR ADDITIONS TO THIS DRAWING IS A VIOLATION OF SECTION 7209 (2)(f) OF THE NEW YORK STATE EDUCATION LAW.



Site Design Consultants
Civil Engineers • Land Planners
251-J Underhill Avenue, Yorktown Heights, NY 10598
(914) 962-4488 - Fax: (914) 962-7386
www.sitedesignconsultants.com

PROJECT # 21-19



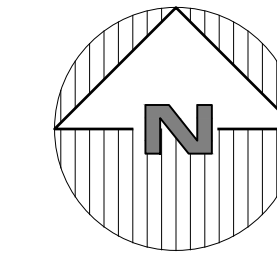
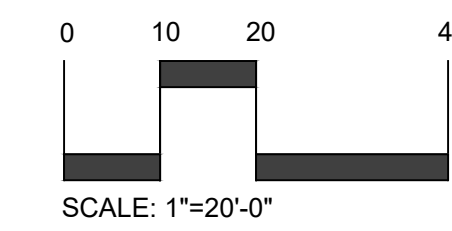
Revisions:	No.	Date	Comments

SCALE: 1" = 20'	DRAWN BY: TK	DATE: 7/28/21
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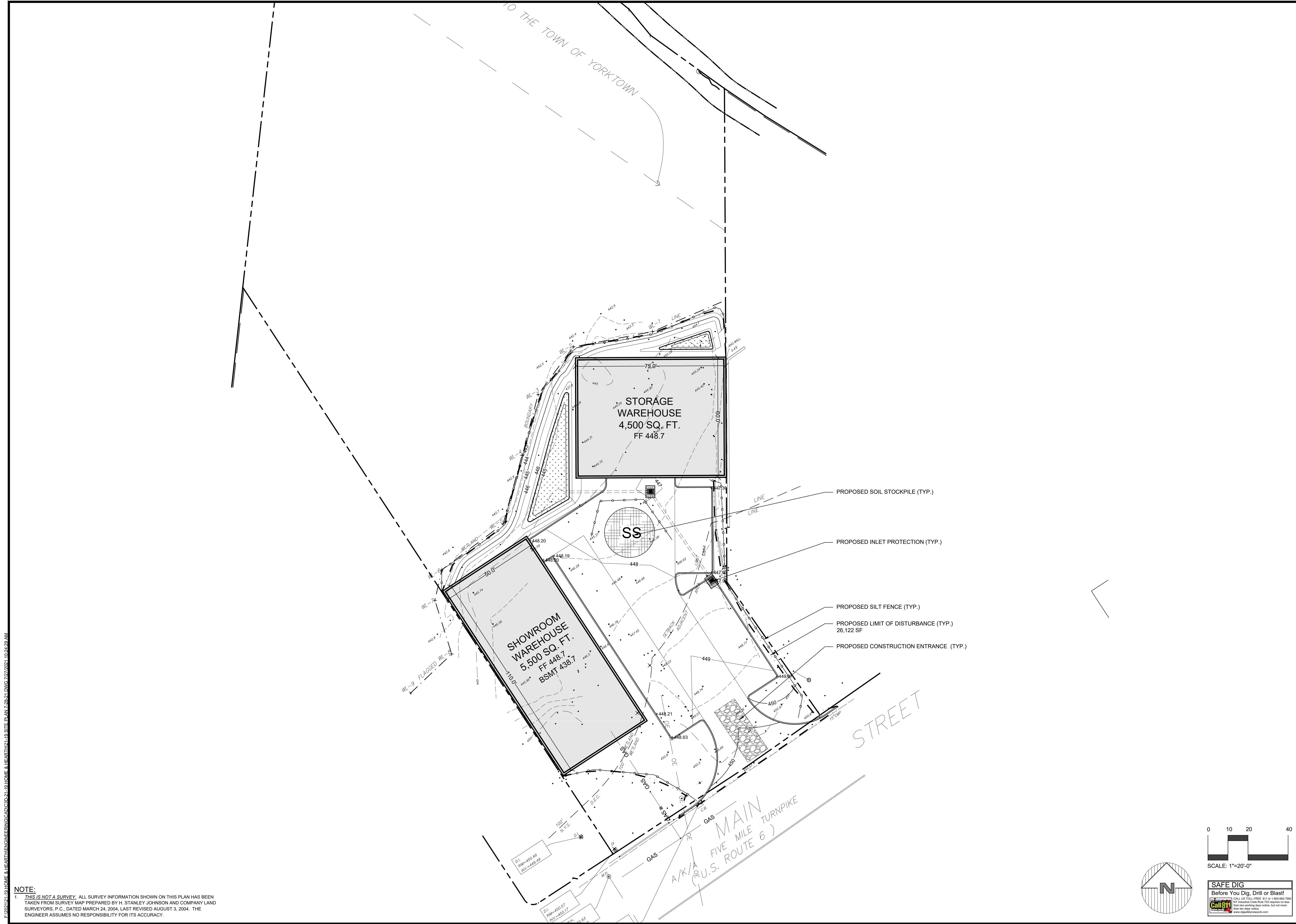
SITE PLAN

SITE PLAN PREPARED FOR
HOME & HEARTH
1750 EAST MAIN STREET
Town of Yorktown Westchester County, New York

Sheet 1 of 4



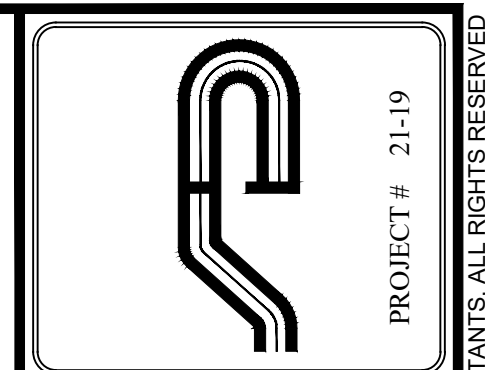
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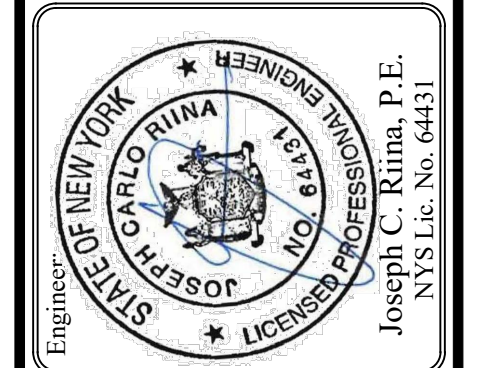
E:\2020\12.18.HOME & HEARTH\ENGINEERING\CADD\12.18.HOME & HEARTH\18 SITE PLAN 2.28.21.DWG 7/27/2021 10:24:29 AM

NOTE:
 1. THIS IS NOT A SURVEY. ALL SURVEY INFORMATION SHOWN ON THIS PLAN HAS BEEN TAKEN FROM SURVEY MAP PREPARED BY H. STANLEY JOHNSON AND COMPANY LAND SURVEYORS, P.C., DATED MARCH 24, 2004, LAST REVISED AUGUST 3, 2004. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR ITS ACCURACY.

NOTE: UNAUTHORIZED ALTERATIONS OR ADDITIONS TO THIS DRAWING IS A VIOLATION OF SECTION 7209 (2)(f) OF THE NEW YORK STATE EDUCATION LAW.



Site Design Consultants
 Civil Engineers • Land Planners
 251-F Underhill Avenue, Yorktown Heights, NY 10598
 (914) 962-4488 - Fax: (914) 962-7386
 www.sitedesignconsultants.com



Revisions:	No.	Date	Comments

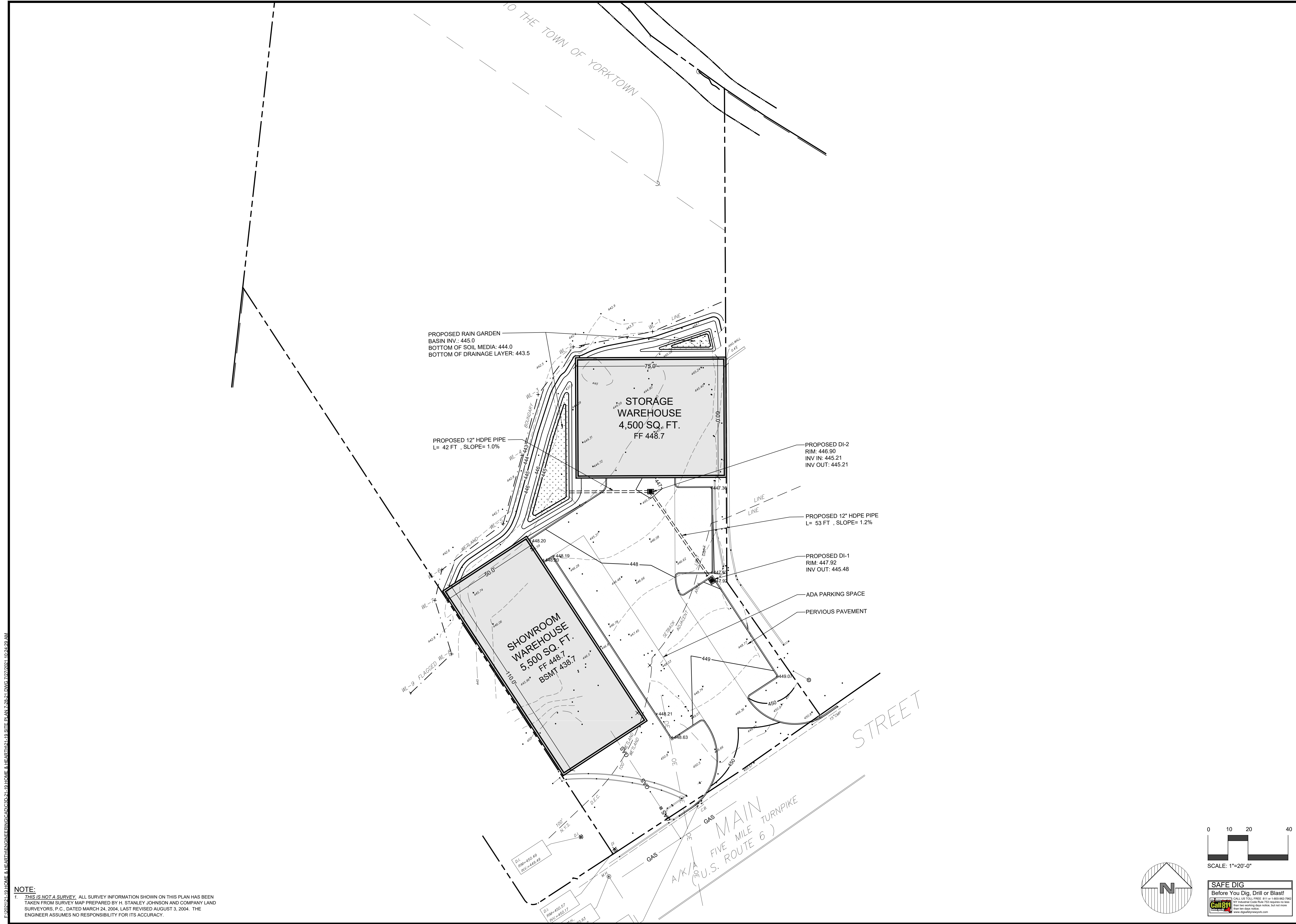
SCALE: 1" = 20'
 DRAWN BY: TK
 DATE: 7/28/21

E&S PLAN

SITE PLAN PREPARED FOR
HOME & HEARTH
 1750 EAST MAIN STREET
 Town of Yorktown Westchester County, New York

Sheet 3 of 4

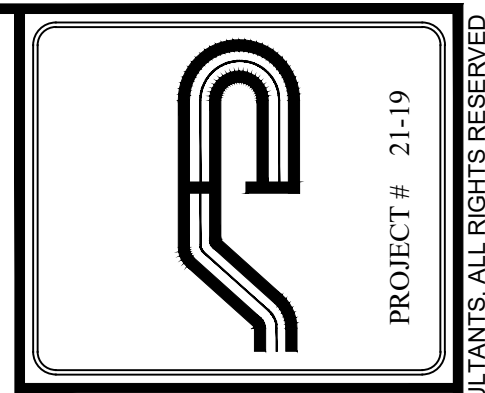
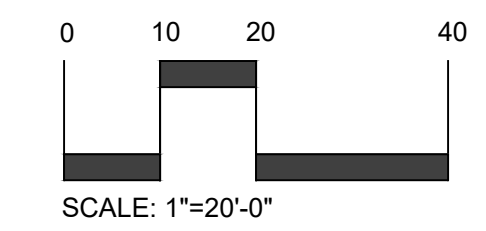
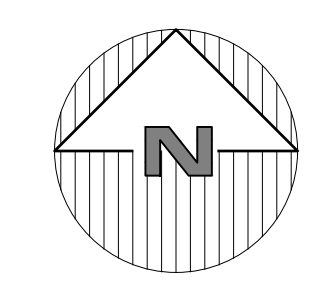
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E:\2020\12-18-HOME & HEARTH\ENGINEERING\CADD\18-HOME & HEARTH\18-SITE PLAN 2-28-21.DWG 7/27/2021 10:24:29 AM

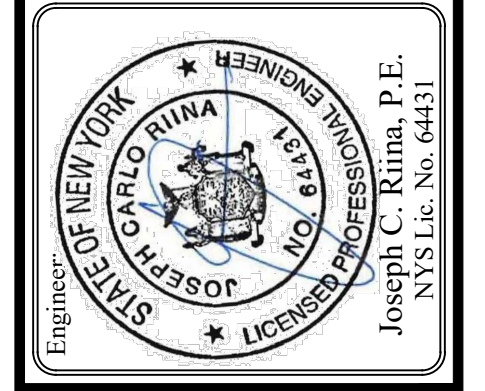
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PROJECT # 21-19

Site Design Consultants
 Civil Engineers • Land Planners
 251-F Underhill Avenue, Yorktown Heights, NY 10598
 (914) 962-4488 - Fax: (914) 962-7386
 www.sitedesignconsultants.com



Revisions:	No.	Date	Comments

SCALE: 1" = 20'
 DRAWN BY: TK
 DATE: 7/28/21

IMPROVEMENT PLAN

SITE PLAN PREPARED FOR
HOME & HEARTH
 1750 EAST MAIN STREET
 Town of Yorktown Westchester County, New York

Sheet 4 of 4

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Gallinelli Subdivision

Site Design Consultants

Civil Engineers • Land Planners

September 3, 2021

Mr. Richard Fon, Chairman
Members of the Yorktown Planning Board
1974 Commerce Street
Yorktown Heights, NY 10598

RECEIVED
PLANNING DEPARTMENT

SEP 3 2021

TOWN OF YORKTOWN

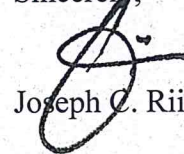
Re: Angelo Gallinelli
2777 Quinlan Street
Proposed two-lot subdivision

Dear Chairman Fon and Members of the Planning Board:

Regarding the above captioned, we are respectfully requesting a Reapproval of the Resolution, which is set to expire on September 6, 2021.

Please place this project on the next Planning Board Agenda for discussion. Thank you.

Sincerely,



Joseph C. Riina, P.E.

/cm/sdc 17-32



Site Design Consultants

Civil Engineers • Land Planners

August 31, 2021

Mr. Richard Fon, Chairman
Members of the Yorktown Planning Board
363 Underhill Avenue
Yorktown Heights, NY 10598

RECEIVED
PLANNING DEPARTMENT

SEP 2 2021

TOWN OF YORKTOWN

Re: Gallinelli Subdivision
Ogden Drive and Quinlan Street

Dear Chairman Fon and Members of the Planning Board:

We have reviewed the Town approvals granted and the SEQRA process as related to the Gallinelli Subdivision. Since the Town approval, in 2020 we obtained the Westchester County Health Department approval and are waiting to submit the final plans and subdivision plat to the Town. The plat will need to be resigned by the WCHD since the approval is valid for one year.

During the review process, the project impacts were assessed as a result of the action. Each aspect of potential impacts was carefully studied. These include but are not limited to:

- Traffic impacts;
- Impacts on water bodies or wetlands;
- Impacts due to increased stormwater runoff;
- Potential of erosion due to the project during and post-development;
- The disposal of sanitary and household waste;
- The supply of domestic water;
- Impacts to animal habitat;
- Impacts to the community;
- Other important impacts;

During this process and review, it was determined that the project as presented would not have a negative impact if implemented as approved. Subsequent to the approval granted for this project, there have been no changes in any laws, regulations or rules of any jurisdiction involved in the process.

Further, any changes which have occurred as a result of an outside agency review have not changed the potential for impacts due to the project. Therefore, the record created by Planning Board and the SEQRA review are still valid to the project as it currently exists.

Sincerely,


Joseph C. Riina, P.E.

JCR/cm/sdc 17-32

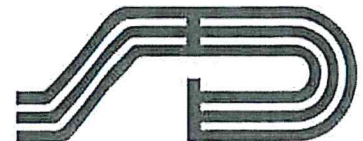
251-F Underhill Avenue • Yorktown Heights, New York 10598

60 Walnut Grove Road • Ridgefield, Connecticut 06877

(914) 962-4488

(203) 431-9504

Fax (914) 962-7386



**PLANNING BOARD
TOWN OF YORKTOWN**

**RESOLUTION REAPPROVING
SUBDIVISION PLAT TITLED
GALLINELLI SUBDIVISION PLAT, STORMWATER POLLUTION
PREVENTION PLAN AND TREE PERMIT**

RESOLUTION NUMBER: #21-00

DATE:

On the motion of Bock, seconded by Garrigan, and unanimously voted in favor by Fon, LaScala, Bock, and Garrigan the following resolution was adopted:

WHEREAS, on behalf of the applicant, Angelo R. Gallinelli, Site Design Consultants submitted a final plat entitled “Angelo R. Gallinelli,” prepared by Site Design Consultants, dated September 25, 2003, and last revised September 5, 2018, to the Planning Board; and

WHEREAS the property owned by the Applicant is located at 2777 Quinlan Street, Yorktown Heights, also known as Section 27.13, Block 1, Lot 49 on the Town of Yorktown Tax Map (hereinafter referred to as “the Property”), and the applicant has represented to this board that they are the lawful owners of the land within said subdivision; and

WHEREAS said plat was approved by the Planning Board by Resolution #18-16 on September 17, 2018; and

WHEREAS said resolution expired on **March 17, 2019**; and

WHEREAS this resolution was granted two ninety (90) day time extensions; and

WHEREAS said extensions lapse on **September 13, 2019**; and

WHEREAS said resolution was reapproved by the Planning Board by Resolution #19-22 on August 12, 2019; and

WHEREAS said resolution expired on **March 13, 2020**; and

WHEREAS this resolution was granted two ninety (90) day time extensions; and

WHEREAS said extensions lapse on **September 9, 2020**; and

WHEREAS said resolution was reapproved by the Planning Board by Resolution #20-12 on August 10, 2020; and

WHEREAS said resolution expired on **March 9, 2021**; and

WHEREAS this resolution was granted two ninety (90) day time extensions; and

WHEREAS said extensions lapse on **September 6, 2021**; and

WHEREAS no modifications have been made to the subdivision as stated in a letter from Site Design Consultants dated August 31, 2021; and

BE IT FURTHER RESOLVED that Resolution #18-16 is hereby reapproved with all conditions of said resolution to remain in full effect; and

BE IT FURTHER RESOLVED this reapproval expires on **March 5, 2022**.

Pied Piper Preschool

Site Design Consultants

Civil Engineers • Land Planners

August 12, 2021

Mr. Richard Fon, Chairman
Members of the Yorktown Planning Board
1974 Commerce Street – Room 202
Yorktown Heights, NY 10598

RECEIVED
PLANNING DEPARTMENT

AUG 12 2021

TOWN OF YORKTOWN

Re: Pied Piper Preschool
2090 Crompond Road

Dear Chairman Fon and Members of the Planning Board:

We are respectfully requesting a Second One-Year Time Extension, which is expiring August 12, 2021.

Please place this project on the next Planning Board Agenda for discussion and approval.

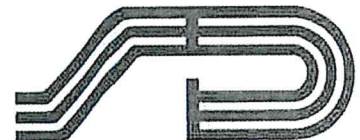
With thanks for your continuing courtesy and consideration.

Sincerely,

Joseph C. Riina, P.E.



/cm/sdc 3-51



**Town Board Referral
3110 Radcliffe Dr.**

TOWN OF YORKTOWN PLANNING DEPARTMENT

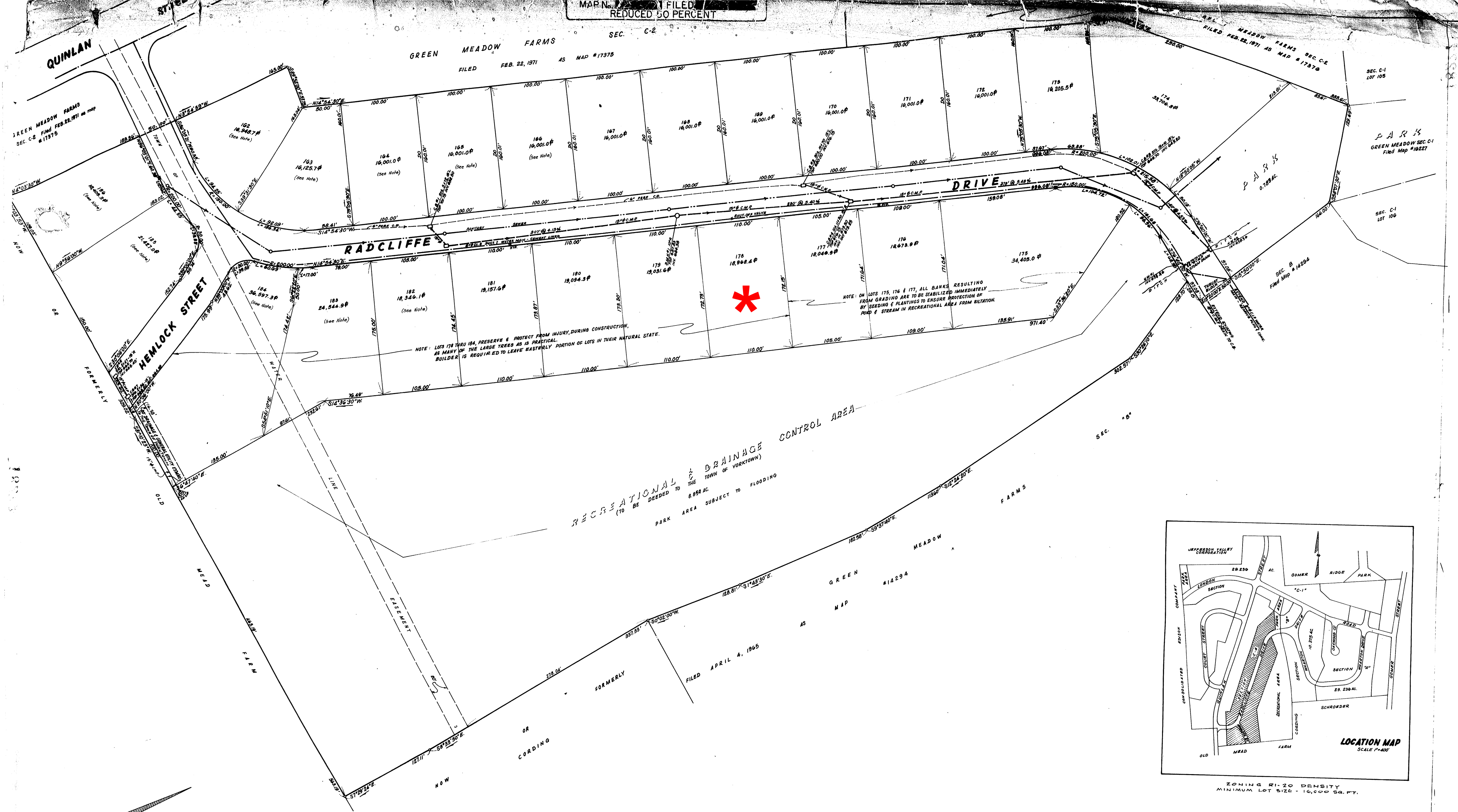
Albert A. Capellini Community and Cultural Center, 1974 Commerce Street, Yorktown Heights, New York 10598, Phone (914) 962-6565, Fax (914) 962-3986

To: Planning Board
From: Planning Department
Date: September 10, 2021
Subject: Town Board Referral
3110 Radcliffe Drive
SBL: 17.17-2-75

The subject lot was Lot 178 of the Green Meadow Farms Subdivision Section C-4 approved by the Planning Board on July 26, 1973. At the time, the R1-20 zone required a minimum lot size of 16,000 square feet. There is a note on the plat which reads:

NOTE: LOTS 178-184, PRESERVE & PROTECT FROM INJURY, DURING CONSTRUCTION, AS MANY OF THE LARGE TREES AS IS PRACTICAL.
BUILDER IS REQUIRED TO LEAVE EASTERLY PORTION OF LOTS IN THEIR NATURAL STATE.

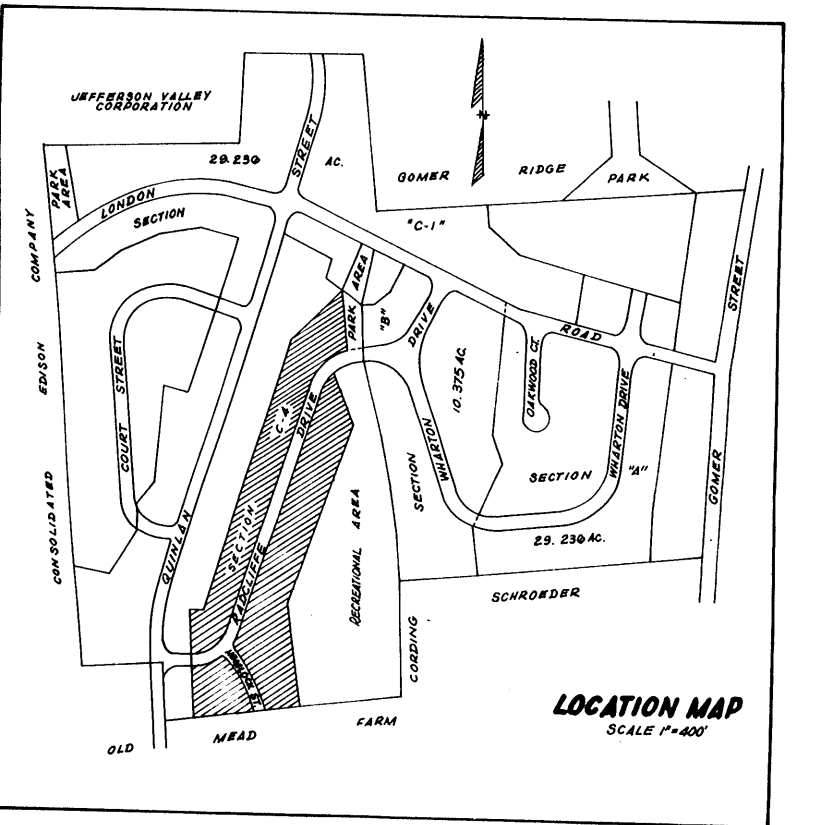
There is no restriction on the lots after construction. The applicants are not proposing to remove any trees.



NOTE: LOTS 178 THRU 184, PRESERVE & PROTECT FROM INJURY, DURING CONSTRUCTION, AS MANY OF THE LARGE TREES AS IS PRACTICAL. BUILDER IS REQUIRED TO LEAVE EASTERLY PORTION OF LOTS IN THEIR NATURAL STATE.

NOTE: ON LOTS 175, 176 & 177, ALL BANKS RESULTING FROM GRADING ARE TO BE STABILIZED IMMEDIATELY FROM GRADING & PLANTINGS TO ENSURE PROTECTION OF POND & STREAM IN RECREATIONAL AREA FROM SILTATION.

RECREATIONAL & DRAINAGE CONTROL AREA
(TO BE DEDED TO THE TOWN OF YORKTOWN)
8.888 AC.
PARK AREA SUBJECT TO FLOODING



LOCATION MAP
SCALE 1"=400'

**SUBDIVISION OF SECTION "C-A"
GREEN MEADOW FARMS**

SITUATE IN THE
TOWN OF YORKTOWN
SCALE 1"=40'
WESTCHESTER COUNTY, N.Y.
JUNE 25, 1972
FEB. 29, 1978 Rev.
MAY 28, 1978 Rev.
JUNE 1, 1975 Rev.

TAX MAP DESIGNATION SECTION 5, PARCEL 59
WEST. CO. SHEET 279
BLOCK 11073

FILED JUL 15 1974
JULY 15 1974
[Signature]



ENGINEERING STUDY & DESIGN BY
Eugene J. Ruffant
EUGENE J. RUFFANT, P.E.
SULLY ROAD
YORKTOWN HTS., N.Y.
N.Y.S. LIC. NO. 28136

NOTE: LOTS 162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200 WILL BE SERVED BY INDIVIDUAL HYDRO-PNEUMATIC WATER SYSTEMS CONSISTING OF A MINIMUM 42 GALLON PRESSURE TANK AND 10 GALLON PER MINUTE BOOSTER PUMP (40-60 psi) WITH NECESSARY ELECTRICAL CONTROLS.

AREA OF RECREATION AREA - 8.888 AC.
AREA OF PARKS - 0.788 AC.
AREA OF LOTS - 11.888 AC.
AREA OF ROADS - 2.998 AC.
TOTAL AREA - 24.562 AC.

WESTCHESTER COUNTY DEPARTMENT OF HEALTH
WHITE PLAINS, N.Y.
APPROVED SUBJECT TO PROVISION OF PUBLIC WATER SUPPLY & PUBLIC SEWAGE DISPOSAL FACILITIES TO SERVE EACH HABITABLE DWELLING HEREAFTER CONSTRUCTED.
July 15, 1974
[Signature]
COMMISSIONER OF HEALTH

APPROVED BY THE PLANNING BOARD OF THE TOWN OF YORKTOWN
July 11, 1974
[Signature]
CHAIRMAN
[Signature]
SECRETARY

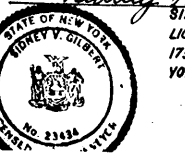
ALL PUBLIC OPEN SPACES & ROADS SHOWN ON THIS MAP ARE HEREBY OFFERED FOR DEDICATION TO THE TOWN OF YORKTOWN SUCH OFFER OF DEDICATION IS RECORDED IN THE WESTCHESTER COUNTY CLERK'S OFFICE.

THE OWNER OF THE PREMISES SHOWN HEREON IS FAMILIAR WITH THIS MAP & ITS LEGENDS & HEREBY CONSENTS TO THE FILING OF THIS MAP

[Signature]
IRVING LONDON
OLD YORKTOWN RD.
YORKTOWN HTS., N.Y.

I, SIDNEY Y. OILBERT, THE SURVEYOR WHO MADE THIS MAP DO HEREBY CERTIFY THAT THE SURVEY UPON WHICH IT WAS BASED WAS MADE IN ACCORDANCE WITH THE SURVEYOR'S ACT OF SEPT. 1, 1867 & THAT THIS MAP WAS COMPLETED APRIL 15, 1972.

[Signature]
SIDNEY Y. OILBERT
LIC. LAND SURVEYOR
1788 HANOVER ST.
YORKTOWN HTS., N.Y.



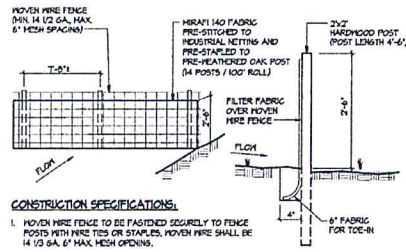


RADCLIFFE

DRIVE

3110 Radcliffe Drive

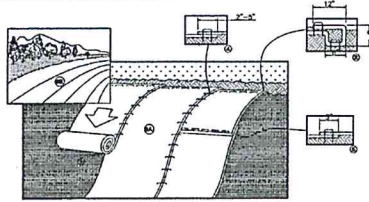




CONSTRUCTION SPECIFICATIONS:

1. MOVEN HIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES. MOVEN HIRE SHALL BE 14 1/2 GA. 6" MAX. MESH OPENINGS.
2. FILTER FABRIC TO BE DISSECTED IN SOIL A MIN. OF 6". FILTER CLOTH TO BE FASTENED SECURELY TO MOVEN HIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
3. INSPECTION SHALL BE FREQUENT AND REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
4. SALT FENCE TO BE REMOVED AT END OF CONSTRUCTION BUT NOT BEFORE ALL DISTURBED AREAS ARE STABILIZED AND VEGETATED.
5. FOR SALT FENCE INSTALLATION ON PAVED AREAS, REMOVE PORTION OF ASPHALT NECESSARY TO TOP-UP THE FABRIC AND TO INSTALL THE POSTS. THE PAVEMENT SHALL BE RESTORED BEFORE FINAL SITE CLEANUP.

SILT FENCE DETAILS
NTS.

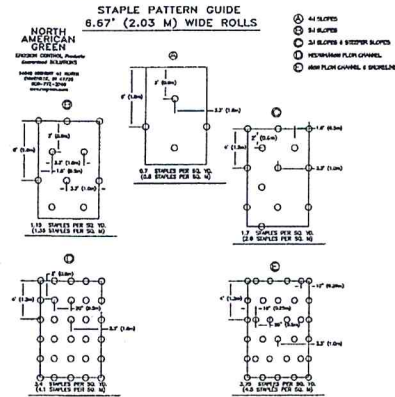


1. PREPARE SOIL SURFACE INCLUDING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZERS, AND SEEDS. NOTE: WHEN USING SEEDS DO NOT SEED PROTECTED AREA. SEEDS SHOULD BE BROADCAST WITH PAPER SIDE DOWN.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 4" (10cm) DEEP 2" (5cm) WIDE TRENCH WITH AN APPROXIMATE 1" (2.5cm) OF BLANKET EXTENDING BEYOND THE UPPER PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAPLES APPROXIMATELY 1" (2.5cm) AWAY TO THE BOTTOM OF THE TRENCH. INITIAL AND END OF THE TRENCH AREA SHOULD HAVE TIES TO COUNTERACT SOIL AND FLOOD REBOUND 1" (2.5cm) PORTION OF BLANKET BACK OVER SLOPE AND CONNECTED TO THE BLANKET. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAPLES SPACED APPROXIMATELY 1' (30cm) APART ACROSS THE PORTION OF THE BLANKET.
3. ROLL THE BLANKETS DOWN OR UNROLL HORIZONTALLY ACROSS THE SLOPE. BLANKETS WILL UNROLL WITH APPROXIMATE EDGE ANGLE OF 90 DEGREES. ALLOW BLANKET TO STAY TIGHTLY AGAINST SLOPE. WHEN STAPLING, STAPLES SHOULD BE PLACED THROUGH EACH OF THE COLORED BARS CORRESPONDING TO THE APPROVED STAPLE PATTERN.
4. THE JOINTS OF PANELS BLANKETS MUST BE STAPLED WITH APPROXIMATELY 6" (15cm) OVERLAP. OVERLAP SHOULD BE PLACED THROUGH EACH OF THE COLORED BARS CORRESPONDING TO THE APPROVED STAPLE PATTERN.
5. COVERTIVE BLANKETS SHOULD BE STAPLED TO THE SOIL SURFACE WITH AN APPROXIMATE 2" (5cm) OVERLAP. STAPLE THROUGH OVERLAP AREA APPROXIMATELY 1' (30cm) APART ACROSS SLOPE.

NOTE: FOR LOOSE SOIL CONDITIONS, THE USE OF STAPLES OR STAPLE LENGTH GREATER THAN 6" (15cm) MAY BE NECESSARY TO PREVENT SLIPAGE THE BLANKETS.

NORTH AMERICAN GREEN
18488 PEBBLE HILL RD. NORTH LITTLE ROCK, ARKANSAS 72755
USA 1-800-772-2040 • CANADA 1-800-448-2540

EROSION CONTROL BLANKET INSTAL. DTL.
NTS.



EROSION CONTROL BLANKET STAPLE PATTERNS
NTS.

Stabilization Notes

1. Temporary vegetative cover:
 - A. Scarcily compacted soil areas.
 - B. Seed as follows:
 - Spring/summer/early fall planting: annual ryegrass and cereal oats at 30 LBS/AC
 - Late fall/winter planting: broodstock winter rye at 100 LBS/AC
 - C. Mulch with not less than one (1) inch and not more than three (3) inches of straw with an application rate of two tons per acre. Provide 90 percent coverage to protected surface. Anchor as needed.
 - D. During winter construction or periods of wet weather temporary slope stabilization shall be provided by either a rolled erosion control product or a heavy mulch layer suitably anchored. The contractor must reseed the area in the spring with the appropriate seeding.
 - E. During dry weather construction, all seeded areas are to be adequately watered to ensure vegetated cover.
2. Permanent vegetative cover:
 - A. Grade to finished slopes.
 - B. Scarcily compacted soil areas.
 - C. Topsoil with not less than four (4) inches of suitable topsoil material (6) inches at SSTS area.
 - D. Seed as follows:

Seed	LBS/AC
Kentucky blue grass	20
Creeping red fescue	28
Red top or rye grass	5
 - E. Mulch with not less than one (1) inch and not more than three (3) inches of straw with an application rate of two tons per acre. Provide 90 percent coverage to protected surface. Anchor as needed.
 - F. For disturbed areas with slopes greater than IV:3H, instead of mulching, erosion control blanket/mating such as North America green S150 (or approved equal) shall be used. The disturbed area shall be prepared as recommended by the erosion control blanket/mating manufacturer prior to installation. Disturbed areas shall be seeded as described above.

NO.	DATE	DESCRIPTION

PURSUANT TO NEW YORK STATE EDUCATION LAW, ARTICLE 140, SECTION 2309 SUBSECTION 5, IT IS A VIOLATION OF THIS LAW FOR ANY PERSON UNLESS HE IS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER TO ALTER AN ITEM IN ANY WAY, IF AN ITEM BEARING THE SEAL OF AN ENGINEER IS ALTERED, THE ALTERING ENGINEER SHALL AFFIX TO THE ITEM HIS SEAL AND THE NOTATION "ALTERED BY FOLLOWED BY HIS SIGNATURE AND THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION."

POTNAM ENGINEERING
ARCHITECTS and ENGINEERS
4 OLD ROUTE 6, EREBSTER, NEW YORK 10809
(845) 274-6789 FAX (845) 274-6789
© POTNAM ENGINEERING PLLC 2021

PROJECT
BACKYARD FILL PLAN
PREPARED FOR
AMBER & MICHAEL URBAN
310 RADCLIFFE DRIVE
TOWN OF YORKTOWN
+M 17.17 - Z - 75

DATE 7/23/21
DESIGNED BY PML
DRAWN BY WEZ
CHECKED BY PML
SCALE AS NOTED

DRAWING
DETAILS

PROJECT NUMBER 23373
DRAWING NUMBER
D-1
SHEET 2 OF 2

**TOWN OF YORKTOWN - ENGINEERING DEPARTMENT
MS4 STORMWATER MANAGEMENT PERMIT APPLICATION
WETLAND PERMIT APPLICATION and/or TREE PERMIT APPLICATION**

Section _____
Block _____
Lot # _____

Approval Authority: TE [] PB [] TB []
Application #: FWPPP-049-21
Date Received: 08-30-21
Date Issued: _____
Date Expires: _____
Fee Paid: \$1,500

Job Site Address: 3110 Radcliffe Dr
City/State/Zip: Yorktown, NY 10598

NOTE: Application, Fee, Short/Long Form EAF, Map/Survey to be submitted to the Engineering

APPLICANT:

YOUR NAME: Amber Urban
COMPANY: _____
ADDRESS: 3110 Radcliffe Dr
Yorktown, NY ZIP 10598
PHONE: (914) 409 6657
EMAIL: atr213@gmail.com

OWNER:

YOUR NAME: Amber & Michael Urban
COMPANY: _____
ADDRESS: 3110 Radcliffe Dr
Yorktown, NY 10598 ZIP 10598
PHONE: (914) 409 6657
EMAIL: atr213@gmail.com

APPROVED PLANS AND PERMIT SHALL BE ON-SITE AT ALL TIMES

Select One	Type	Approval Authority	Cost
	Wetland/Watercourse/Buffer Area Permit (Administrative)	Town Engineer	\$800.00
	Wetland/Watercourse/Buffer Area Permit	Town Board/Planning Board	\$1,800.00
	Renewal of Wetlands/Watercourse/Buffer Area Permit (1 Year)	Town Engineer	\$150.00
<u>ilk</u>	MS4 Stormwater Management Permit (Administrative)	Town Engineer	\$300.00
<u>✓</u>	MS4 Stormwater Management Permit	Town Board/Planning Board	\$1,500.00
	Renewal of a MS4 Stormwater Management Permit (1 Year)	Town Engineer	\$150.00
	Tree Permit	Town Engineer	\$0.00

Application fees are doubled with issuance of a Stop Work Order/Notice of Violation as per Town Code.

PLUNCHOR, TAMMWB.COM⁻¹⁻

PROPOSED ACTIVITY - If not located in wetland/wetland buffer (skip to 2b)

1. **Description of wetlands** (check all that apply): N/A

- a. Lake/pond _____ Control area of lake/pond _____
- b. Stream/River/Brook _____ Control area of stream/river/brook _____
- c. Wetlands _____ Control area of wetlands _____

2a. **Description of activity in the wetland and/or wetland buffer.** Describe the proposed work including the following: i.e. maintenance, construction of dwelling, addition, driveway, culverts, including size and location.

N/A

2b. **Stormwater/Excavation - Description of proposed activity:**

Approximately 425 cubic yards of fill to level portion of yard from house to shed. Total area to be disturbed ~~with~~ ^{is} .124 acres - total site area .435 acres. The yard will be level to shed then at that point there is 5 ft of fill and then a 2 horizontal to 1 foot vertical slope until the existing grade is met.

3. **Tree Removal:** N/A

Amount of trees and/or stumps to be removed: _____
Sizes; approximate DBH: _____
Species of trees to be removed (i.e. Birch, Spruce - if known): _____
Reason for removal: _____
Trees marked in field (trees must be marked prior to inspection): Yes: _____ No: _____
Tree removal contractor: _____

Attach survey/sketch indicating property boundaries, existing structures, driveways, roadways and location of existing trees. Trees must be marked in the field before inspection.

4. **PROPERTY OWNER CONSENT:** If another entity (e.g. contractor, consultant) is applying on the owner's behalf, the PROPERTY OWNER is to complete, sign and date this authorization:

I, Amber Urban hereby authorize _____ to apply for this Stormwater/Wetland Permit/Tree Permit on my behalf.

Signature:  Date: 8/30/21

No application will be processed without the above-mentioned, required information.

GENERAL CONDITIONS

1. The permittee is responsible for maintaining an active application. If no activity occurs within a six (6) month period, as measured from the date of application, the application will become null and void. Applications fees are non-refundable.
2. The Town of Yorktown reserves the right to modify, suspend or revoke this permit at any time after due notice when:
 - a. Scope of the project is exceeded or a violation of any condition of the permit or provision of the law pertinent regulations are found; or
 - b. Permit was obtained by misrepresentation or failure to disclose relevant facts; or
 - c. Newly discovered information or significant physical changes are discovered.
3. The permittee is responsible for keeping the permit active by requesting renewal from the Approval Authority. Any supplemental information that may be required by the Approval Authority, including forms and fees, must be submitted 30 days prior to the expiration date. The expiration date is one year from the date the bond is paid to the Engineering Department. In accordance with Chapter 178 of the Town Code, Freshwater Wetlands, Section 178-16 -Expiration of a Permit.
4. This permit shall not be construed as conveying to the applicant any right to trespass upon private lands or interfere with the riparian rights of others in order to perform the permitted work or as authorizing the impairment of any right, title or interest in real or personal property held or vested in person not party to this permit.
5. The permittee is responsible for obtaining any other permits, approvals, easements and right-of-way, which may be required.
6. Any modification of this permit granted by the Approval Authority must be in writing and attached hereto.
7. Granting of this permit does not relieve the applicant of the responsibility of obtaining any other permission, consent or approval from the U.S. Army Corps of Engineers, N.Y.C. Department of Environmental Protection, N.Y.S. Department of Environmental Conservation or local government, which may be required.

Amber Urbah
PRINT NAME


SIGNATURE OF APPLICANT

8/30/21
DATE

Short Environmental Assessment Form
Part 1 - Project Information

RECEIVED
 PLANNING DEPARTMENT

SEP 7 2021

TOWN OF YORKTOWN


Instructions for Completing

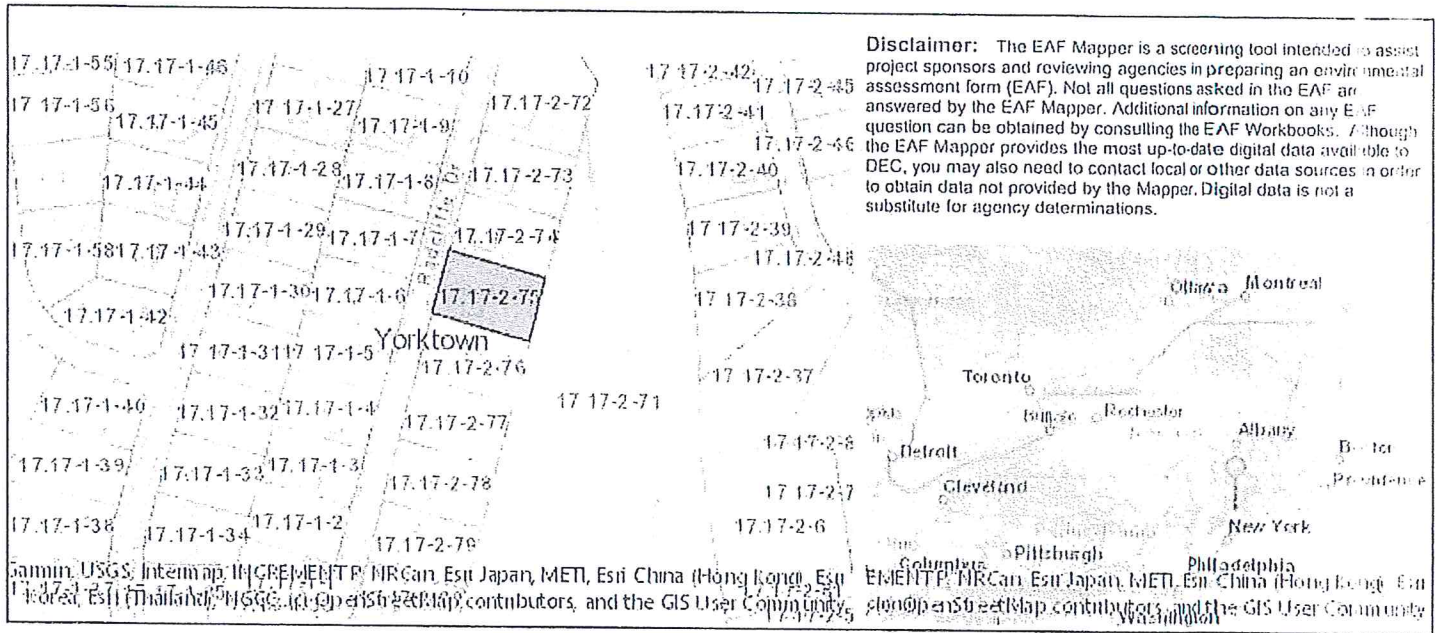
Part 1 – Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available.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

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

Part 1 – Project and Sponsor Information				
Name of Action or Project: Urban Backyard Fill Plan				
Project Location (describe, and attach a location map): 3110 Radcliffe Drive Yorktown Heights, new york				
Brief Description of Proposed Action: To place approximately 450 cubic yards of fill in the rear yard in order to create a larger usable area.				
Name of Applicant or Sponsor: Amber and Michael Urban		Telephone: 914 409 6657 E-Mail: atr213@gmail.com		
Address: 3110 Radcliffe Drive				
City/PO: Yorktown Heights		State: New York	Zip Code: 10598	
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.			NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval:			NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>
3. a. Total acreage of the site of the proposed action?		0.437 acres		
b. Total acreage to be physically disturbed?		0.124 acres		
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor?		0.437 acres		
4. Check all land uses that occur on, are adjoining or near the proposed action:				
5. <input type="checkbox"/> Urban <input type="checkbox"/> Rural (non-agriculture) <input type="checkbox"/> Industrial <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Residential (suburban)				
<input checked="" type="checkbox"/> Forest <input type="checkbox"/> Agriculture <input type="checkbox"/> Aquatic <input type="checkbox"/> Other(Specify):				
<input checked="" type="checkbox"/> Parkland				

	NO	YES	N/A
5. Is the proposed action, a. A permitted use under the zoning regulations? b. Consistent with the adopted comprehensive plan?	<input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	<input type="checkbox"/>	<input type="checkbox"/>	YES <input checked="" type="checkbox"/>
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area? If Yes, identify: _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/>
8. a. Will the proposed action result in a substantial increase in traffic above present levels? b. Are public transportation services available at or near the site of the proposed action? c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	YES <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
9. Does the proposed action meet or exceed the state energy code requirements? If the proposed action will exceed requirements, describe design features and technologies: _____ _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>	YES <input type="checkbox"/>
10. Will the proposed action connect to an existing public/private water supply? If No, describe method for providing potable water: _____	<input type="checkbox"/>	<input type="checkbox"/>	YES <input checked="" type="checkbox"/>
11. Will the proposed action connect to existing wastewater utilities? If No, describe method for providing wastewater treatment: _____	<input type="checkbox"/>	<input type="checkbox"/>	YES <input checked="" type="checkbox"/>
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? b. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	YES <input type="checkbox"/> <input type="checkbox"/>
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency? b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody? If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____ _____	<input type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input type="checkbox"/>	YES <input checked="" type="checkbox"/> <input type="checkbox"/>

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply:		
<input type="checkbox"/> Shoreline <input type="checkbox"/> Forest <input type="checkbox"/> Agricultural/grasslands <input checked="" type="checkbox"/> Early mid-successional <input type="checkbox"/> Wetland <input type="checkbox"/> Urban <input type="checkbox"/> Suburban		
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16. Is the project site located in the 100-year flood plan?	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17. Will the proposed action create storm water discharge, either from point or non-point sources? If Yes,	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a. Will storm water discharges flow to adjacent properties?	<input type="checkbox"/>	<input type="checkbox"/>
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)?	<input type="checkbox"/>	<input type="checkbox"/>
If Yes, briefly describe: _____ _____		
18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)? If Yes, explain the purpose and size of the impoundment: _____ _____	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility? If Yes, describe: _____ _____	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste? If Yes, describe: _____ _____	NO	YES
	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE		
Applicant/sponsor name: <u>Paul M. Lynch</u> Date: <u>8/30/2021</u>		
Signature: <u></u> Title: <u>Principal Engineer</u>		



Part 1 / Question 7 [Critical Environmental Area]	No
Part 1 / Question 12a [National or State Register of Historic Places or State Eligible Sites]	No
Part 1 / Question 12b [Archeological Sites]	No
Part 1 / Question 13a [Wetlands or Other Regulated Waterbodies]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
Part 1 / Question 15 [Threatened or Endangered Animal]	No
Part 1 / Question 16 [100 Year Flood Plain]	No
Part 1 / Question 20 [Remediation Site]	No



Department of
Environmental
Conservation

NYS Department of Environmental Conservation
Division of Water
625 Broadway, 4th Floor
Albany, New York 12233-3505

**MS4 Stormwater Pollution Prevention Plan (SWPPP) Acceptance
Form**
for

Construction Activities Seeking Authorization Under SPDES General Permit
*(NOTE: Attach Completed Form to Notice Of Intent and Submit to Address Above)

I. Project Owner/Operator Information	
1. Owner/Operator Name:	AMBER & MICHAEL URSAU
2. Contact Person:	
3. Street Address:	3110 RADCLIFFE DRIVE
4. City/State/Zip:	YORKTOWN HEIGHTS, NY 10598
II. Project Site Information	
5. Project/Site Name:	URSAU FILL PLAN
6. Street Address:	3110 RADCLIFFE DRIVE
7. City/State/Zip:	YORKTOWN HEIGHTS N.Y 10598
III. Stormwater Pollution Prevention Plan (SWPPP) Review and Acceptance Information	
8. SWPPP Reviewed by:	
9. Title/Position:	
10. Date Final SWPPP Reviewed and Accepted:	
IV. Regulated MS4 Information	
11. Name of MS4:	
12. MS4 SPDES Permit Identification Number:	NYR20A
13. Contact Person:	
14. Street Address:	
15. City/State/Zip:	
16. Telephone Number:	

MS4 SWPPP Acceptance Form - continued

V. Certification Statement - MS4 Official (principal executive officer or ranking elected official) or Duly Authorized Representative

I hereby certify that the final Stormwater Pollution Prevention Plan (SWPPP) for the construction project identified in question 5 has been reviewed and meets the substantive requirements in the SPDES General Permit For Stormwater Discharges from Municipal Separate Storm Sewer Systems (MS4s).
Note: The MS4, through the acceptance of the SWPPP, assumes no responsibility for the accuracy and adequacy of the design included in the SWPPP. In addition, review and acceptance of the SWPPP by the MS4 does not relieve the owner/operator or their SWPPP preparer of responsibility or liability for errors or omissions in the plan.

Printed Name:

Title/Position:

Signature:

Date:

VI. Additional Information



SWPPP Preparer Certification Form

SPDES General Permit for Stormwater Discharges From Construction Activity (GP-0-20-001)

Project Site Information
Project/Site Name

URBAN FILL PLAN

Owner/Operator Information

Owner/Operator (Company Name/Private Owner/Municipality Name)

Certification Statement – SWPPP Preparer

I hereby certify that the Stormwater Pollution Prevention Plan (SWPPP) for this project has been prepared in accordance with the terms and conditions of the GP-0-20-001. Furthermore, I understand that certifying false, incorrect or inaccurate information is a violation of this permit and the laws of the State of New York and could subject me to criminal, civil and/or administrative proceedings.

PAUL	M	LYNCH
First name	MI	Last Name

Signature

Date 2/6/21

NOI for coverage under Stormwater General Permit for Construction Activity



Alternate Identifier Urban Fill Plan Submission HPA-NVV8-KZ1P2 Revision 1 Form Version 1.31

Review

This step allows you to review the form to confirm the form is populated completely and accurately, prior to certification and submission.

Please note: Any work you perform filling out a form will not be accessible by NYSDEC staff or the public until you actually submit the form in the 'Certify & Submit' step.

OWNER/OPERATOR INFORMATION

Owner/Operator Name (Company/Private Owner/Municipality/Agency/Institution, etc.)

Michael and Amber Urban

Owner/Operator Contact Person Last Name (NOT CONSULTANT)

Urban

Owner/Operator Contact Person First Name

Amber

Owner/Operator Mailing Address

3110 Radcliffe Drive

City

Yorktown Heights

State

New York

Zip

10598

Phone

914 409 6657

Email

Atr213@gmail.com

Federal Tax ID
None Specified

PROJECT LOCATION

Project/Site Name
Urban Fill Plan

Street Address (Not P.O. Box)
3110 Radcliffe Drive

Side of Street
East

City/Town/Village (THAT ISSUES BUILDING PERMIT)
Yorktown

State
NY

Zip
10598

DEC Region
3

County
WESTCHESTER

Name of Nearest Cross Street
Quinlan Street

Distance to Nearest Cross Street (Feet)
1000

Project In Relation to Cross Street
East

Tax Map Numbers Section-Block-Parcel
17.17-2-75

Tax Map Numbers
None Specified

1. Coordinates

Provide the Geographic Coordinates for the project site. The two methods are:

- Navigate to the project location on the map (below) and click to place a marker and obtain the XY coordinates.
- The "Find Me" button will provide the lat/long for the person filling out this form. Then pan the map to the correct location and click the map to place a marker and obtain the XY coordinates.

Navigate to your location and click on the map to get the X,Y coordinates

Latitude	Longitude
41.31529840516326	-73.79806062029022

PROJECT DETAILS

2. What is the nature of this project?

Redevelopment with no increase in impervious area

3. Select the predominant land use for both pre and post development conditions.

Pre-Development Existing Landuse

Single Family Home

Post-Development Future Land Use

Single Family Home

3a. If Single Family Subdivision was selected in question 3, enter the number of subdivision lots.

None Specified

4. In accordance with the larger common plan of development or sale, enter the total project site acreage, the acreage to be disturbed and the future impervious area (acreage) within the disturbed area.

*** ROUND TO THE NEAREST TENTH OF AN ACRE. ***

Total Site Area (acres)

0.435

Total Area to be Disturbed (acres)

0.124

Existing Impervious Area to be Disturbed (acres)

0

Future Impervious Area Within Disturbed Area (acres)

0

5. Do you plan to disturb more than 5 acres of soil at any one time?

No

6. Indicate the percentage (%) of each Hydrologic Soil Group(HSG) at the site.

A (%)

0

B (%)

0

C (%)

100

D (%)

0

7. Is this a phased project?

No

8. Enter the planned start and end dates of the disturbance activities.

Start Date

10/1/2021

End Date

10/15/2021

9. Identify the nearest surface waterbody(ies) to which construction site runoff will discharge.

unnamed stream

9a. Type of waterbody identified in question 9?

Stream/Creek Off Site

Other Waterbody Type Off Site Description

local stream flowing into a small pond

9b. If "wetland" was selected in 9A, how was the wetland identified?

None Specified

10. Has the surface waterbody(ies) in question 9 been identified as a 303(d) segment in Appendix E of GP-0-20-001?

Yes

11. Is this project located in one of the Watersheds identified in Appendix C of GP-0-20-001?

Yes

12. Is the project located in one of the watershed areas associated with AA and AA-S classified waters?

No

If No, skip question 13.

13. Does this construction activity disturb land with no existing impervious cover and where the Soil Slope Phase is identified as an E or on the USDA Soil Survey?

Yes

If Yes, what is the acreage to be disturbed?

0.09

14. Will the project disturb soils within a State regulated wetland or the protected 100 foot adjacent area?

No

15. Does the site runoff enter a separate storm sewer system (including roadside drains, swales, ditches, culverts, etc)?

No

16. What is the name of the municipality/entity that owns the separate storm sewer system?

None Specified

17. Does any runoff from the site enter a sewer classified as a Combined Sewer?

No

18. Will future use of this site be an agricultural property as defined by the NYS Agriculture and Markets Law?

No

19. Is this property owned by a state authority, state agency, federal government or local government?

No

20. Is this a remediation project being done under a Department approved work plan? (i.e. CERCLA, RCRA, Voluntary Cleanup Agreement, etc.)

No

REQUIRED SWPPP COMPONENTS

21. Has the required Erosion and Sediment Control component of the SWPPP been developed in conformance with the current NYS Standards and Specifications for Erosion and Sediment Control (aka Blue Book)?

Yes

22. Does this construction activity require the development of a SWPPP that includes the post-construction stormwater management practice component (i.e. Runoff Reduction, Water Quality and Quantity Control practices/techniques)?

No

If you answered No in question 22, skip question 23 and the Post-construction Criteria and Post-construction SMP Identification sections.

23. Has the post-construction stormwater management practice component of the SWPPP been developed in conformance with the current NYS Stormwater Management Design Manual?

None Specified

24. The Stormwater Pollution Prevention Plan (SWPPP) was prepared by:

Professional Engineer (P.E.)

SWPPP Preparer

Paul M Lynch

Contact Name (Last, Space, First)

Lynch Paul

Mailing Address

4 Old Route 6

City
Brewster

State
New York

Zip
10509

Phone
8452796789

Email
plynch@putnameng.com

Download SWPPP Preparer Certification Form

Please take the following steps to prepare and upload your preparer certification form:

- 1) Click on the link below to download a blank certification form
- 2) The certified SWPPP preparer should sign this form
- 3) Scan the signed form
- 4) Upload the scanned document

Download SWPPP Preparer Certification Form

Please upload the SWPPP Preparer Certification

No files uploaded

Comment

None Specified

EROSION & SEDIMENT CONTROL CRITERIA

25. Has a construction sequence schedule for the planned management practices been prepared?

Yes

26. Select all of the erosion and sediment control practices that will be employed on the project site:

Temporary Structural

Silt Fence

Biotechnical

None

Vegetative Measures

Seeding

Mulching

Permanent Structural

None

Other

None Specified

POST-CONSTRUCTION CRITERIA

* IMPORTANT: Completion of Questions 27-39 is not required if response to Question 22 is No.

27. Identify all site planning practices that were used to prepare the final site plan/layout for the project.

None Specified

27a. Indicate which of the following soil restoration criteria was used to address the requirements in Section 5.1.6("Soil Restoration") of the Design Manual (2010 version).

None Specified

28. Provide the total Water Quality Volume (WQv) required for this project (based on final site plan/layout). (Acre-feet)

None Specified

29. Post-construction SMP Identification

Use the Post-construction SMP Identification section to identify the RR techniques (Area Reduction), RR techniques (Volume Reduction) and Standard SMPs with RRv Capacity that were used to reduce the Total WQv Required (#28).

Identify the SMPs to be used by providing the total impervious area that contributes runoff to each technique/practice selected. For the Area Reduction Techniques, provide the total contributing area (includes pervious area) and, if applicable, the total impervious area that contributes runoff to the technique/practice.

Note: Redevelopment projects shall use the Post-Construction SMP Identification section to identify the SMPs used to treat and/or reduce the WQv required. If runoff reduction techniques will not be used to reduce the required WQv, skip to question 33a after identifying the SMPs.

30. Indicate the Total RRv provided by the RR techniques (Area/Volume Reduction) and Standard SMPs with RRv capacity identified in question 29. (acre-feet)

None Specified

31. Is the Total RRv provided (#30) greater than or equal to the total WQv required (#28)?

None Specified

If Yes, go to question 36. If No, go to question 32.

32. Provide the Minimum RRv required based on HSG. [Minimum RRv Required = (P) (0.95) (Ai) / 12, Ai=(s) (Aic)] (acre-feet)

None Specified

32a. Is the Total RRv provided (#30) greater than or equal to the Minimum RRv Required (#32)?

None Specified

If Yes, go to question 33.

Note: Use the space provided in question #39 to summarize the specific site limitations and justification for not reducing 100% of WQv required (#28). A detailed evaluation of the specific site limitations and justification for not reducing 100% of the WQv required (#28) must also be included in the SWPPP.

If No, sizing criteria has not been met; therefore, NOI can not be processed. SWPPP preparer must modify design to meet sizing criteria.

33. SMPs

Use the Post-construction SMP Identification section to identify the Standard SMPs and, if applicable, the Alternative SMPs to be used to treat the remaining total WQv (=Total WQv Required in #28 - Total RRv Provided in #30).

Also, provide the total impervious area that contributes runoff to each practice selected.

NOTE: Use the Post-construction SMP Identification section to identify the SMPs used on Redevelopment projects.

33a. Indicate the Total WQv provided (i.e. WQv treated) by the SMPs identified in question #33 and Standard SMPs with RRv Capacity identified in question #29. (acre-feet)

None Specified

Note: For the standard SMPs with RRv capacity, the WQv provided by each practice = the WQv calculated using the contributing drainage area to the practice - provided by the practice. (See Table 3.5 in Design Manual)

34. Provide the sum of the Total RRv provided (#30) and the WQv provided (#33a).

None Specified

35. Is the sum of the RRv provided (#30) and the WQv provided (#33a) greater than or equal to the total WQv required (#28)?

None Specified

If Yes, go to question 36.

If No, sizing criteria has not been met; therefore, NOI can not be processed. SWPPP preparer must modify design to meet sizing criteria.

36. Provide the total Channel Protection Storage Volume (CPv required and provided or select waiver (#36a), if applicable.

CPv Required (acre-feet)

None Specified

CPv Provided (acre-feet)

None Specified

36a. The need to provide channel protection has been waived because:

None Specified

37. Provide the Overbank Flood (Qp) and Extreme Flood (Qf) control criteria or select waiver (#37a), if applicable.

Overbank Flood Control Criteria (Qp)

Pre-Development (CFS)

None Specified

Post-Development (CFS)

None Specified

Total Extreme Flood Control Criteria (Qf)

Pre-Development (CFS)

None Specified

Post-Development (CFS)

None Specified

37a. The need to meet the Qp and Qf criteria has been waived because:

None Specified

38. Has a long term Operation and Maintenance Plan for the post-construction stormwater management practice(s) been developed?

None Specified

If Yes, Identify the entity responsible for the long term Operation and Maintenance

None Specified

39. Use this space to summarize the specific site limitations and justification for not reducing 100% of WQv required (#28). (See question #32a) This space can also be used for other pertinent project information.

None Specified

POST-CONSTRUCTION SMP IDENTIFICATION

Runoff Reduction (RR) Techniques, Standard Stormwater Management Practices (SMPs) and Alternative SMPs

Identify the Post-construction SMPs to be used by providing the total impervious area that contributes runoff to each technique/practice selected. For the Area Reduction Techniques, provide the total contributing area (includes pervious area) and, if applicable, the total impervious area that contributes runoff to the technique/practice.

RR Techniques (Area Reduction)

Round to the nearest tenth

Total Contributing Acres for Conservation of Natural Area (RR-1)

None Specified

Total Contributing Impervious Acres for Conservation of Natural Area (RR-1)

None Specified

Total Contributing Acres for Sheetflow to Riparian Buffers/Filter Strips (RR-2)

None Specified

Total Contributing Impervious Acres for Sheetflow to Riparian Buffers/Filter Strips (RR-2)
None Specified

Total Contributing Acres for Tree Planting/Tree Pit (RR-3)
None Specified

Total Contributing Impervious Acres for Tree Planting/Tree Pit (RR-3)
None Specified

Total Contributing Acres for Disconnection of Rooftop Runoff (RR-4)
None Specified

RR Techniques (Volume Reduction)

Total Contributing Impervious Acres for Disconnection of Rooftop Runoff (RR-4)
None Specified

Total Contributing Impervious Acres for Vegetated Swale (RR-5)
None Specified

Total Contributing Impervious Acres for Rain Garden (RR-6)
None Specified

Total Contributing Impervious Acres for Stormwater Planter (RR-7)
None Specified

Total Contributing Impervious Acres for Rain Barrel/Cistern (RR-8)
None Specified

Total Contributing Impervious Acres for Porous Pavement (RR-9)
None Specified

Total Contributing Impervious Acres for Green Roof (RR-10)
None Specified

Standard SMPs with RRv Capacity

Total Contributing Impervious Acres for Infiltration Trench (I-1)
None Specified

Total Contributing Impervious Acres for Infiltration Basin (I-2)
None Specified

Total Contributing Impervious Acres for Dry Well (I-3)
None Specified

Total Contributing Impervious Acres for Underground Infiltration System (I-4)
None Specified

Total Contributing Impervious Acres for Bioretention (F-5)
None Specified

Total Contributing Impervious Acres for Dry Swale (O-1)

None Specified

Standard SMPs

Total Contributing Impervious Acres for Micropool Extended Detention (P-1)

None Specified

Total Contributing Impervious Acres for Wet Pond (P-2)

None Specified

Total Contributing Impervious Acres for Wet Extended Detention (P-3)

None Specified

Total Contributing Impervious Acres for Multiple Pond System (P-4)

None Specified

Total Contributing Impervious Acres for Pocket Pond (P-5)

None Specified

Total Contributing Impervious Acres for Surface Sand Filter (F-1)

None Specified

Total Contributing Impervious Acres for Underground Sand Filter (F-2)

None Specified

Total Contributing Impervious Acres for Perimeter Sand Filter (F-3)

None Specified

Total Contributing Impervious Acres for Organic Filter (F-4)

None Specified

Total Contributing Impervious Acres for Shallow Wetland (W-1)

None Specified

Total Contributing Impervious Acres for Extended Detention Wetland (W-2)

None Specified

Total Contributing Impervious Acres for Pond/Wetland System (W-3)

None Specified

Total Contributing Impervious Acres for Pocket Wetland (W-4)

None Specified

Total Contributing Impervious Acres for Wet Swale (O-2)

None Specified

Alternative SMPs (DO NOT INCLUDE PRACTICES BEING USED FOR PRETREATMENT ONLY)

Total Contributing Impervious Area for Hydrodynamic

None Specified

Total Contributing Impervious Area for Wet Vault

None Specified

Total Contributing Impervious Area for Media Filter

None Specified

"Other" Alternative SMP?

None Specified

Total Contributing Impervious Area for "Other"

None Specified

Provide the name and manufacturer of the alternative SMPs (i.e. proprietary practice(s)) being used for WQv treatment.

Note: Redevelopment projects which do not use RR techniques, shall use questions 28, 29, 33 and 33a to provide SMPs used, total WQv required and total WQv provided for the project.

Manufacturer of Alternative SMP

None Specified

Name of Alternative SMP

None Specified

OTHER PERMITS

40. Identify other DEC permits, existing and new, that are required for this project/facility.

None

If SPDES Multi-Sector GP, then give permit ID

None Specified

If Other, then identify

None Specified

41. Does this project require a US Army Corps of Engineers Wetland Permit?

No

If "Yes," then indicate Size of Impact, in acres, to the nearest tenth

None Specified

42. If this NOI is being submitted for the purpose of continuing or transferring coverage under a general permit for stormwater runoff from construction activities, please indicate the former SPDES number assigned.

None Specified

MS4 SWPPP ACCEPTANCE

43. Is this project subject to the requirements of a regulated, traditional land use control MS4?

Yes - Please attach the MS4 Acceptance form below

If No, skip question 44

44. Has the "MS4 SWPPP Acceptance" form been signed by the principal executive officer or ranking elected official and submitted along with this NOI?

Yes

MS4 SWPPP Acceptance Form Download

Download form from the link below. Complete, sign, and upload.

MS4 SWPPP Acceptance Form

MS4 Acceptance Form Upload

No files uploaded

Comment

None Specified

OWNER/OPERATOR CERTIFICATION

The owner/operator must download, sign, and upload the certification form in order to complete this application.

Owner/Operator Certification Form Download

Download the certification form by clicking the link below. Complete, sign, scan, and upload the form.

Owner/Operator Certification Form (PDF, 45KB)

Upload Owner/Operator Certification Form

No files uploaded

Comment

None Specified



At least one file is required.