



Traffic Impact Study

October 19, 2022

Proposed Active Adult Residential Development
2300 Catherine Street
Town of Yorktown, Westchester County, New York

Prepared for:

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Project No. 21006314A

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I. Introduction

A. Project Description and Location

(Figure No. 1)

This report has been prepared to evaluate the potential traffic impacts associated with the proposed 120 dwelling unit active adult residential development (“the Project”), which is planned to be developed on the property located at 2300 Catherine Street in the Town of Yorktown, Westchester County, New York. The site is proposed with two (2) access connections via Catherine Street.

A Design Year of 2026 has been utilized in completing the traffic analysis in order to evaluate future traffic conditions associated with this proposed development.

B. Scope of Study

This study has been prepared to identify current and future traffic operating conditions on the surrounding roadway network and to assess the potential traffic impacts of the Project.

All available traffic count data for the study area intersections were obtained from previous reports prepared by our office. These data were supplemented with new traffic counts collected by representatives of Colliers Engineering & Design CT, P.C. These data were also compared to count data obtained from the New York State Department of Transportation (NYSDOT). Together these data were utilized to establish the Year 2022 Existing Traffic Volumes representing existing traffic conditions in the vicinity of the site.

The Year 2022 Existing Traffic Volumes were then projected to the 2026 Design Year to take into account background traffic growth. In addition, traffic for other specific potential or approved developments in the area were estimated and then added to the Projected Traffic Volumes to obtain the Year 2026 No-Build Traffic Volumes.

Estimates were then made of the potential traffic that the proposed development would generate during each of the peak hours (see Section III-C for further discussion). The resulting site generated traffic volumes were then added to the roadway system and combined with the Year 2026 No-Build Traffic Volumes resulting in the Year 2026 Build Traffic Volumes.

The Existing, No-Build and Build Traffic Volumes were then compared to roadway capacities based on the procedures from the Highway Capacity Manual to determine existing and future Levels of Service and operating conditions. Recommendations for improvements were made where necessary to serve the existing and/or future traffic volumes.

II. Existing Roadway and Traffic Descriptions

A. Description of Existing Roadways

As shown on Figure No. 1, the proposed residential development will be accessed from Catherine Street via two access drives. The following is a brief description of the roadways located within the study area. In addition, Section III-F provides a further description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service and any recommended improvements for each of the study area intersections. Appendix "D" contains copies of the capacity analyses which indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

1. NYS Route 35/U.S. Route 202 (Crompond Road)

NYS Route 35/U.S. Route 202 in this vicinity is generally a two-lane roadway with separate turning lanes at various intersections and is under the jurisdiction of the NYSDOT. NYS Route 35/U.S. Route 202 serves as a major east/west roadway, which in Westchester County extends from Peekskill to the west through the Town of Cortlandt, the Town of Yorktown, and the Town of Somers to the east. In the vicinity of the study area, this roadway intersects with Garden Lane, Old Crompond Road, and Pine Grove Court. The posted speed limit, in the vicinity of the site, is 45 MPH. The roadway in this area is in good condition. On-street parking is not permitted along NYS Route 35/U.S. Route 202. Also, with the exception of the sections to the east near the Chase Bank/Staples Plaza and other commercial facilities where the roadway has been improved and consists of five lanes (two lanes per direction plus a separate left turn lane), there are currently no other existing sidewalks along NYS Route 35/U.S. Route 202.

2. Catherine Street

Catherine Street is a town roadway that travels in a north/south direction between unsignalized intersections with Old Crompond Road and Jacob Road. The roadway will provide access to the 2300 Catherine Street property at two unsignalized, full movement intersections to be located north of the Glassbury Court Active Adult Housing Development (Depeyster Drive). Catherine Street has a double yellow centerline with no shoulders present and a posted speed limit of 30 MPH.

3. Jacob Road

Jacob Road is a town roadway that travels in a generally east/west direction between an unsignalized intersection with Croton Avenue and Hunterbrook Road. The roadway generally serves residential land uses and intersects with several other local roadways including Catherine Street and Field Street. It has no edge line (fog line) and lacks centerline striping. It has a posted speed limit of 30 mph.

4. Old Crompond Road

Old Crompond Road is a town roadway that originates at an unsignalized intersection with NYS Route 35/U.S. Route 202 immediately west of Lexington Avenue. The roadway traverses to the east, serving residential land uses and providing access to other local roads including Catherine Street. The roadway terminates at an unsignalized intersection with Pine Grove Court approximately 150 ft. south of NYS Route 35/U.S. Route 202. Old Crompond Road consists of one lane in each direction with a double yellow centerline and has a posted speed limit of 30 MPH.

5. Garden Lane

Garden Lane is partially a private road and partially a Town road that traverses in a north/south direction between Crompond Road (Route 35/202) and Old Crompond Road. The northern portion of Garden Lane has a width of approximately 24 ft. while the width varies from as little as 18 ft. to 32 ft. The Town roadway portion, which starts at Old Crompond Road and continues approximately 450 ft. north, serves residential land uses. The northerly portion, which continues to the Route 202/35 intersection, has access to the New City Diner and a car dealership. Arthur Lane also has access to Garden Lane. Garden Lane currently has no center line striping and no stop control at the Old Crompond Road intersection.

B. 2022 Existing Traffic Volumes

(Figures No. 2 and 3)

Manual traffic counts were collected by representatives of Colliers Engineering & Design CT, P.C. on May 18 and 19, 2022 for the AM and PM Peak Hours to determine the existing traffic volume conditions at the study area intersections. These traffic counts were then compared to traffic volume data from previous traffic studies conducted by our office and to traffic volume data available from the New York State Department of Transportation (NYSDOT) for the U.S. Route 202 corridor. In the case where either the recent or historical counts were higher, the higher volumes were accounted for herein. Based on this information, the Year 2022 Existing Traffic Volumes were established for the Weekday Peak AM and Weekday Peak PM Hours at the following study area intersections.

- U.S. Route 202 (Crompond Road) and Garden Lane
- Catherine Street and Depeyster Drive
- Catherine Street and Jacob Road
- Catherine Street and Old Crompond Road
- Garden Lane and Old Crompond Road

Based upon a review of the traffic counts, the peak hours were generally identified as follows:

- Weekday Peak AM Hour 7:30 AM – 8:30 AM
- Weekday Peak PM Hour 5:00 PM – 6:00 PM

The resulting Year 2022 Existing Traffic Volumes are shown on Figures No. 2 and 3 for the Weekday Peak AM Hour and Weekday Peak PM Hour, respectively.

III. Evaluation of Future Traffic Conditions

A. 2026 No-Build Traffic Volumes

(Figure No. 4 and 5)

The Year 2022 Existing Traffic Volumes were increased by a growth factor of 2% per year to account for general background growth resulting in the Year 2026 No-Build Traffic Volumes which are shown on Figures No. 4 and 5 for each of the Peak Hours, which accounts for traffic from other developments in the area including Trader Joe's and the previously approved CVS opposite the Chase Bank.

B. Site Generated Traffic Volumes

(Tables No. 1 and 1A)

Estimates of the amount of traffic to be generated by the proposed development during each of the peak hours were developed based on information published by the Institute of Transportation Engineers (ITE) as contained in the report entitled "Trip Generation", 11th Edition, 2021, based on Land Use Category – 215 Townhouse and they were also compared with the rates for Land Use Category 251 – Senior Adult Housing. Table No. 1 summarizes the trip generation rates and corresponding site generated traffic volumes for the Weekday Peak AM and Weekday Peak PM Hours based on Land Use Category 215 and Table No. 1A based on Land Use Category 251. The volumes shown in Table No. 1 were used to provide a more conservative analysis.

C. Arrival/Departure Distribution

(Figures No. 6 and 7)

It was necessary to establish arrival and departure distributions to assign the site generated traffic volumes to the surrounding roadway network. Based on a review of the Existing Traffic Volumes and the expected travel patterns on the surrounding roadway network, the distributions were identified. The anticipated arrival and departure distributions are shown on Figures No. 6 and 7, respectively.

D. 2026 Build Conditions Traffic Volumes

(Figures No. 8 through 11)

The site generated traffic volumes were assigned to the roadway network based on the arrival and departure distributions referenced above. The resulting site generated traffic volumes for each of the study area intersections are shown on Figures No. 8 and 9 for each of the peak hours, respectively. The site generated traffic volumes were then added to the Year 2026 No-Build Traffic Volumes to obtain the Year 2026 Build Traffic Volumes. The resulting Year 2026 Build Traffic Volumes are shown on Figures No. 10 and 11 for the Weekday Peak AM and Weekday Peak PM Hours, respectively.

E. Description of Analysis Procedures

It was necessary to perform capacity analyses in order to determine existing and future traffic operating conditions at the study area intersections. The following is a brief description of the analysis method utilized in this report:

1. Signalized Intersection Capacity Analysis

The capacity analysis for a signalized intersection was performed in accordance with the procedures described in the Highway Capacity Manual, 6th Edition, dated 2016, published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service "A" represents the best condition and a Level of Service "F" represents the worst condition. A Level of Service "C" is generally used as a design standard while a Level of Service "D" is acceptable during peak periods. A Level of Service "E" represents an operation near capacity. In order to identify an intersection's Level of Service, the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection.

2. Unsignalized Intersection Capacity Analysis

The unsignalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the Highway Capacity Manual, 6th Edition, dated 2016. The procedure is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular critical movement is a function of the service rate or capacity of the approach and the degree of saturation. In order to identify the Level of Service, the average amount of vehicle delay is computed for each critical movement to the intersection.

Additional information concerning signalized and unsignalized Levels of Service can be found in Appendix "C" of this report.

F. Results of Analysis

(Table No. 2)

Capacity analyses which take into consideration appropriate truck percentages, pedestrian activity, roadway grades and other factors were performed at the study area intersections utilizing the procedures described above to determine the Levels of Service and average vehicle delays. Summarized below are a description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service as well as any recommended improvements.

Table No. 2 summarizes the results of the capacity analysis for the 2022 Existing, 2026 No-Build and 2026 Build Conditions. Appendix "D" contains copies of the capacity analysis which also indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

1. U.S. Route 202 (Crompond Road) and Garden Lane

Garden Lane intersects with Crompond Road at a "T" shaped, unsignalized, uncontrolled intersection. Each of the approaches to the intersection consists of a single lane with Crompond Road having a double yellow centerline.

Capacity analysis was conducted for this intersection utilizing the 2022 Existing Traffic Volumes. The analysis results indicate that the left turn exiting from Garden Lane at this intersection is currently operating at an overall Level of Service "D and E" during the AM and PM Peak Hours, respectively.

The capacity analysis was recomputed using the 2026 No-Build and Build Traffic volumes. These results indicate that the left turns exiting from this intersection are expected to experience Levels of Service "D/E and F" during the AM and PM Peak Hours respectively under future No-Build and Build conditions. A traffic signal would be required to improve these conditions. However, the NYSDOT traffic signal warrants are not satisfied for this location, and thus, we do not recommend signalization at this intersection at this time.

2. Catherine Street and Depeyster Drive

Catherine Street and Depeyster Drive intersect at a full movement unsignalized intersection. Depeyster Road is stop-sign controlled. Each of the approaches to the intersection consists of one lane.

Capacity analysis was conducted for this intersection utilizing the 2022 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at an overall Level of Service "B" or better during the AM and PM Peak Hours.

The capacity analysis was recomputed using the 2026 No-Build and Build Traffic volumes. These results indicate that the intersection is expected to continue to experience Levels of Service "B" or better during the AM and PM Peak Hours under future conditions.

3. Catherine Street and Jacob Road

Catherine Street and Jacob Road intersect at "T" type unsignalized intersection with the Catherine Street approach being stop-sign controlled. Each of the approaches to the intersection consists of one lane.

Capacity analysis was conducted for this intersection utilizing the 2022 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at an overall Level of Service "A" during the AM and PM Peak Hours.

The capacity analysis was recomputed using the 2026 No-Build and Build Traffic volumes. These results indicate that the intersection is expected to experience Levels of Service "B" or better during the AM and PM Peak Hours under future conditions.

4. Catherine Street and Old Crompond Road

Catherine Street and Old Crompond Road intersect at an unsignalized "T" shaped intersection. Each of the approaches to the intersection consists of one lane and the Catherine Street approach is stop-sign controlled.

Capacity analysis was conducted for this intersection utilizing the 2022 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at an overall Level of Service "B" or better during the AM and PM Peak Hours.

The capacity analysis was recomputed using the 2026 No-Build and Build Traffic volumes. These results indicate that the intersection is expected to continue to experience Levels of Service "B" or better during the AM and PM Peak Hours under future conditions.

5. Garden Lane and Old Crompond Road

Garden Lane and Old Crompond Road intersection at a "T" shaped unsignalized intersection. Each approach consists of a single lane.

Capacity analysis was conducted for this intersection utilizing the 2022 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at an overall Level of Service "B" or better during the AM and PM Peak Hours.

The capacity analysis was recomputed using the 2026 No-Build and Build Traffic volumes. These results indicate that the intersection is expected to continue to experience Levels of Service "B" or better during the AM and PM Peak Hours under future conditions.

6. Catherine Street and Existing Site Access

Catherine Street and the Existing Site Access intersected at a "T" type intersection with the site access being stop-sign controlled.

Capacity analysis was conducted for this intersection utilizing the 2022 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at an overall Level of Service "A" during the AM and PM Peak Hours.

The capacity analysis was recomputed using the 2026 No-Build and Build Traffic volumes. These results indicate that the intersection is expected to continue to experience Levels of Service "A" during the AM and PM Peak Hours under future conditions.

G. Findings and Recommendations

1. Project Specific Findings

- a. Based on the results of the capacity analyses, the traffic generated by the project will not result in any significant changes in operations or Levels of Service at the surround intersections.

- b. As mentioned in Section 111.B of the report and shown in Table 1A, the trip generation associated with senior/age restricted housing is generally lower than non-age restricted.
- c. At the proposed site driveways, clearing of vegetation within the right-of-way and along site frontage should be completed to ensure adequate sight distances for entering and exiting vehicles.

2. Non-Project Related Findings and Recommendations

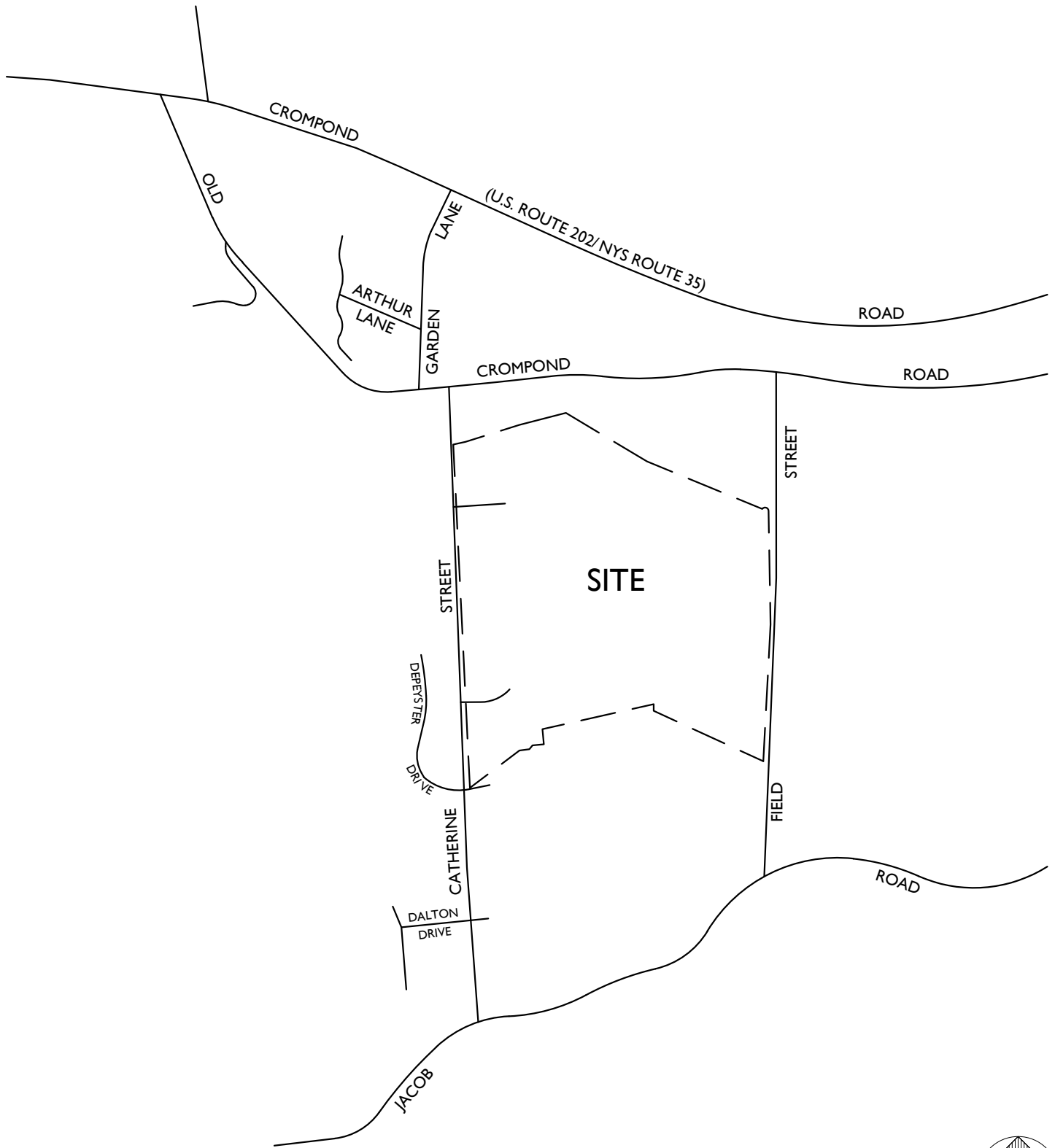
- a. At each of the intersections analyzed along Old Crompond Road and Catherine Street, some vegetative clearing and pruning will be required to ensure adequate sight distances are maintained.
- b. At the intersection Jacob Road and Catherine Street, in addition to the sight distance improvements, the installation of a double yellow centerline, solid white stop line, and a double yellow centerline along Jacob Road should be provided, again, regardless of the proposed project.
- c. At the intersection of Catherine Street and Old Crompond Road, a painted stop bar should be installed at the intersection.
- d. At the intersection of Garden Lane and Old Crompond Road, sight distances should be improved by clearing/pruning within the right-of-way looking both east and west. A painted "stop" line should also be provided on the Garden Lane approach.
- e. The intersection of Garden Lane and U.S. Route 202 was analyzed for potential signalization. Under current conditions, it was determined that the signal warrants are not satisfied.

IV. Summary and Conclusion

Based on the above analysis, similar Levels of Service and delays will be experienced at the area intersections under the future No-Build and future Build Conditions. Thus, the proposed active adult residential development traffic is not expected to cause any significant impact in overall operation.

Traffic Impact Study

Appendix A | Traffic Figures



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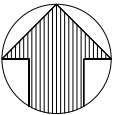
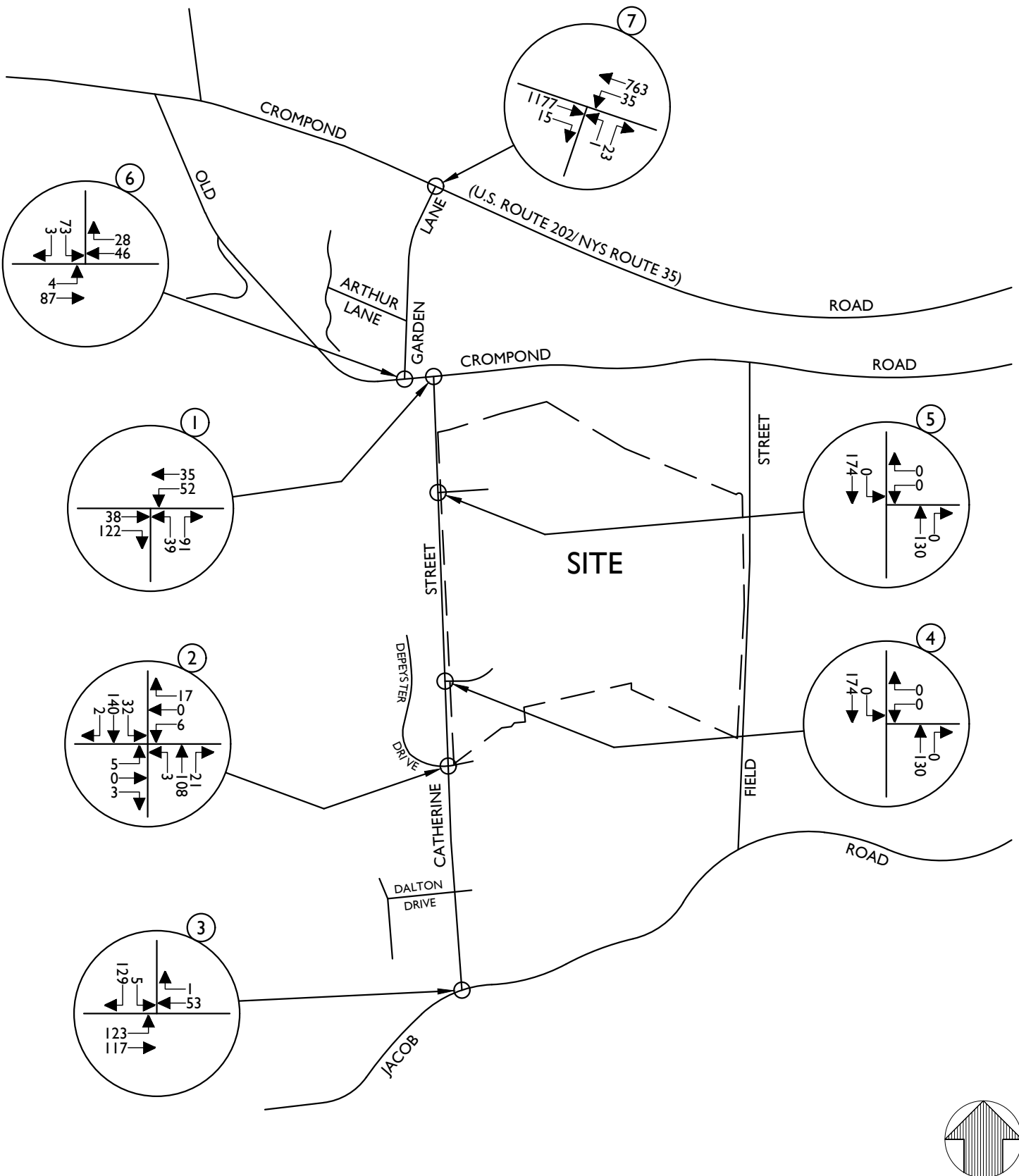
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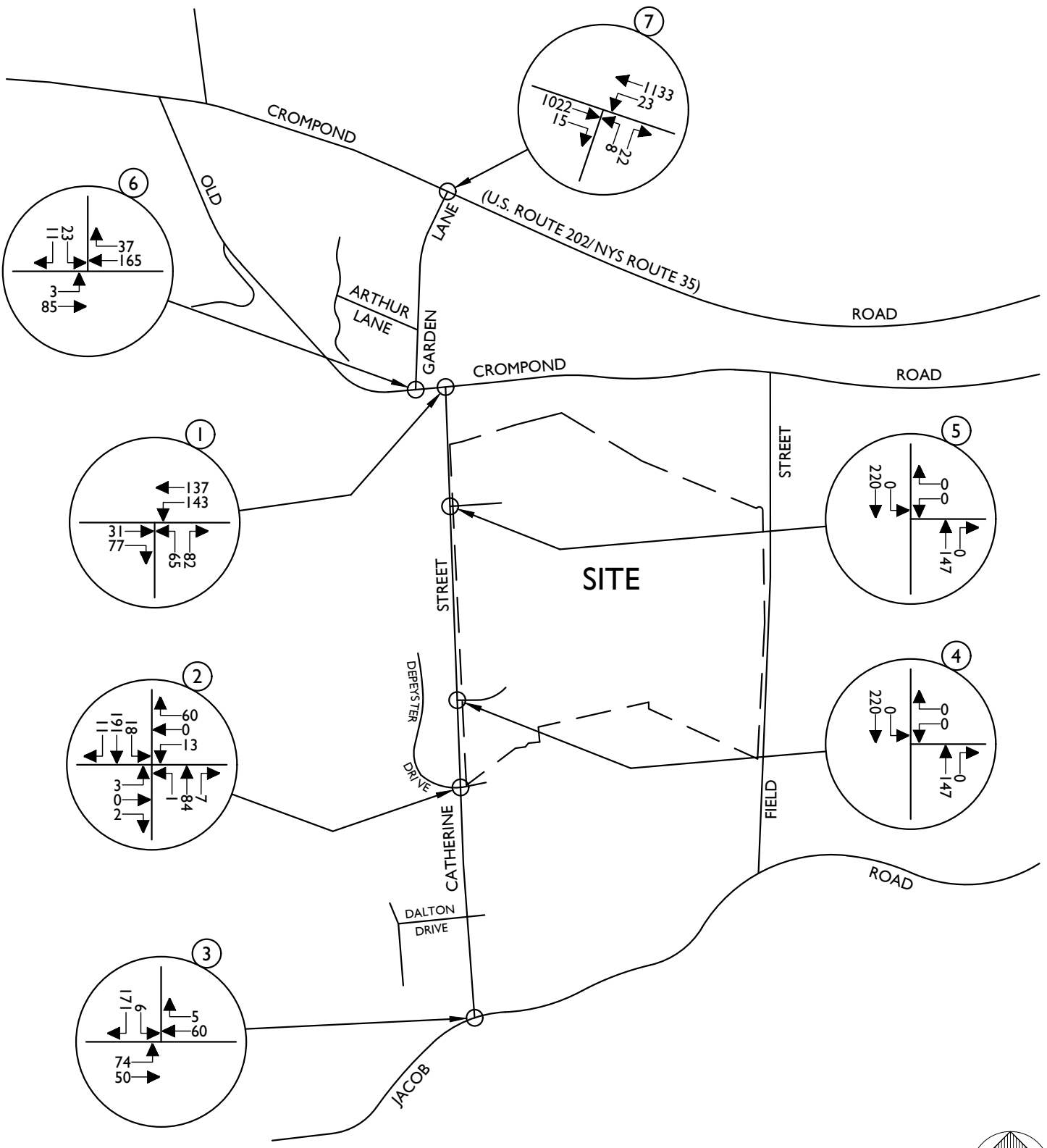
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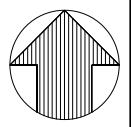
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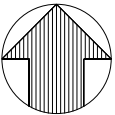
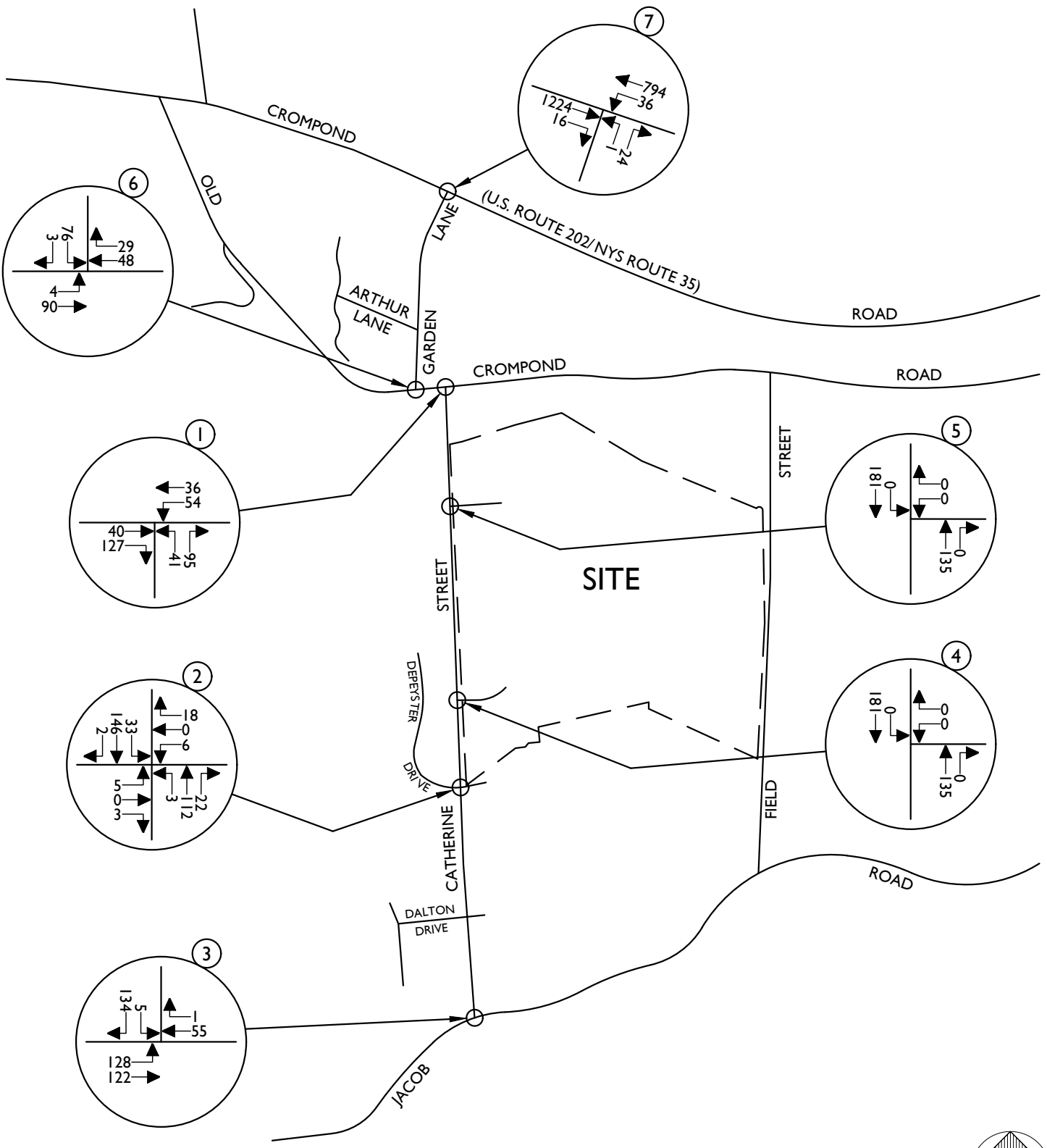
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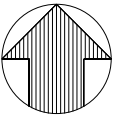
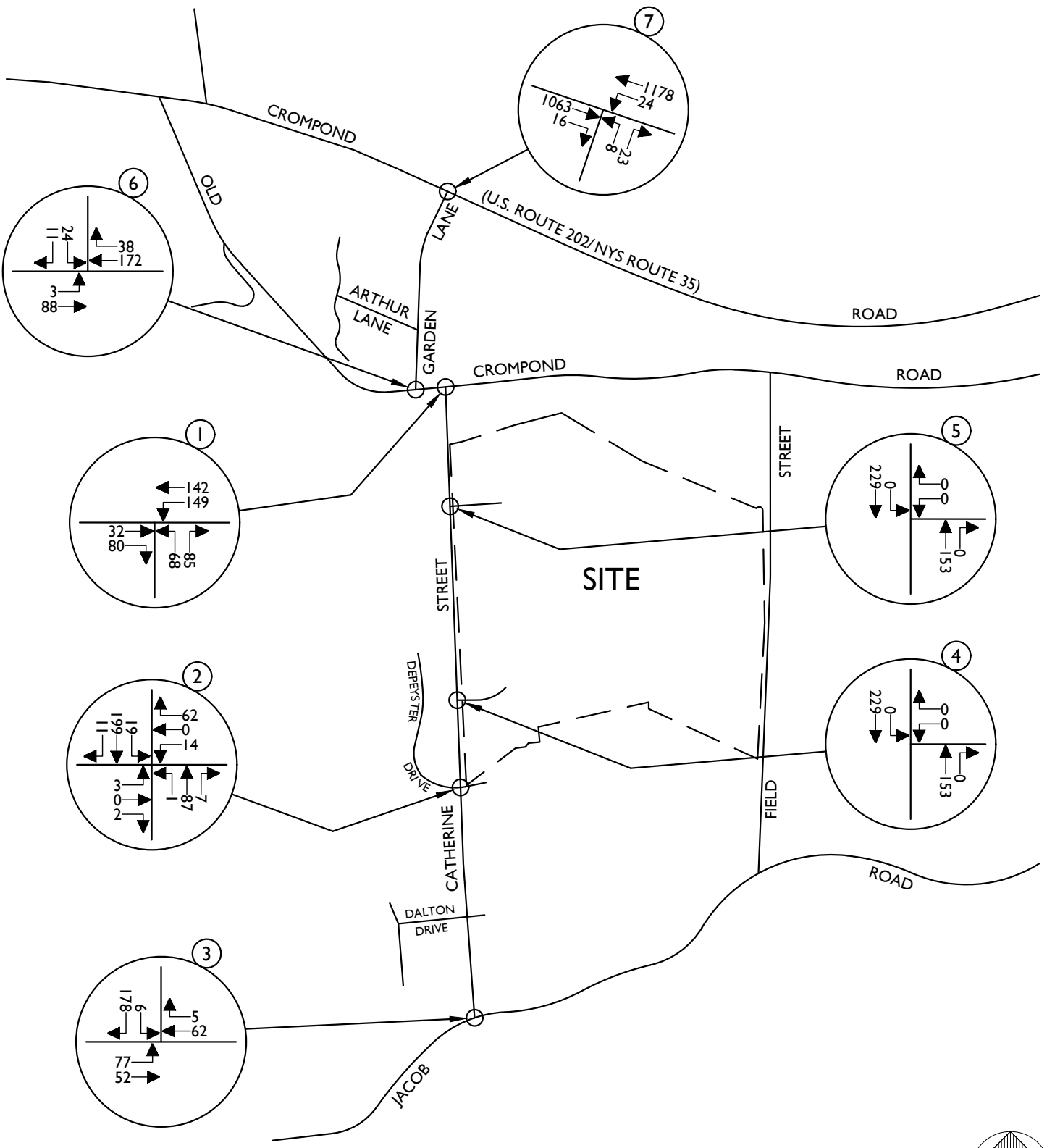
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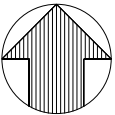
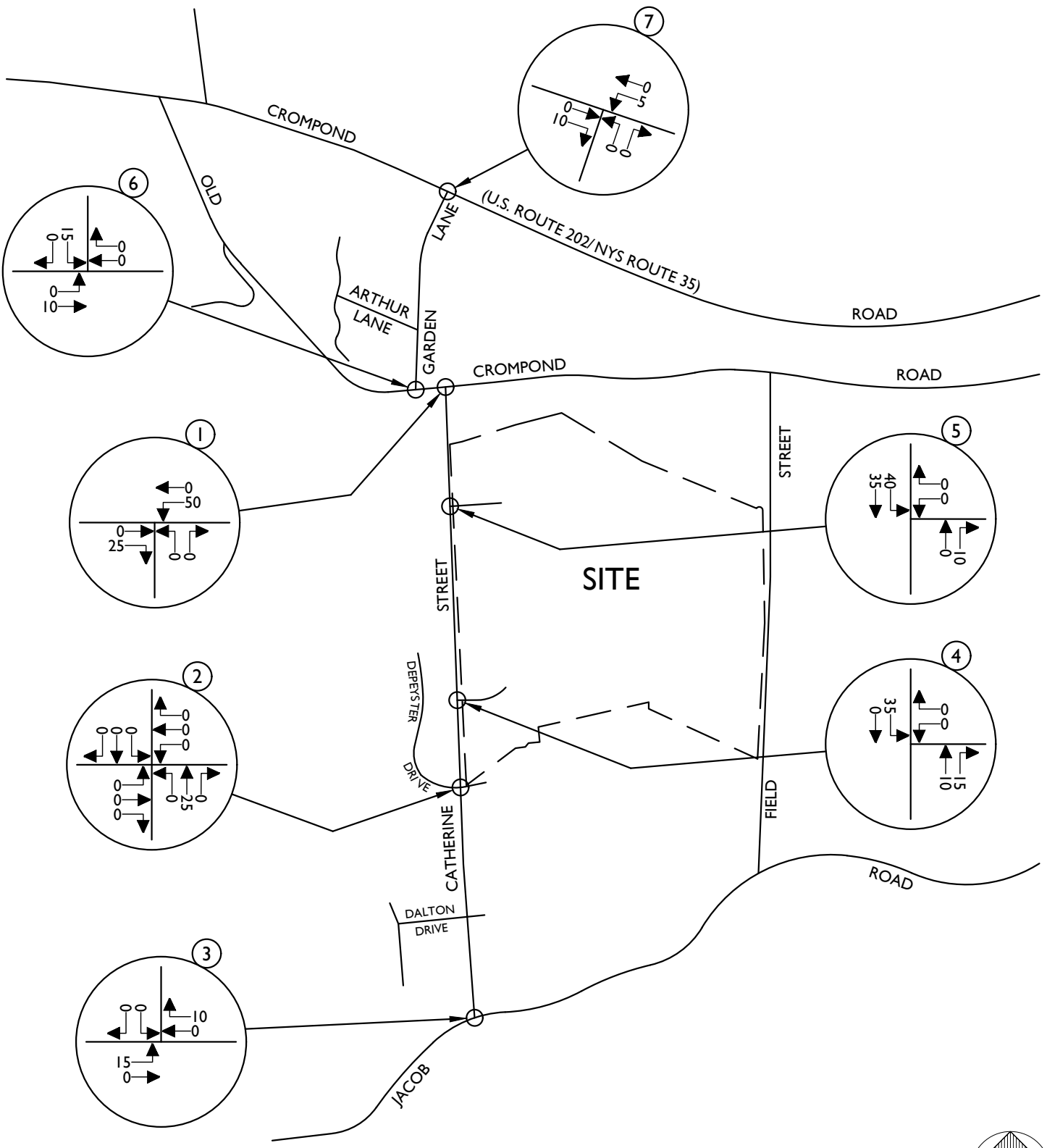
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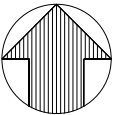
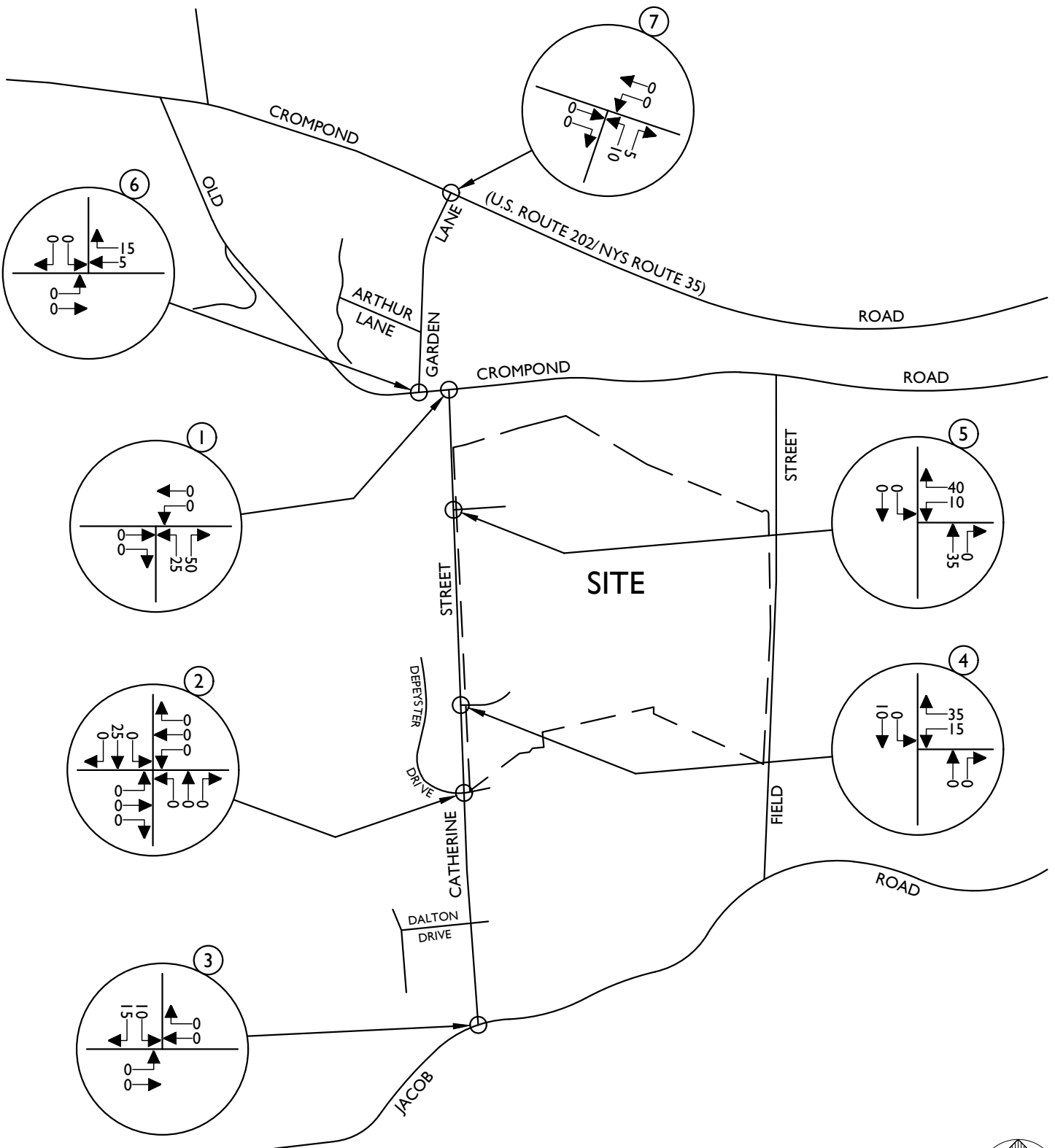
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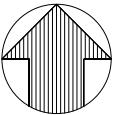
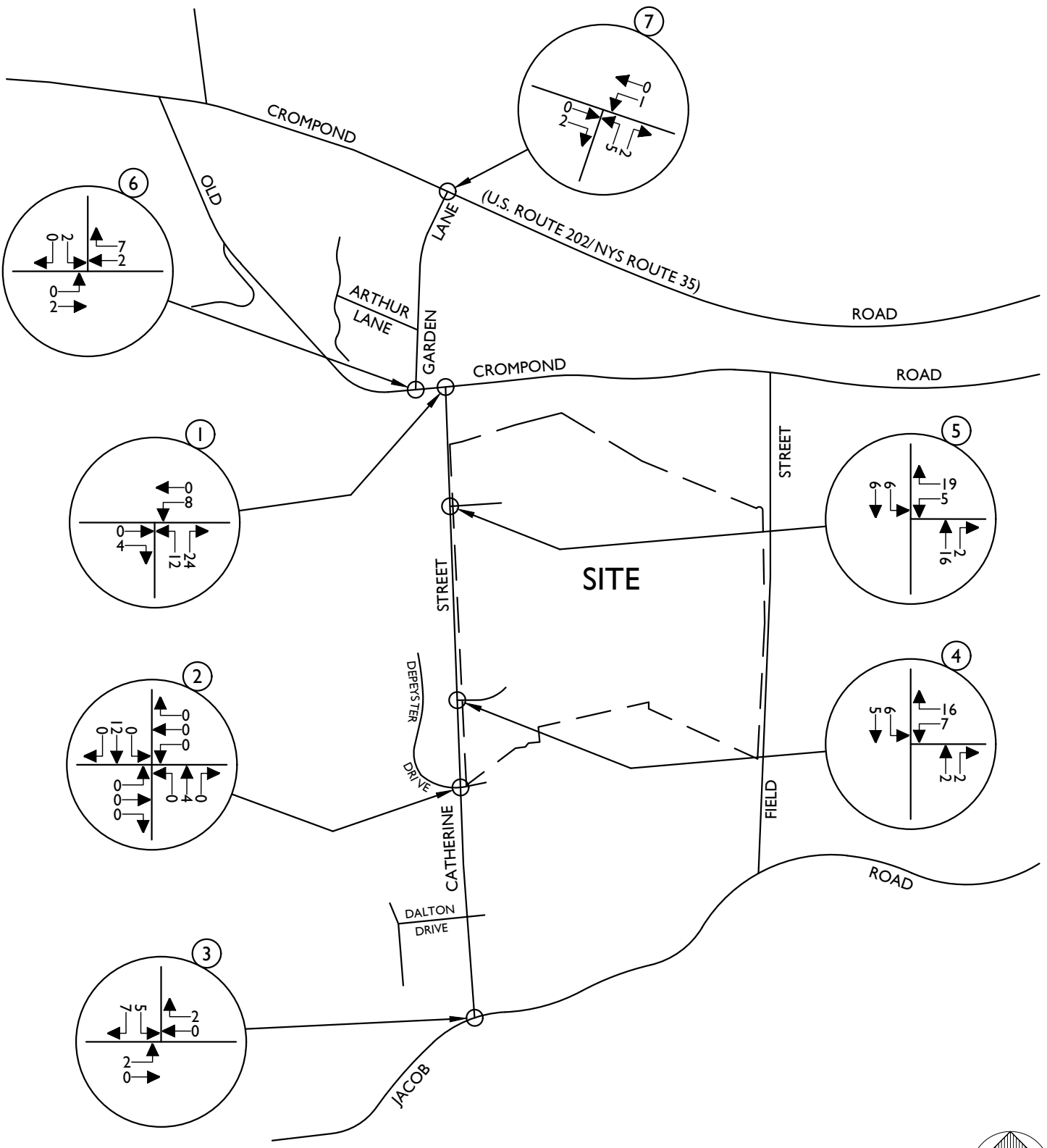
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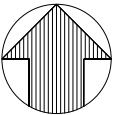
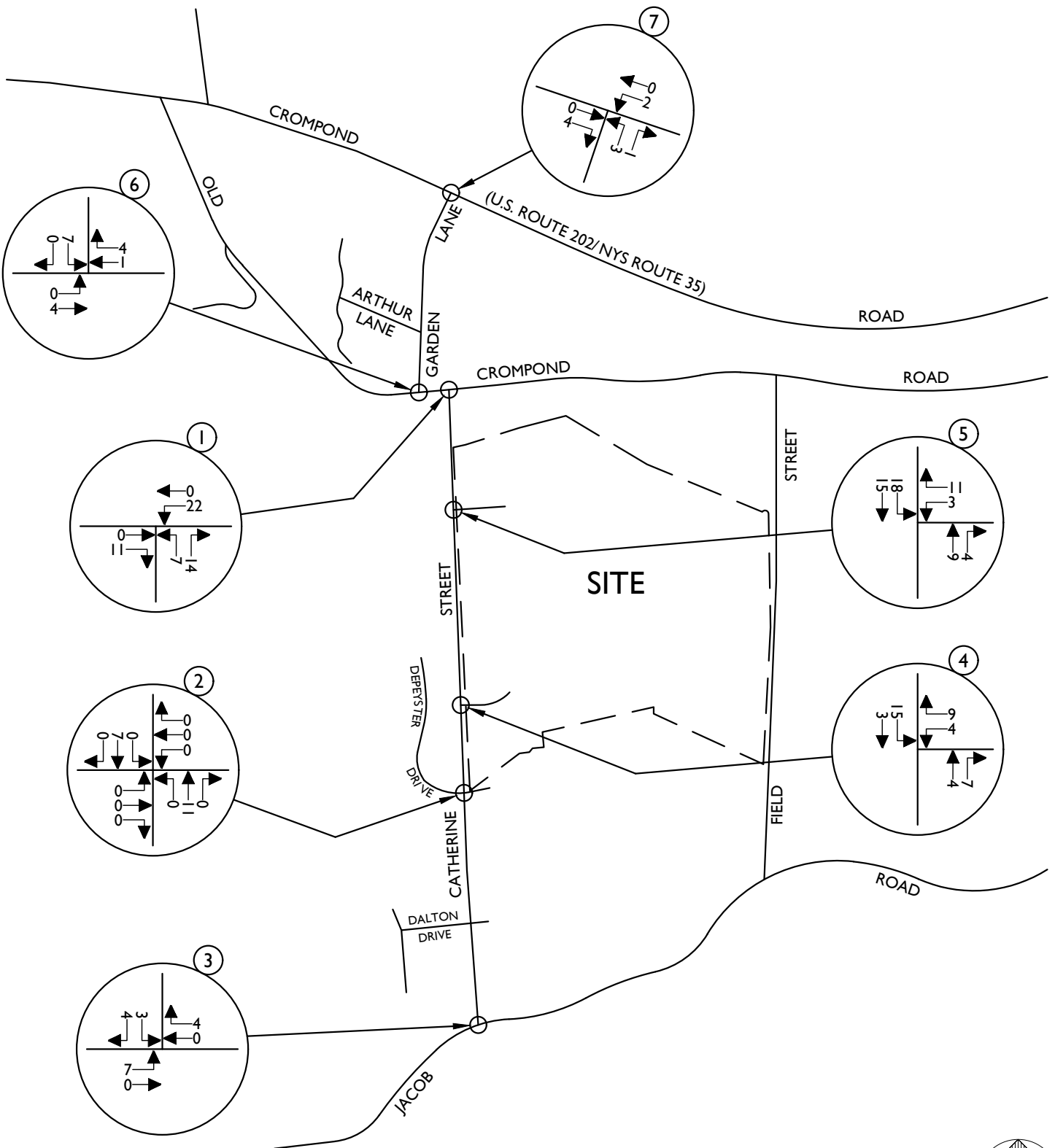
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SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR

SHEET NUMBER:
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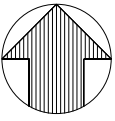
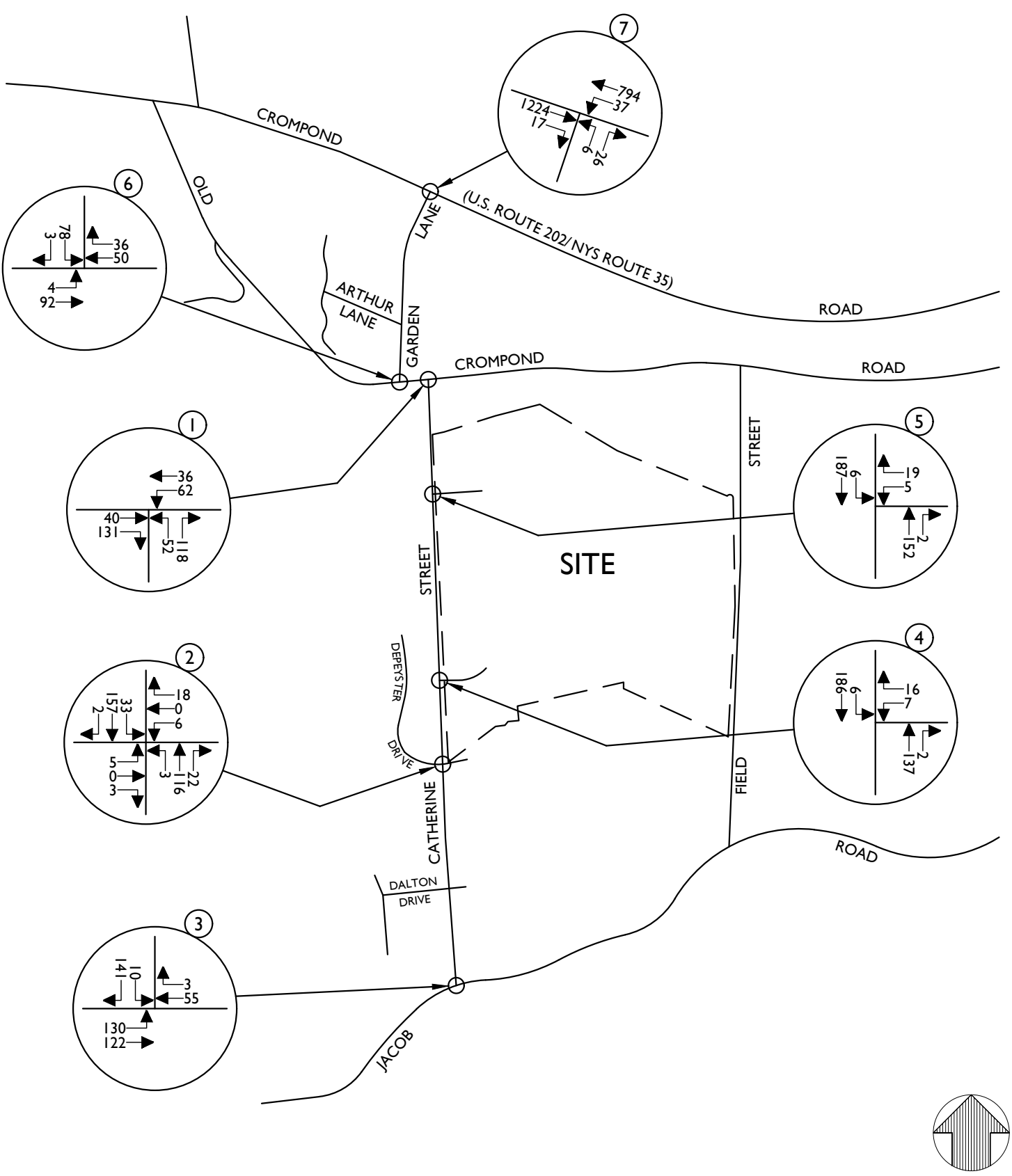
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PROJECT NUMBER:	DRAWING NAME:		
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SHEET TITLE:
**SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR**

SHEET NUMBER:

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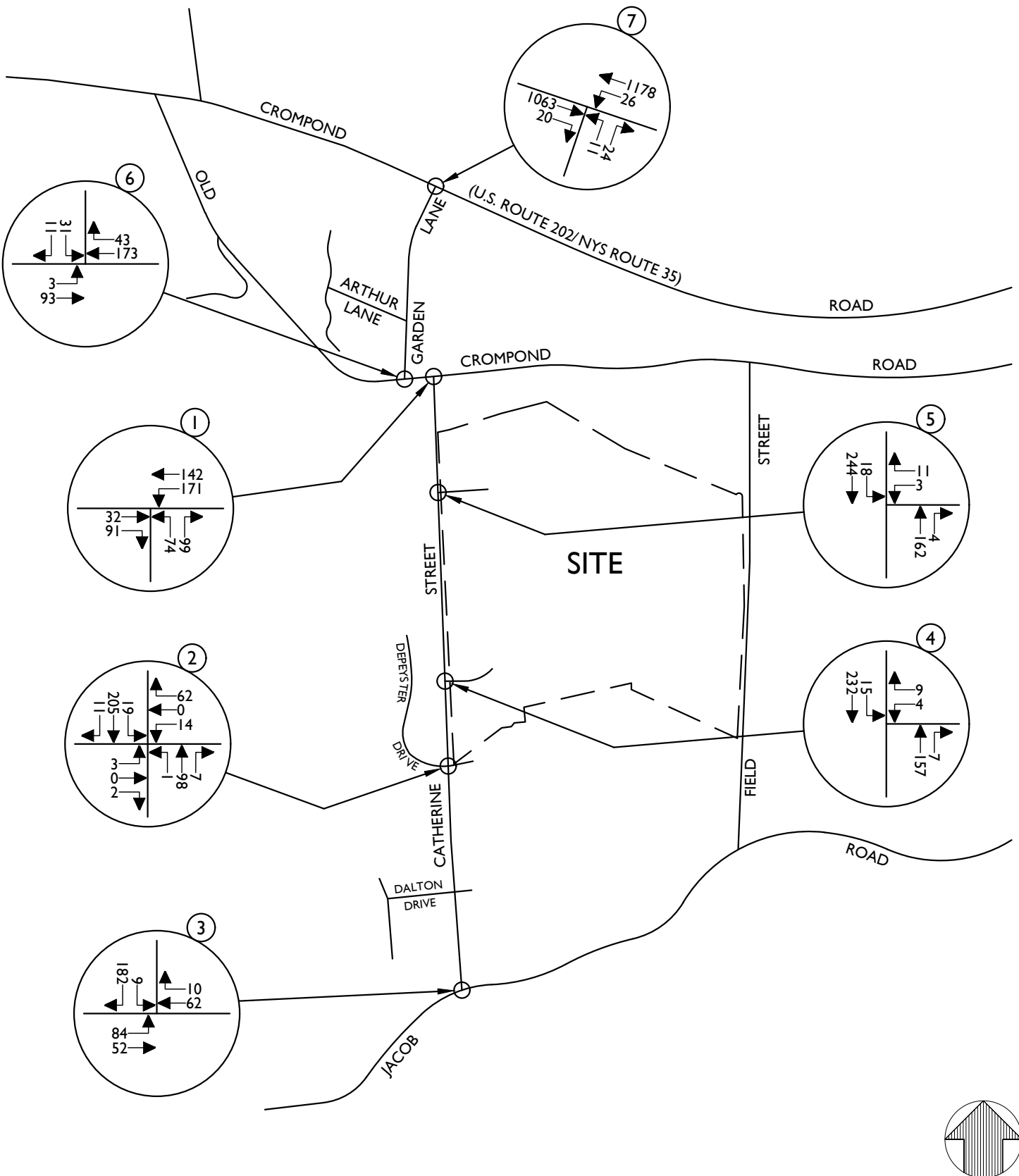
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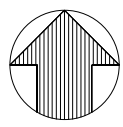
SHEET TITLE:
2026 BUILD TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR

SHEET NUMBER:
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SHEET NUMBER:
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Traffic Impact Study

Appendix B | Tables

**Table No. 1
Hourly Trip Generation Rates (HTGR) and
Anticipated Site Generated Traffic Volumes**

Field Home Residential Development Town of Yorktown, New York	Entry		Exit	
	HTGR ¹	Volume	HTGR1	HTGR ¹
Townhouses (120 Dwelling Units)				
Peak AM Highway Hour	0.13	16	0.39	47
Peak PM Highway Hour	0.37	44	0.23	27

NOTES:

1) THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 11TH EDITION, 2021. ITE LAND USE CODE - 215 - SINGLE FAMILY ATTACHED HOUSING.

Table No. 1A
Hourly Trip Generation Rates (HTGR) and
Anticipated Site Generated Traffic Volumes

Field Home Residential Development Town of Yorktown, New York	Entry		Exit	
	HTGR ¹	Volume	HTGR1	HTGR ¹
Senior Adult Housing (120 Dwelling Units)				
Peak AM Highway Hour	0.12	14	0.14	17
Peak PM Highway Hour	0.16	19	0.13	16

NOTES:

1) THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 11TH EDITION, 2021. ITE LAND USE CODE - 252 - SENIOR ADULT HOUSING ATTACHED.

Table No. 2
Level of Service Summary Table
Weekday Peak AM Hour

			2022 Existing			2026 No-Build			2026 Build			Change in Delay No-Build to Build			
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay				
1	Catherine Street & Old Crompond Road	Unsignalized													
			Old Crompond Road	WB	LT	0.04	A	7.7	0.05	A	7.7	0.05	A	7.8	0.1
			Catherine Street	NB	LR	0.17	B	10.0	0.18	B	10.0	0.23	B	10.4	0.4
2	Catherine Street & Depeyster Drive/ Field Home	Unsignalized													
			Depeyster Drive	EB	LTR	0.00	A	7.4	0.00	A	7.4	0.00	A	7.4	0.0
			Field Home	WB	LTR	0.01	A	7.2	0.01	A	7.2	0.01	A	7.2	0.0
			Catherine Street	NB	LTR	0.20	B	10.4	0.21	B	10.5	0.21	B	10.5	0.0
			Catherine Street	SB	LTR	0.27	B	11.1	0.28	B	11.2	0.30	B	11.4	0.2
3	Catherine Street & Jacob Road	Unsignalized													
			Jacob Road	EB	LT	0.12	A	7.8	0.12	A	7.8	0.13	A	7.8	0.0
			Catherine Street	SB	LR	0.20	A	9.9	0.21	B	10.0	0.24	B	10.4	0.4
4	Catherine Street & Site Access (South)	Unsignalized													
			Site Access (South)	WB	LR	-	-	-	-	-	-	0.04	A	9.8	-
			Catherine Street	SB	LT	-	-	-	-	-	-	0.01	A	7.6	-
5	Catherine Street & Site Access (North)	Unsignalized													
			Site Access (North)	WB	LR	-	-	-	-	-	-	0.04	A	9.9	-
			Catherine Street	SB	LT	-	-	-	-	-	-	0.01	A	7.6	-
6	Garden Lane & Old Crompond Road	Unsignalized													
			Old Crompond Road	WB	LT	0.00	A	7.4	0.00	A	7.4	0.00	A	7.5	0.1
			Garden Lane	SB	LR	0.13	B	10.5	0.15	B	10.8	0.15	B	10.9	0.1
7	Garden Lane & Crompond Road (U.S. Route 202/ NYS Route 35)	Unsignalized													
			Crompond Road	WB	LT	0.07	B	12.0	0.07	B	12.4	0.07	B	12.4	0.0
			Garden Lane	NB	LR	0.12	D	25.2	0.14	D	27.2	0.25	E	40.3	13.1
		W/ Signalization	Crompond Road	EB	TR	-	-	-	0.89	B	10.4	0.89	B	10.4	0.0
			Crompond Road	WB	LT	-	-	-	0.74	A	6.0	0.74	A	6.2	0.2
			Garden Lane	NB	LR	-	-	-	0.20	C	28.2	0.25	C	28.8	0.6
			OVERALL			-	-	-	-	A	8.9	-	A	9.0	0.1

NOTES:

1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

Table No. 2
Level of Service Summary Table
Weekday Peak PM Hour

			2022 Existing			2026 No-Build			2026 Build			Change in Delay No-Build to Build	
			v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay		
1	Catherine Street & Old Crompond Road	Unsignalized											
			Old Crompond Road WB LT	0.11	A	7.8	0.12	A	7.8	0.14	A	7.9	0.1
			Catherine Street NB LR	0.23	B	11.2	0.24	B	11.4	0.28	B	12.0	0.6
2	Catherine Street & Depeyster Drive/ Field Home	Unsignalized											
			Depeyster Drive EB LTR	0.00	A	7.3	0.00	A	7.3	0.00	A	7.3	0.0
			Field Home WB LTR	0.01	A	7.3	0.01	A	7.3	0.01	A	7.3	0.0
			Catherine Street NB LTR	0.12	B	10.1	0.13	B	10.2	0.14	B	10.3	0.1
			Catherine Street SB LTR	0.29	B	11.1	0.30	B	11.3	0.31	B	11.4	0.1
3	Catherine Street & Jacob Road	Unsignalized											
			Jacob Road EB LT	0.05	A	7.5	0.06	A	7.5	0.06	A	7.5	0.0
			Catherine Street SB LR	0.20	A	9.6	0.21	A	9.7	0.22	A	9.8	0.1
4	Catherine Street & Site Access (South)	Unsignalized											
			Site Access (South) WB LR	-	-	-	-	-	-	0.02	A	9.9	-
			Catherine Street SB LT	-	-	-	-	-	-	0.01	A	7.6	-
5	Catherine Street & Site Access (North)	Unsignalized											
			Site Access (North) WB LR	-	-	-	-	-	-	0.02	A	9.8	-
			Catherine Street SB LT	-	-	-	-	-	-	0.01	A	7.6	-
6	Garden Lane & Old Crompond Road	Unsignalized											
			Old Crompond Road WB LT	0.00	A	7.7	0.00	A	7.8	0.00	A	7.8	0.0
			Garden Lane SB LR	0.06	B	10.7	0.07	B	10.9	0.08	B	11.1	0.2
7	Garden Lane & Crompond Road (U.S. Route 202/ NYS Route 35)	Unsignalized											
			Crompond Road WB LT	0.04	B	11.1	0.04	B	11.4	0.05	B	11.4	0.0
		Garden Lane NB LR	0.27	E	46.3	0.31	F	52.8	0.40	F	68.1	15.3	
		W/ Signalization	Crompond Road EB TR	-	-	-	0.79	A	6.2	0.79	A	6.3	0.1
			Crompond Road WB LT	-	-	-	0.86	A	8.9	0.87	A	9.0	0.1
			Garden Lane NB LR	-	-	-	0.22	C	26.0	0.25	C	26.4	0.4
			OVERALL	-	-	-	-	A	7.9	-	A	8.0	0.1

NOTES:

1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

Traffic Impact Study

Appendix C | Level of Service Standards

Level of Service Standards

Level of Service for Signalized Intersections

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay and volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a measure of driver discomfort and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

- **LOS A** describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
- **LOS B** describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
- **LOS C** describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate.
- **LOS D** describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long.
- **LOS E** describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long.
- **LOS F** describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long.

A lane group can incur a delay less than 80 s/veh when the volume-to-capacity ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and volume-to-capacity ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).

The Level of Service Criteria for signalized intersections are given in Exhibit 19-8 from the *Highway Capacity Manual, 6th Edition* published by the Transportation Research Board.

Exhibit 19-8 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	$v/c \leq 1.0$	$v/c \geq 1.0$
≤ 10	A	F
>10-20	B	F
>20-35	C	F
>35-55	D	F
>55-80	E	F
>80	F	F

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

Level of Service Criteria For Two-Way Stop-Controlled (TWSC) Unsignalized Intersections

Level of Service (LOS) for a two-way stop-controlled (TWSC) intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. LOS is not defined for the intersection as a whole or for major-street approaches.

The Level of Service Criteria for TWSC unsignalized intersections are given in Exhibit 20-2 from the Highway Capacity Manual, 6th Edition published by the Transportation Research Board.

Exhibit 20-2 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	$v/c \leq 1.0$	$v/c \geq 1.0$
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

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 for the intersection as a whole.

As Exhibit 20-2 notes, LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

The Level of Service Criteria for unsignalized intersections are somewhat different from the criteria for signalized intersections.

Level of Service Criteria For All-Way Stop-Controlled (AWSC) Unsignalized Intersections

The Levels of Service (LOS) for all-way stop-controlled (AWSC) intersections are given in Exhibit 21-8. As the exhibit notes, LOS F is assigned if the volume-to-capacity (v/c) ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

The Level of Service Criteria for AWSC unsignalized intersections are given in Exhibit 21-8 from the *Highway Capacity Manual, 6th Edition* published by the Transportation Research Board.

Exhibit 21-8 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	v/c ≤ 1.0	v/c ≥ 1.0
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

For approaches and intersection wide assessment, LOS is defined solely by control delay.

Traffic Impact Study

Appendix D | Capacity Analysis

2022 Existing Traffic Volumes
1: Catherine Street & Old Crompond Road

Peak AM Hour
06/03/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	38	122	52	35	39	91
Future Volume (vph)	38	122	52	35	39	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-4%			2%	-10%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.897				0.906	
Flt Protected				0.971	0.985	
Satd. Flow (prot)	1524	0	0	1553	1587	0
Flt Permitted				0.971	0.985	
Satd. Flow (perm)	1524	0	0	1553	1587	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	170			1649	587	
Travel Time (s)	3.9			37.5	13.3	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	11%	10%	2%	31%	15%	11%
Adj. Flow (vph)	45	144	61	41	46	107
Shared Lane Traffic (%)						
Lane Group Flow (vph)	189	0	0	102	153	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	0.97	1.01	1.06	0.94	0.94
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2022 Existing Traffic Volumes
1: Catherine Street & Old Crompond Road

Peak AM Hour
06/03/2022

Intersection

Int Delay, s/veh 4.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	38	122	52	35	39	91
Future Vol, veh/h	38	122	52	35	39	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-4	-	-	2	-10	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	11	10	2	31	15	11
Mvmt Flow	45	144	61	41	46	107

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	189
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1385
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1385
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.6	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	879	-	-	1385	-
HCM Lane V/C Ratio	0.174	-	-	0.044	-
HCM Control Delay (s)	10	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

2022 Existing Traffic Volumes
2: Catherine Street & Depeyster Drive/Field Home

Peak AM Hour
06/03/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	0	3	6	0	17	3	108	21	32	140	2
Future Volume (vph)	5	0	3	6	0	17	3	108	21	32	140	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	13	12	12	13	12
Grade (%)		1%			-2%			0%			0%	
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
Frt		0.946			0.902			0.979			0.998	
Flt Protected		0.971			0.986			0.999			0.991	
Satd. Flow (prot)	0	1488	0	0	1673	0	0	1635	0	0	1804	0
Flt Permitted		0.971			0.986			0.999			0.991	
Satd. Flow (perm)	0	1488	0	0	1673	0	0	1635	0	0	1804	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		322			241			1150			418	
Travel Time (s)		7.3			5.5			26.1			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	20%	2%	2%	2%	2%	2%	33%	14%	33%	2%	9%	2%
Adj. Flow (vph)	6	0	4	8	0	21	4	135	26	40	175	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	29	0	0	165	0	0	218	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	1.05	1.01	0.99	0.99	0.99	1.00	0.96	1.00	1.00	0.96	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

2022 Existing Traffic Volumes
2: Catherine Street & Depeyster Drive/Field Home

Peak AM Hour
06/03/2022

Intersection												
Int Delay, s/veh	10											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	5	0	3	6	0	17	3	108	21	32	140	2
Future Vol, veh/h	5	0	3	6	0	17	3	108	21	32	140	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-2	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	20	2	2	2	2	2	33	14	33	2	9	2
Mvmt Flow	6	0	4	8	0	21	4	135	26	40	175	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	21	0	0	4	0	0	130	51	2	122	43	11
Stage 1	-	-	-	-	-	-	14	14	-	27	27	-
Stage 2	-	-	-	-	-	-	116	37	-	95	16	-
Critical Hdwy	4.3	-	-	4.12	-	-	7.43	6.64	6.53	7.12	6.59	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.43	5.64	-	6.12	5.59	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.43	5.64	-	6.12	5.59	-
Follow-up Hdwy	2.38	-	-	2.218	-	-	3.797	4.126	3.597	3.518	4.081	3.318
Pot Cap-1 Maneuver	1485	-	-	1618	-	-	776	818	998	853	835	1070
Stage 1	-	-	-	-	-	-	932	860	-	990	859	-
Stage 2	-	-	-	-	-	-	819	841	-	912	868	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1485	-	-	1618	-	-	644	811	998	720	827	1070
Mov Cap-2 Maneuver	-	-	-	-	-	-	644	811	-	720	827	-
Stage 1	-	-	-	-	-	-	928	857	-	986	855	-
Stage 2	-	-	-	-	-	-	647	837	-	745	865	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.6	1.9	10.4	11.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	831	1485	-	-	1618	-	-	807
HCM Lane V/C Ratio	0.199	0.004	-	-	0.005	-	-	0.27
HCM Control Delay (s)	10.4	7.4	0	-	7.2	0	-	11.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	1.1

2022 Existing Traffic Volumes
3: Jacob Road & Catherine Street

Peak AM Hour
06/03/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	123	117	53	1	5	129
Future Volume (vph)	123	117	53	1	5	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	10	12	12	12
Grade (%)		1%	-2%		-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.870	
Flt Protected		0.975			0.998	
Satd. Flow (prot)	0	1770	1752	0	1523	0
Flt Permitted		0.975			0.998	
Satd. Flow (perm)	0	1770	1752	0	1523	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		755	963		1150	
Travel Time (s)		17.2	21.9		26.1	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	11%	4%	2%	2%	20%	9%
Adj. Flow (vph)	173	165	75	1	7	182
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	338	76	0	189	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	0.96	1.08	0.99	0.99	0.99
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 5.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	123	117	53	1	5	129
Future Vol, veh/h	123	117	53	1	5	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-2	-	-2	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	11	4	2	2	20	9
Mvmt Flow	173	165	75	1	7	182

Major/Minor

	Major1	Major2	Minor2		
Conflicting Flow All	76	0	-	0	587 76
Stage 1	-	-	-	-	76 -
Stage 2	-	-	-	-	511 -
Critical Hdwy	4.21	-	-	-	6.2 6.09
Critical Hdwy Stg 1	-	-	-	-	5.2 -
Critical Hdwy Stg 2	-	-	-	-	5.2 -
Follow-up Hdwy	2.299	-	-	-	3.68 3.381
Pot Cap-1 Maneuver	1468	-	-	-	473 970
Stage 1	-	-	-	-	911 -
Stage 2	-	-	-	-	600 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1468	-	-	-	412 970
Mov Cap-2 Maneuver	-	-	-	-	412 -
Stage 1	-	-	-	-	793 -
Stage 2	-	-	-	-	600 -

Approach

	EB	WB	SB
HCM Control Delay, s	4	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1468	-	-	-	923
HCM Lane V/C Ratio	0.118	-	-	-	0.204
HCM Control Delay (s)	7.8	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.8

2022 Existing Traffic Volumes
6: Old Crompond Road & Garden Lane

Peak AM Hour
06/03/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	72	45	28	73	3
Future Volume (vph)	4	72	45	28	73	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-1%	4%		3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.949		0.995	
Flt Protected		0.998			0.954	
Satd. Flow (prot)	0	1818	1602	0	1556	0
Flt Permitted		0.998			0.954	
Satd. Flow (perm)	0	1818	1602	0	1556	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		631	170		331	
Travel Time (s)		14.3	3.9		7.5	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	2%	5%	13%	6%	12%	67%
Adj. Flow (vph)	5	96	60	37	97	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	101	97	0	101	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.03	1.03	1.02	1.02
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	72	45	28	73	3
Future Vol, veh/h	4	72	45	28	73	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	4	-	3	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	5	13	6	12	67
Mvmt Flow	5	96	60	37	97	4

Major/Minor

	Major1	Major2	Minor2		
Conflicting Flow All	97	0	0	185	79
Stage 1	-	-	-	79	-
Stage 2	-	-	-	106	-
Critical Hdwy	4.12	-	-	7.12	7.17
Critical Hdwy Stg 1	-	-	-	6.12	-
Critical Hdwy Stg 2	-	-	-	6.12	-
Follow-up Hdwy	2.218	-	-	3.608	3.903
Pot Cap-1 Maneuver	1496	-	-	758	822
Stage 1	-	-	-	907	-
Stage 2	-	-	-	878	-
Platoon blocked, %	-	-	-		
Mov Cap-1 Maneuver	1496	-	-	755	822
Mov Cap-2 Maneuver	-	-	-	755	-
Stage 1	-	-	-	903	-
Stage 2	-	-	-	878	-

Approach

	EB	WB	SB
HCM Control Delay, s	0.4	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1496	-	-	-	757
HCM Lane V/C Ratio	0.004	-	-	-	0.134
HCM Control Delay (s)	7.4	0	-	-	10.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.5

2022 Existing Traffic Volumes
7: Garden Lane & Crompond Road

Peak AM Hour
06/03/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1177	15	35	763	1	23
Future Volume (vph)	1177	15	35	763	1	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	12	15	13	12
Grade (%)	0%			1%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998				0.870	
Flt Protected				0.998	0.998	
Satd. Flow (prot)	2022	0	0	1978	1657	0
Flt Permitted				0.998	0.998	
Satd. Flow (perm)	2022	0	0	1978	1657	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	745			1084	732	
Travel Time (s)	11.3			16.4	16.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	15%	3%	5%	2%	4%
Adj. Flow (vph)	1239	16	37	803	1	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1255	0	0	840	25	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.88	1.00	1.01	0.89	0.95	0.99
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2022 Existing Traffic Volumes
7: Garden Lane & Crompond Road

Peak AM Hour
06/03/2022

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	1177	15	35	763	1	23
Future Vol, veh/h	1177	15	35	763	1	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	15	3	5	2	4
Mvmt Flow	1239	16	37	803	1	24
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1255	0	2124	1247
Stage 1	-	-	-	-	1247	-
Stage 2	-	-	-	-	877	-
Critical Hdwy	-	-	4.13	-	6.02	6.04
Critical Hdwy Stg 1	-	-	-	-	5.02	-
Critical Hdwy Stg 2	-	-	-	-	5.02	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.336
Pot Cap-1 Maneuver	-	-	551	-	70	225
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	449	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	551	-	62	225
Mov Cap-2 Maneuver	-	-	-	-	62	-
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	395	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.5	25.2			
HCM LOS	D					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	203	-	-	551	-	
HCM Lane V/C Ratio	0.124	-	-	0.067	-	
HCM Control Delay (s)	25.2	-	-	12	0	
HCM Lane LOS	D	-	-	B	A	
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-	

2022 Existing Traffic Volumes
1: Catherine Street & Old Crompond Road

Peak PM Hour
06/07/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	31	77	143	137	65	82
Future Volume (vph)	31	77	143	137	65	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-4%			2%	-10%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.904				0.925	
Flt Protected				0.975	0.978	
Satd. Flow (prot)	1660	0	0	1738	1747	0
Flt Permitted				0.975	0.978	
Satd. Flow (perm)	1660	0	0	1738	1747	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	170			1649	587	
Travel Time (s)	3.9			37.5	13.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	5%	2%
Adj. Flow (vph)	36	90	166	159	76	95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	126	0	0	325	171	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	0.97	1.01	1.06	0.94	0.94
Turning Speed (mph)	9		15	15		
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 5.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	31	77	143	137	65	82
Future Vol, veh/h	31	77	143	137	65	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-4	-	-	2	-10	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	5	2
Mvmt Flow	36	90	166	159	76	95

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	126
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1460
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1460
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	752	-	-	1460	-
HCM Lane V/C Ratio	0.227	-	-	0.114	-
HCM Control Delay (s)	11.2	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.4	-

2022 Existing Traffic Volumes
2: Catherine Street & Depeyster Drive/Field Home

Peak PM Hour
06/07/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	3	0	2	13	0	60	1	84	7	18	191	11
Future Volume (vph)	3	0	2	13	0	60	1	84	7	18	191	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	13	12	12	13	12
Grade (%)		1%			-2%			0%			0%	
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
Frt		0.946			0.889			0.990			0.993	
Flt Protected		0.971			0.991			0.999			0.996	
Satd. Flow (prot)	0	1646	0	0	1637	0	0	1904	0	0	1904	0
Flt Permitted		0.971			0.991			0.999			0.996	
Satd. Flow (perm)	0	1646	0	0	1637	0	0	1904	0	0	1904	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		322			241			1150			418	
Travel Time (s)		7.3			5.5			26.1			9.5	
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 (%)	2%	2%	2%	9%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	3	0	2	14	0	64	1	89	7	19	203	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	78	0	0	97	0	0	234	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	1.05	1.01	0.99	0.99	0.99	1.00	0.96	1.00	1.00	0.96	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

2022 Existing Traffic Volumes
2: Catherine Street & Depeyster Drive/Field Home

Peak PM Hour
06/07/2022

Intersection

Int Delay, s/veh	8.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	3	0	2	13	0	60	1	84	7	18	191	11
Future Vol, veh/h	3	0	2	13	0	60	1	84	7	18	191	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-2	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	9	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	2	14	0	64	1	89	7	19	203	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	64	0	0	2	0	0	175	99	1	115	68	32
Stage 1	-	-	-	-	-	-	7	7	-	60	60	-
Stage 2	-	-	-	-	-	-	168	92	-	55	8	-
Critical Hdwy	4.12	-	-	4.19	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.281	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1538	-	-	1576	-	-	788	791	1084	862	823	1042
Stage 1	-	-	-	-	-	-	1015	890	-	951	845	-
Stage 2	-	-	-	-	-	-	834	819	-	957	889	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1538	-	-	1576	-	-	624	782	1084	775	814	1042
Mov Cap-2 Maneuver	-	-	-	-	-	-	624	782	-	775	814	-
Stage 1	-	-	-	-	-	-	1013	888	-	949	837	-
Stage 2	-	-	-	-	-	-	619	812	-	853	887	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.4			1.3			10.1			11.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	797	1538	-	-	1576	-	-	820
HCM Lane V/C Ratio	0.123	0.002	-	-	0.009	-	-	0.285
HCM Control Delay (s)	10.1	7.3	0	-	7.3	0	-	11.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	1.2

2022 Existing Traffic Volumes
3: Jacob Road & Catherine Street

Peak PM Hour
06/07/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	74	50	60	5	6	171
Future Volume (vph)	74	50	60	5	6	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	10	12	12	12
Grade (%)		1%	-2%		-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.989		0.870	
Flt Protected		0.971			0.998	
Satd. Flow (prot)	0	1849	1737	0	1625	0
Flt Permitted		0.971			0.998	
Satd. Flow (perm)	0	1849	1737	0	1625	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		755	963		1150	
Travel Time (s)		17.2	21.9		26.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	2%	2%	2%	17%	2%
Adj. Flow (vph)	82	56	67	6	7	190
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	138	73	0	197	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	0.96	1.08	0.99	0.99	0.99
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 6.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	74	50	60	5	6	171
Future Vol, veh/h	74	50	60	5	6	171
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-2	-	-2	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	17	2
Mvmt Flow	82	56	67	6	7	190

Major/Minor

	Major1	Major2	Minor2		
Conflicting Flow All	73	0	0	290	70
Stage 1	-	-	-	70	-
Stage 2	-	-	-	220	-
Critical Hdwy	4.13	-	-	6.17	6.02
Critical Hdwy Stg 1	-	-	-	5.17	-
Critical Hdwy Stg 2	-	-	-	5.17	-
Follow-up Hdwy	2.227	-	-	3.653	3.318
Pot Cap-1 Maneuver	1520	-	-	692	997
Stage 1	-	-	-	923	-
Stage 2	-	-	-	802	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1520	-	-	653	997
Mov Cap-2 Maneuver	-	-	-	653	-
Stage 1	-	-	-	871	-
Stage 2	-	-	-	802	-

Approach

	EB	WB	SB
HCM Control Delay, s	4.5	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1520	-	-	-	980
HCM Lane V/C Ratio	0.054	-	-	-	0.201
HCM Control Delay (s)	7.5	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7

2022 Existing Traffic Volumes
6: Old Crompond Road & Garden Lane

Peak PM Hour
06/07/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	85	165	37	23	11
Future Volume (vph)	3	85	165	37	23	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-1%	4%		3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.975		0.957	
Flt Protected		0.998			0.967	
Satd. Flow (prot)	0	1868	1780	0	1698	0
Flt Permitted		0.998			0.967	
Satd. Flow (perm)	0	1868	1780	0	1698	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		631	170		331	
Travel Time (s)		14.3	3.9		7.5	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	4	104	201	45	28	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	108	246	0	41	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.03	1.03	1.02	1.02
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	85	165	37	23	11
Future Vol, veh/h	3	85	165	37	23	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	4	-	3	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	104	201	45	28	13
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	246	0	-	0	336	224
Stage 1	-	-	-	-	224	-
Stage 2	-	-	-	-	112	-
Critical Hdwy	4.12	-	-	-	7.02	6.52
Critical Hdwy Stg 1	-	-	-	-	6.02	-
Critical Hdwy Stg 2	-	-	-	-	6.02	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1320	-	-	-	623	800
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	896	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1320	-	-	-	621	800
Mov Cap-2 Maneuver	-	-	-	-	621	-
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	896	-
Approach	EB	WB	SB			
HCM Control Delay, s	0.3	0	10.7			
HCM LOS			B			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBR
Capacity (veh/h)	1320	-	-	-	-	669
HCM Lane V/C Ratio	0.003	-	-	-	-	0.062
HCM Control Delay (s)	7.7	0	-	-	-	10.7
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	-	0.2

2022 Existing Traffic Volumes
7: Garden Lane & Crompond Road

Peak PM Hour
06/07/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1022	15	23	1133	8	22
Future Volume (vph)	1022	15	23	1133	8	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	12	15	13	12
Grade (%)	0%			1%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998				0.900	
Flt Protected				0.999	0.987	
Satd. Flow (prot)	2024	0	0	2015	1547	0
Flt Permitted				0.999	0.987	
Satd. Flow (perm)	2024	0	0	2015	1547	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	745			1084	732	
Travel Time (s)	11.3			16.4	16.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	7%	9%	3%	2%	18%
Adj. Flow (vph)	1076	16	24	1193	8	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1092	0	0	1217	31	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.88	1.00	1.01	0.89	0.95	0.99
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2022 Existing Traffic Volumes
7: Garden Lane & Crompond Road

Peak PM Hour
06/07/2022

Intersection

Int Delay, s/veh 0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	1022	15	23	1133	8	22
Future Vol, veh/h	1022	15	23	1133	8	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	7	9	3	2	18
Mvmt Flow	1076	16	24	1193	8	23

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1092
Stage 1	-	-	1084
Stage 2	-	-	1241
Critical Hdwy	-	4.19	6.02
Critical Hdwy Stg 1	-	-	5.02
Critical Hdwy Stg 2	-	-	5.02
Follow-up Hdwy	-	2.281	3.518
Pot Cap-1 Maneuver	-	614	53
Stage 1	-	-	366
Stage 2	-	-	313
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	614	47
Mov Cap-2 Maneuver	-	-	47
Stage 1	-	-	366
Stage 2	-	-	277

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	46.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	118	-	-	614	-
HCM Lane V/C Ratio	0.268	-	-	0.039	-
HCM Control Delay (s)	46.3	-	-	11.1	0
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	1	-	-	0.1	-

2026 No-Build Traffic Volumes
1: Catherine Street & Old Crompond Road

Peak AM Hour
06/03/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	40	127	54	36	41	95
Future Volume (vph)	40	127	54	36	41	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-4%		2%		-10%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.897			0.905		
Flt Protected				0.971	0.985	
Satd. Flow (prot)	1524	0	0	1556	1585	0
Flt Permitted				0.971	0.985	
Satd. Flow (perm)	1524	0	0	1556	1585	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	170			1649	587	
Travel Time (s)	3.9			37.5	13.3	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	11%	10%	2%	31%	15%	11%
Adj. Flow (vph)	47	149	64	42	48	112
Shared Lane Traffic (%)						
Lane Group Flow (vph)	196	0	0	106	160	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	0.97	1.01	1.06	0.94	0.94
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 4.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	40	127	54	36	41	95
Future Vol, veh/h	40	127	54	36	41	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-4	-	-	2	-10	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	11	10	2	31	15	11
Mvmt Flow	47	149	64	42	48	112

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	196	0	292
Stage 1	-	-	-	-	122
Stage 2	-	-	-	-	170
Critical Hdwy	-	-	4.12	-	4.55
Critical Hdwy Stg 1	-	-	-	-	3.55
Critical Hdwy Stg 2	-	-	-	-	3.55
Follow-up Hdwy	-	-	2.218	-	3.635
Pot Cap-1 Maneuver	-	-	1377	-	791
Stage 1	-	-	-	-	933
Stage 2	-	-	-	-	911
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1377	-	753
Mov Cap-2 Maneuver	-	-	-	-	753
Stage 1	-	-	-	-	933
Stage 2	-	-	-	-	867

Approach	EB	WB	NB
HCM Control Delay, s	0	4.6	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	873	-	-	1377	-
HCM Lane V/C Ratio	0.183	-	-	0.046	-
HCM Control Delay (s)	10	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

2026 No-Build Traffic Volumes
2: Catherine Street & Depeyster Drive/Field Home

Peak AM Hour
06/03/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	0	3	6	0	18	3	112	22	33	146	2
Future Volume (vph)	5	0	3	6	0	18	3	112	22	33	146	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	13	12	12	13	12
Grade (%)		1%			-2%			0%			0%	
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
Frt		0.946			0.900			0.978			0.998	
Flt Protected		0.971			0.987			0.999			0.991	
Satd. Flow (prot)	0	1488	0	0	1671	0	0	1632	0	0	1804	0
Flt Permitted		0.971			0.987			0.999			0.991	
Satd. Flow (perm)	0	1488	0	0	1671	0	0	1632	0	0	1804	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		322			241			1150			418	
Travel Time (s)		7.3			5.5			26.1			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	20%	2%	2%	2%	2%	2%	33%	14%	33%	2%	9%	2%
Adj. Flow (vph)	6	0	4	8	0	23	4	140	28	41	183	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	31	0	0	172	0	0	227	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	1.05	1.01	0.99	0.99	0.99	1.00	0.96	1.00	1.00	0.96	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

2026 No-Build Traffic Volumes
 2: Catherine Street & Depeyster Drive/Field Home

Peak AM Hour
 06/03/2022

Intersection												
Int Delay, s/veh	10.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	3	6	0	18	3	112	22	33	146	2
Future Vol, veh/h	5	0	3	6	0	18	3	112	22	33	146	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-2	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	20	2	2	2	2	2	33	14	33	2	9	2
Mvmt Flow	6	0	4	8	0	23	4	140	28	41	183	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	23	0	0	4	0	0	135	53	2	126	44	12
Stage 1	-	-	-	-	-	-	14	14	-	28	28	-
Stage 2	-	-	-	-	-	-	121	39	-	98	16	-
Critical Hdwy	4.3	-	-	4.12	-	-	7.43	6.64	6.53	7.12	6.59	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.43	5.64	-	6.12	5.59	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.43	5.64	-	6.12	5.59	-
Follow-up Hdwy	2.38	-	-	2.218	-	-	3.797	4.126	3.597	3.518	4.081	3.318
Pot Cap-1 Maneuver	1483	-	-	1618	-	-	770	816	998	848	834	1069
Stage 1	-	-	-	-	-	-	932	860	-	989	858	-
Stage 2	-	-	-	-	-	-	814	839	-	908	868	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1483	-	-	1618	-	-	633	809	998	711	826	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-	633	809	-	711	826	-
Stage 1	-	-	-	-	-	-	928	857	-	985	854	-
Stage 2	-	-	-	-	-	-	635	835	-	736	865	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.6			1.8			10.5			11.2		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	829	1483	-	-	1618	-	-	804
HCM Lane V/C Ratio	0.207	0.004	-	-	0.005	-	-	0.281
HCM Control Delay (s)	10.5	7.4	0	-	7.2	0	-	11.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	1.2

2026 No-Build Traffic Volumes
3: Jacob Road & Catherine Street

Peak AM Hour
06/03/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	128	122	55	1	5	134
Future Volume (vph)	128	122	55	1	5	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	10	12	12	12
Grade (%)		1%	-2%		-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.870	
Flt Protected		0.975			0.998	
Satd. Flow (prot)	0	1770	1752	0	1523	0
Flt Permitted		0.975			0.998	
Satd. Flow (perm)	0	1770	1752	0	1523	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		755	963		1150	
Travel Time (s)		17.2	21.9		26.1	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	11%	4%	2%	2%	20%	9%
Adj. Flow (vph)	180	172	77	1	7	189
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	352	78	0	196	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	0.96	1.08	0.99	0.99	0.99
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection						
Int Delay, s/veh	5.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	128	122	55	1	5	134
Future Vol, veh/h	128	122	55	1	5	134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-2	-	-2	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	11	4	2	2	20	9
Mvmt Flow	180	172	77	1	7	189
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	78	0	-	0	610	78
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	532	-
Critical Hdwy	4.21	-	-	-	6.2	6.09
Critical Hdwy Stg 1	-	-	-	-	5.2	-
Critical Hdwy Stg 2	-	-	-	-	5.2	-
Follow-up Hdwy	2.299	-	-	-	3.68	3.381
Pot Cap-1 Maneuver	1465	-	-	-	460	968
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	588	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1465	-	-	-	397	968
Mov Cap-2 Maneuver	-	-	-	-	397	-
Stage 1	-	-	-	-	785	-
Stage 2	-	-	-	-	588	-
Approach	EB	WB		SB		
HCM Control Delay, s	4	0		10		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1465	-	-	-	-	920
HCM Lane V/C Ratio	0.123	-	-	-	-	0.213
HCM Control Delay (s)	7.8	0	-	-	-	10
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	-	0.8

2026 No-Build Traffic Volumes
6: Old Crompond Road & Garden Lane

Peak AM Hour
06/03/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	90	48	29	76	3
Future Volume (vph)	4	90	48	29	76	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-1%	4%		3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.949		0.995	
Flt Protected		0.998			0.954	
Satd. Flow (prot)	0	1817	1601	0	1557	0
Flt Permitted		0.998			0.954	
Satd. Flow (perm)	0	1817	1601	0	1557	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		631	170		331	
Travel Time (s)		14.3	3.9		7.5	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	2%	5%	13%	6%	12%	67%
Adj. Flow (vph)	5	120	64	39	101	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	125	103	0	105	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.03	1.03	1.02	1.02
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	90	48	29	76	3
Future Vol, veh/h	4	90	48	29	76	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	4	-	3	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	5	13	6	12	67
Mvmt Flow	5	120	64	39	101	4

Major/Minor

	Major1	Major2	Minor2		
Conflicting Flow All	103	0	-	0	214 84
Stage 1	-	-	-	-	84 -
Stage 2	-	-	-	-	130 -
Critical Hdwy	4.12	-	-	-	7.12 7.17
Critical Hdwy Stg 1	-	-	-	-	6.12 -
Critical Hdwy Stg 2	-	-	-	-	6.12 -
Follow-up Hdwy	2.218	-	-	-	3.608 3.903
Pot Cap-1 Maneuver	1489	-	-	-	726 816
Stage 1	-	-	-	-	902 -
Stage 2	-	-	-	-	853 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1489	-	-	-	723 816
Mov Cap-2 Maneuver	-	-	-	-	723 -
Stage 1	-	-	-	-	898 -
Stage 2	-	-	-	-	853 -

Approach

	EB	WB	SB
HCM Control Delay, s	0.3	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1489	-	-	-	726
HCM Lane V/C Ratio	0.004	-	-	-	0.145
HCM Control Delay (s)	7.4	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.5

2026 No-Build Traffic Volumes
7: Garden Lane & Crompond Road

Peak AM Hour
06/03/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1224	16	36	794	1	24
Future Volume (vph)	1224	16	36	794	1	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	12	15	13	12
Grade (%)	0%			1%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998				0.870	
Flt Protected				0.998	0.998	
Satd. Flow (prot)	2022	0	0	1978	1657	0
Flt Permitted				0.998	0.998	
Satd. Flow (perm)	2022	0	0	1978	1657	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	745			1084	732	
Travel Time (s)	11.3			16.4	16.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	15%	3%	5%	2%	4%
Adj. Flow (vph)	1288	17	38	836	1	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1305	0	0	874	26	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.88	1.00	1.01	0.89	0.95	0.99
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 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	1224	16	36	794	1	24
Future Vol, veh/h	1224	16	36	794	1	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	15	3	5	2	4
Mvmt Flow	1288	17	38	836	1	25

Major/Minor

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1305	0	2209
Stage 1	-	-	-	-	1297
Stage 2	-	-	-	-	912
Critical Hdwy	-	-	4.13	-	6.02
Critical Hdwy Stg 1	-	-	-	-	5.02
Critical Hdwy Stg 2	-	-	-	-	5.02
Follow-up Hdwy	-	-	2.227	-	3.518
Pot Cap-1 Maneuver	-	-	527	-	62
Stage 1	-	-	-	-	296
Stage 2	-	-	-	-	433
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	527	-	54
Mov Cap-2 Maneuver	-	-	-	-	54
Stage 1	-	-	-	-	296
Stage 2	-	-	-	-	375

Approach

	EB	WB	NB
HCM Control Delay, s	0	0.5	27.2
HCM LOS			D

Minor Lane/Major Mvmt

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	188	-	-	527	-
HCM Lane V/C Ratio	0.14	-	-	0.072	-
HCM Control Delay (s)	27.2	-	-	12.4	0
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.5	-	-	0.2	-

2026 No-Build Traffic Volumes
1: Catherine Street & Old Crompond Road

Peak PM Hour
06/07/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	32	80	149	142	68	85
Future Volume (vph)	32	80	149	142	68	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-4%			2%	-10%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.903				0.925	
Flt Protected				0.975	0.978	
Satd. Flow (prot)	1659	0	0	1738	1747	0
Flt Permitted				0.975	0.978	
Satd. Flow (perm)	1659	0	0	1738	1747	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	170			1649	587	
Travel Time (s)	3.9			37.5	13.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	5%	2%
Adj. Flow (vph)	37	93	173	165	79	99
Shared Lane Traffic (%)						
Lane Group Flow (vph)	130	0	0	338	178	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	0.97	1.01	1.06	0.94	0.94
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 5.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	32	80	149	142	68	85
Future Vol, veh/h	32	80	149	142	68	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-4	-	-	2	-10	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	5	2
Mvmt Flow	37	93	173	165	79	99

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	130
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1455
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1455
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	740	-	-	1455	-
HCM Lane V/C Ratio	0.24	-	-	0.119	-
HCM Control Delay (s)	11.4	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.4	-

2026 No-Build Traffic Volumes
2: Catherine Street & Depeyster Drive/Field Home

Peak PM Hour
06/07/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	3	0	2	14	0	62	1	87	7	19	199	11
Future Volume (vph)	3	0	2	14	0	62	1	87	7	19	199	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	13	12	12	13	12
Grade (%)		1%			-2%			0%			0%	
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
Frt		0.946			0.890			0.991			0.993	
Flt Protected		0.971			0.991						0.996	
Satd. Flow (prot)	0	1646	0	0	1639	0	0	1908	0	0	1904	0
Flt Permitted		0.971			0.991						0.996	
Satd. Flow (perm)	0	1646	0	0	1639	0	0	1908	0	0	1904	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		322			241			1150			418	
Travel Time (s)		7.3			5.5			26.1			9.5	
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 (%)	2%	2%	2%	9%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	3	0	2	15	0	66	1	93	7	20	212	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	81	0	0	101	0	0	244	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	1.05	1.01	0.99	0.99	0.99	1.00	0.96	1.00	1.00	0.96	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

2026 No-Build Traffic Volumes
 2: Catherine Street & Depeyster Drive/Field Home

Peak PM Hour
 06/07/2022

Intersection

Int Delay, s/veh	9.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	3	0	2	14	0	62	1	87	7	19	199	11
Future Vol, veh/h	3	0	2	14	0	62	1	87	7	19	199	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-2	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	9	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	2	15	0	66	1	93	7	20	212	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	66	0	0	2	0	0	182	103	1	120	71	33
Stage 1	-	-	-	-	-	-	7	7	-	63	63	-
Stage 2	-	-	-	-	-	-	175	96	-	57	8	-
Critical Hdwy	4.12	-	-	4.19	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.281	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1536	-	-	1576	-	-	779	787	1084	855	819	1041
Stage 1	-	-	-	-	-	-	1015	890	-	948	842	-
Stage 2	-	-	-	-	-	-	827	815	-	955	889	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1536	-	-	1576	-	-	609	778	1084	765	809	1041
Mov Cap-2 Maneuver	-	-	-	-	-	-	609	778	-	765	809	-
Stage 1	-	-	-	-	-	-	1013	888	-	946	834	-
Stage 2	-	-	-	-	-	-	604	807	-	848	887	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.4			1.3			10.2			11.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	792	1536	-	-	1576	-	-	814
HCM Lane V/C Ratio	0.128	0.002	-	-	0.009	-	-	0.299
HCM Control Delay (s)	10.2	7.3	0	-	7.3	0	-	11.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	1.3

2026 No-Build Traffic Volumes
3: Jacob Road & Catherine Street

Peak PM Hour
06/07/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	77	52	62	5	6	178
Future Volume (vph)	77	52	62	5	6	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	10	12	12	12
Grade (%)		1%	-2%		-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.989		0.870	
Flt Protected		0.971			0.998	
Satd. Flow (prot)	0	1849	1737	0	1625	0
Flt Permitted		0.971			0.998	
Satd. Flow (perm)	0	1849	1737	0	1625	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		755	963		1150	
Travel Time (s)		17.2	21.9		26.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	2%	2%	2%	17%	2%
Adj. Flow (vph)	86	58	69	6	7	198
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	144	75	0	205	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	0.96	1.08	0.99	0.99	0.99
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 6.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	77	52	62	5	6	178
Future Vol, veh/h	77	52	62	5	6	178
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-2	-	-2	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	17	2
Mvmt Flow	86	58	69	6	7	198

Major/Minor

	Major1	Major2	Minor2		
Conflicting Flow All	75	0	-	0	302 72
Stage 1	-	-	-	-	72 -
Stage 2	-	-	-	-	230 -
Critical Hdwy	4.13	-	-	-	6.17 6.02
Critical Hdwy Stg 1	-	-	-	-	5.17 -
Critical Hdwy Stg 2	-	-	-	-	5.17 -
Follow-up Hdwy	2.227	-	-	-	3.653 3.318
Pot Cap-1 Maneuver	1518	-	-	-	682 994
Stage 1	-	-	-	-	922 -
Stage 2	-	-	-	-	794 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1518	-	-	-	642 994
Mov Cap-2 Maneuver	-	-	-	-	642 -
Stage 1	-	-	-	-	868 -
Stage 2	-	-	-	-	794 -

Approach

	EB	WB	SB
HCM Control Delay, s	4.5	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1518	-	-	-	977
HCM Lane V/C Ratio	0.056	-	-	-	0.209
HCM Control Delay (s)	7.5	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8

2026 No-Build Traffic Volumes
6: Old Crompond Road & Garden Lane

Peak PM Hour
06/07/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	88	172	38	24	11
Future Volume (vph)	3	88	172	38	24	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-1%	4%		3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.976		0.958	
Flt Protected		0.998			0.967	
Satd. Flow (prot)	0	1868	1782	0	1700	0
Flt Permitted		0.998			0.967	
Satd. Flow (perm)	0	1868	1782	0	1700	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		631	170		331	
Travel Time (s)		14.3	3.9		7.5	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	4	107	210	46	29	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	111	256	0	42	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.03	1.03	1.02	1.02
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	88	172	38	24	11
Future Vol, veh/h	3	88	172	38	24	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	4	-	3	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	107	210	46	29	13

Major/Minor

	Major1	Major2	Minor2		
Conflicting Flow All	256	0	0	348	233
Stage 1	-	-	-	233	-
Stage 2	-	-	-	115	-
Critical Hdwy	4.12	-	-	7.02	6.52
Critical Hdwy Stg 1	-	-	-	6.02	-
Critical Hdwy Stg 2	-	-	-	6.02	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1309	-	-	612	791
Stage 1	-	-	-	775	-
Stage 2	-	-	-	893	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1309	-	-	610	791
Mov Cap-2 Maneuver	-	-	-	610	-
Stage 1	-	-	-	773	-
Stage 2	-	-	-	893	-

Approach

	EB	WB	SB
HCM Control Delay, s	0.3	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1309	-	-	-	657
HCM Lane V/C Ratio	0.003	-	-	-	0.065
HCM Control Delay (s)	7.8	0	-	-	10.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

2026 No-Build Traffic Volumes
7: Garden Lane & Crompond Road

Peak PM Hour
06/07/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1063	16	24	1178	8	23
Future Volume (vph)	1063	16	24	1178	8	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	12	15	13	12
Grade (%)	0%			1%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998				0.899	
Flt Protected				0.999	0.988	
Satd. Flow (prot)	2024	0	0	2015	1545	0
Flt Permitted				0.999	0.988	
Satd. Flow (perm)	2024	0	0	2015	1545	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	745			1084	732	
Travel Time (s)	11.3			16.4	16.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	7%	9%	3%	2%	18%
Adj. Flow (vph)	1119	17	25	1240	8	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1136	0	0	1265	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.88	1.00	1.01	0.89	0.95	0.99
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	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	1063	16	24	1178	8	23
Future Vol, veh/h	1063	16	24	1178	8	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	7	9	3	2	18
Mvmt Flow	1119	17	25	1240	8	24

Major/Minor

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1136	0	2418 1128
Stage 1	-	-	-	-	1128 -
Stage 2	-	-	-	-	1290 -
Critical Hdwy	-	-	4.19	-	6.02 6.18
Critical Hdwy Stg 1	-	-	-	-	5.02 -
Critical Hdwy Stg 2	-	-	-	-	5.02 -
Follow-up Hdwy	-	-	2.281	-	3.518 3.462
Pot Cap-1 Maneuver	-	-	590	-	47 246
Stage 1	-	-	-	-	350 -
Stage 2	-	-	-	-	298 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	590	-	41 246
Mov Cap-2 Maneuver	-	-	-	-	41 -
Stage 1	-	-	-	-	350 -
Stage 2	-	-	-	-	257 -

Approach

	EB	WB	NB
HCM Control Delay, s	0	0.2	52.8
HCM LOS			F

Minor Lane/Major Mvmt

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	107	-	-	590	-
HCM Lane V/C Ratio	0.305	-	-	0.043	-
HCM Control Delay (s)	52.8	-	-	11.4	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	1.2	-	-	0.1	-

2026 Build Traffic Volumes
1: Catherine Street & Old Crompond Road

Peak AM Hour
06/03/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	40	131	62	36	52	118
Future Volume (vph)	40	131	62	36	52	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-4%			2%	-10%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.897				0.906	
Flt Protected				0.969	0.985	
Satd. Flow (prot)	1524	0	0	1565	1586	0
Flt Permitted				0.969	0.985	
Satd. Flow (perm)	1524	0	0	1565	1586	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	170			1649	587	
Travel Time (s)	3.9			37.5	13.3	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	11%	10%	2%	31%	15%	11%
Adj. Flow (vph)	47	154	73	42	61	139
Shared Lane Traffic (%)						
Lane Group Flow (vph)	201	0	0	115	200	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	0.97	1.01	1.06	0.94	0.94
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 5.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	40	131	62	36	52	118
Future Vol, veh/h	40	131	62	36	52	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-4	-	-	2	-10	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	11	10	2	31	15	11
Mvmt Flow	47	154	73	42	61	139

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	201	0	312
Stage 1	-	-	-	-	124
Stage 2	-	-	-	-	188
Critical Hdwy	-	-	4.12	-	4.55
Critical Hdwy Stg 1	-	-	-	-	3.55
Critical Hdwy Stg 2	-	-	-	-	3.55
Follow-up Hdwy	-	-	2.218	-	3.635
Pot Cap-1 Maneuver	-	-	1371	-	778
Stage 1	-	-	-	-	932
Stage 2	-	-	-	-	903
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1371	-	735
Mov Cap-2 Maneuver	-	-	-	-	735
Stage 1	-	-	-	-	932
Stage 2	-	-	-	-	853

Approach	EB	WB	NB
HCM Control Delay, s	0	4.9	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	863	-	-	1371	-
HCM Lane V/C Ratio	0.232	-	-	0.053	-
HCM Control Delay (s)	10.4	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-

2026 Build Traffic Volumes
2: Catherine Street & Depeyster Drive/Field Home

Peak AM Hour
06/03/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	0	3	6	0	18	3	116	22	33	157	2
Future Volume (vph)	5	0	3	6	0	18	3	116	22	33	157	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	13	12	12	13	12
Grade (%)		1%			-2%			0%			0%	
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
Frt		0.946			0.900			0.979			0.998	
Flt Protected		0.971			0.987			0.999			0.992	
Satd. Flow (prot)	0	1488	0	0	1671	0	0	1635	0	0	1804	0
Flt Permitted		0.971			0.987			0.999			0.992	
Satd. Flow (perm)	0	1488	0	0	1671	0	0	1635	0	0	1804	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		322			241			1150			418	
Travel Time (s)		7.3			5.5			26.1			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	20%	2%	2%	2%	2%	2%	33%	14%	33%	2%	9%	2%
Adj. Flow (vph)	6	0	4	8	0	23	4	145	28	41	196	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	31	0	0	177	0	0	240	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	1.05	1.01	0.99	0.99	0.99	1.00	0.96	1.00	1.00	0.96	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 10.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	5	0	3	6	0	18	3	116	22	33	157	2
Future Vol, veh/h	5	0	3	6	0	18	3	116	22	33	157	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-2	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	20	2	2	2	2	2	33	14	33	2	9	2
Mvmt Flow	6	0	4	8	0	23	4	145	28	41	196	3

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	23	0	0	4	0	0	141	53	2	129	44	12
Stage 1	-	-	-	-	-	-	14	14	-	28	28	-
Stage 2	-	-	-	-	-	-	127	39	-	101	16	-
Critical Hdwy	4.3	-	-	4.12	-	-	7.43	6.64	6.53	7.12	6.59	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.43	5.64	-	6.12	5.59	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.43	5.64	-	6.12	5.59	-
Follow-up Hdwy	2.38	-	-	2.218	-	-	3.797	4.126	3.597	3.518	4.081	3.318
Pot Cap-1 Maneuver	1483	-	-	1618	-	-	763	816	998	844	834	1069
Stage 1	-	-	-	-	-	-	932	860	-	989	858	-
Stage 2	-	-	-	-	-	-	807	839	-	905	868	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1483	-	-	1618	-	-	618	809	998	703	826	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-	618	809	-	703	826	-
Stage 1	-	-	-	-	-	-	928	857	-	985	854	-
Stage 2	-	-	-	-	-	-	617	835	-	728	865	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.6	1.8	10.5	11.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	828	1483	-	-	1618	-	-	804
HCM Lane V/C Ratio	0.213	0.004	-	-	0.005	-	-	0.299
HCM Control Delay (s)	10.5	7.4	0	-	7.2	0	-	11.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	1.3

2026 Build Traffic Volumes
3: Jacob Road & Catherine Street

Peak AM Hour
06/03/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	130	122	55	3	10	141
Future Volume (vph)	130	122	55	3	10	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	10	12	12	12
Grade (%)		1%	-2%		-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.993		0.874	
Flt Protected		0.975			0.997	
Satd. Flow (prot)	0	1770	1744	0	1524	0
Flt Permitted		0.975			0.997	
Satd. Flow (perm)	0	1770	1744	0	1524	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		755	963		1150	
Travel Time (s)		17.2	21.9		26.1	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles (%)	11%	4%	2%	2%	20%	9%
Adj. Flow (vph)	183	172	77	4	14	199
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	355	81	0	213	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	0.96	1.08	0.99	0.99	0.99
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 5.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	130	122	55	3	10	141
Future Vol, veh/h	130	122	55	3	10	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-2	-	-2	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	11	4	2	2	20	9
Mvmt Flow	183	172	77	4	14	199

Major/Minor

	Major1	Major2	Minor2		
Conflicting Flow All	81	0	0	617	79
Stage 1	-	-	-	79	-
Stage 2	-	-	-	538	-
Critical Hdwy	4.21	-	-	6.2	6.09
Critical Hdwy Stg 1	-	-	-	5.2	-
Critical Hdwy Stg 2	-	-	-	5.2	-
Follow-up Hdwy	2.299	-	-	3.68	3.381
Pot Cap-1 Maneuver	1462	-	-	456	967
Stage 1	-	-	-	908	-
Stage 2	-	-	-	585	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1462	-	-	393	967
Mov Cap-2 Maneuver	-	-	-	393	-
Stage 1	-	-	-	783	-
Stage 2	-	-	-	585	-

Approach

	EB	WB	SB
HCM Control Delay, s	4	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1462	-	-	-	882
HCM Lane V/C Ratio	0.125	-	-	-	0.241
HCM Control Delay (s)	7.8	0	-	-	10.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	0.9

2026 Build Traffic Volumes
4: Site Access (South) & Catherine Street

Peak AM Hour
06/03/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	16	136	2	6	146
Future Volume (vph)	7	16	136	2	6	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-2%			5%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.907		0.998			
Flt Protected	0.985					0.998
Satd. Flow (prot)	1664	0	1759	0	0	1747
Flt Permitted	0.985					0.998
Satd. Flow (perm)	1664	0	1759	0	0	1747
Link Speed (mph)	30		30			30
Link Distance (ft)	264		418			986
Travel Time (s)	6.0		9.5			22.4
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	2%	2%	9%	2%	2%	6%
Adj. Flow (vph)	9	20	170	3	8	183
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	0	173	0	0	191
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.03	1.03
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2026 Build Traffic Volumes
4: Site Access (South) & Catherine Street

Peak AM Hour
06/03/2022

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B			4
Traffic Vol, veh/h	7	16	136	2	6	146
Future Vol, veh/h	7	16	136	2	6	146
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	-2	-	-	5
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	9	2	2	6
Mvmt Flow	9	20	170	3	8	183

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	371	172	0	0	173
Stage 1	172	-	-	-	-
Stage 2	199	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	630	872	-	-	1404
Stage 1	858	-	-	-	-
Stage 2	835	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	626	872	-	-	1404
Mov Cap-2 Maneuver	626	-	-	-	-
Stage 1	858	-	-	-	-
Stage 2	830	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	779	1404
HCM Lane V/C Ratio	-	-	0.037	0.005
HCM Control Delay (s)	-	-	9.8	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

2026 Build Traffic Volumes
5: Catherine Street & Site Access (North)

Peak AM Hour
06/03/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	19	152	2	6	187
Future Volume (vph)	5	19	152	2	6	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-10%			10%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.892		0.998			
Flt Protected	0.990					0.998
Satd. Flow (prot)	1645	0	1828	0	0	1702
Flt Permitted	0.990					0.998
Satd. Flow (perm)	1645	0	1828	0	0	1702
Link Speed (mph)	30		30			30
Link Distance (ft)	229		986			587
Travel Time (s)	5.2		22.4			13.3
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	2%	2%	9%	2%	2%	6%
Adj. Flow (vph)	6	24	190	3	8	234
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	0	193	0	0	242
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.94	0.94	1.07	1.07
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B			B
Traffic Vol, veh/h	5	19	152	2	6	187
Future Vol, veh/h	5	19	152	2	6	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	-10	-	-	10
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	9	2	2	6
Mvmt Flow	6	24	190	3	8	234

Major/Minor

	Minor1	Major1	Major2		
Conflicting Flow All	442	192	0	0	193
Stage 1	192	-	-	-	-
Stage 2	250	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	573	850	-	-	1380
Stage 1	841	-	-	-	-
Stage 2	792	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	569	850	-	-	1380
Mov Cap-2 Maneuver	569	-	-	-	-
Stage 1	841	-	-	-	-
Stage 2	786	-	-	-	-

Approach

	WB	NB	SB
HCM Control Delay, s	9.9	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt

	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	771	1380
HCM Lane V/C Ratio	-	-	0.039	0.005
HCM Control Delay (s)	-	-	9.9	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

2026 Build Traffic Volumes
6: Old Crompond Road & Garden Lane

Peak AM Hour
06/03/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	92	50	36	78	3
Future Volume (vph)	4	92	50	36	78	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-1%	4%		3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.944		0.995	
Flt Protected		0.998			0.954	
Satd. Flow (prot)	0	1817	1597	0	1558	0
Flt Permitted		0.998			0.954	
Satd. Flow (perm)	0	1817	1597	0	1558	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		631	170		331	
Travel Time (s)		14.3	3.9		7.5	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	2%	5%	13%	6%	12%	67%
Adj. Flow (vph)	5	123	67	48	104	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	128	115	0	108	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.03	1.03	1.02	1.02
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	92	50	36	78	3
Future Vol, veh/h	4	92	50	36	78	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	4	-	3	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	5	13	6	12	67
Mvmt Flow	5	123	67	48	104	4
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	115	0	-	0	224	91
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	133	-
Critical Hdwy	4.12	-	-	-	7.12	7.17
Critical Hdwy Stg 1	-	-	-	-	6.12	-
Critical Hdwy Stg 2	-	-	-	-	6.12	-
Follow-up Hdwy	2.218	-	-	-	3.608	3.903
Pot Cap-1 Maneuver	1474	-	-	-	715	808
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	850	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1474	-	-	-	712	808
Mov Cap-2 Maneuver	-	-	-	-	712	-
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	850	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		10.9		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1474	-	-	-	-	715
HCM Lane V/C Ratio	0.004	-	-	-	-	0.151
HCM Control Delay (s)	7.5	0	-	-	-	10.9
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	-	0.5

2026 Build Traffic Volumes
7: Garden Lane & Crompond Road

Peak AM Hour
06/03/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1224	17	37	794	6	26
Future Volume (vph)	1224	17	37	794	6	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	12	15	13	12
Grade (%)	0%			1%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998				0.890	
Flt Protected				0.998	0.991	
Satd. Flow (prot)	2022	0	0	1978	1688	0
Flt Permitted				0.998	0.991	
Satd. Flow (perm)	2022	0	0	1978	1688	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	745			1084	732	
Travel Time (s)	11.3			16.4	16.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	15%	3%	5%	2%	4%
Adj. Flow (vph)	1288	18	39	836	6	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1306	0	0	875	33	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.88	1.00	1.01	0.89	0.95	0.99
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	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	1224	17	37	794	6	26
Future Vol, veh/h	1224	17	37	794	6	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	15	3	5	2	4
Mvmt Flow	1288	18	39	836	6	27

Major/Minor

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1306	0	2211 1297
Stage 1	-	-	-	-	1297 -
Stage 2	-	-	-	-	914 -
Critical Hdwy	-	-	4.13	-	6.02 6.04
Critical Hdwy Stg 1	-	-	-	-	5.02 -
Critical Hdwy Stg 2	-	-	-	-	5.02 -
Follow-up Hdwy	-	-	2.227	-	3.518 3.336
Pot Cap-1 Maneuver	-	-	527	-	62 210
Stage 1	-	-	-	-	296 -
Stage 2	-	-	-	-	433 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	527	-	53 210
Mov Cap-2 Maneuver	-	-	-	-	53 -
Stage 1	-	-	-	-	296 -
Stage 2	-	-	-	-	373 -

Approach

	EB	WB	NB
HCM Control Delay, s	0	0.6	40.3
HCM LOS			E

Minor Lane/Major Mvmt

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	135	-	-	527	-
HCM Lane V/C Ratio	0.25	-	-	0.074	-
HCM Control Delay (s)	40.3	-	-	12.4	0
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-

2026 Build Traffic Volumes
1: Catherine Street & Old Crompond Road

Peak PM Hour
06/07/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	32	91	171	142	74	99
Future Volume (vph)	32	91	171	142	74	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	11	12	12
Grade (%)	-4%			2%	-10%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.900				0.923	
Flt Protected				0.973	0.979	
Satd. Flow (prot)	1653	0	0	1735	1745	0
Flt Permitted				0.973	0.979	
Satd. Flow (perm)	1653	0	0	1735	1745	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	170			1649	587	
Travel Time (s)	3.9			37.5	13.3	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	2%	2%	2%	5%	2%
Adj. Flow (vph)	37	106	199	165	86	115
Shared Lane Traffic (%)						
Lane Group Flow (vph)	143	0	0	364	201	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.02	0.97	1.01	1.06	0.94	0.94
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 5.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	32	91	171	142	74	99
Future Vol, veh/h	32	91	171	142	74	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-4	-	-	2	-10	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	5	2
Mvmt Flow	37	106	199	165	86	115

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	143
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1440
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1440
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.3	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	715	-	-	1440	-
HCM Lane V/C Ratio	0.281	-	-	0.138	-
HCM Control Delay (s)	12	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.2	-	-	0.5	-

2026 Build Traffic Volumes
2: Catherine Street & Depeyster Drive/Field Home

Peak PM Hour
06/07/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	3	0	2	14	0	62	1	98	7	19	205	11
Future Volume (vph)	3	0	2	14	0	62	1	98	7	19	205	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	13	12	12	13	12
Grade (%)		1%			-2%			0%			0%	
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
Frt		0.946			0.890			0.992			0.994	
Flt Protected		0.971			0.991						0.996	
Satd. Flow (prot)	0	1646	0	0	1639	0	0	1909	0	0	1906	0
Flt Permitted		0.971			0.991						0.996	
Satd. Flow (perm)	0	1646	0	0	1639	0	0	1909	0	0	1906	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		322			241			1150			418	
Travel Time (s)		7.3			5.5			26.1			9.5	
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 (%)	2%	2%	2%	9%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	3	0	2	15	0	66	1	104	7	20	218	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	81	0	0	112	0	0	250	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	1.05	1.01	0.99	0.99	0.99	1.00	0.96	1.00	1.00	0.96	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	9.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	3	0	2	14	0	62	1	98	7	19	205	11
Future Vol, veh/h	3	0	2	14	0	62	1	98	7	19	205	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	-2	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	9	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	2	15	0	66	1	104	7	20	218	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	66	0	0	2	0	0	185	103	1	126	71	33
Stage 1	-	-	-	-	-	-	7	7	-	63	63	-
Stage 2	-	-	-	-	-	-	178	96	-	63	8	-
Critical Hdwy	4.12	-	-	4.19	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.281	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1536	-	-	1576	-	-	776	787	1084	848	819	1041
Stage 1	-	-	-	-	-	-	1015	890	-	948	842	-
Stage 2	-	-	-	-	-	-	824	815	-	948	889	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1536	-	-	1576	-	-	602	778	1084	749	809	1041
Mov Cap-2 Maneuver	-	-	-	-	-	-	602	778	-	749	809	-
Stage 1	-	-	-	-	-	-	1013	888	-	946	834	-
Stage 2	-	-	-	-	-	-	596	807	-	829	887	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.4			1.3			10.3			11.4		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	791	1536	-	-	1576	-	-	812
HCM Lane V/C Ratio	0.143	0.002	-	-	0.009	-	-	0.308
HCM Control Delay (s)	10.3	7.3	0	-	7.3	0	-	11.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	1.3

2026 Build Traffic Volumes
3: Jacob Road & Catherine Street

Peak PM Hour
06/07/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	84	52	62	10	9	182
Future Volume (vph)	84	52	62	10	9	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	10	12	12	12
Grade (%)		1%	-2%		-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.981		0.871	
Flt Protected		0.970			0.998	
Satd. Flow (prot)	0	1847	1723	0	1624	0
Flt Permitted		0.970			0.998	
Satd. Flow (perm)	0	1847	1723	0	1624	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		755	963		1150	
Travel Time (s)		17.2	21.9		26.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	2%	2%	2%	17%	2%
Adj. Flow (vph)	93	58	69	11	10	202
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	151	80	0	212	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.01	0.96	1.08	0.99	0.99	0.99
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 6.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	84	52	62	10	9	182
Future Vol, veh/h	84	52	62	10	9	182
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	1	-2	-	-2	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	17	2
Mvmt Flow	93	58	69	11	10	202

Major/Minor

	Major1	Major2	Minor2		
Conflicting Flow All	80	0	-	0	319 75
Stage 1	-	-	-	-	75 -
Stage 2	-	-	-	-	244 -
Critical Hdwy	4.13	-	-	-	6.17 6.02
Critical Hdwy Stg 1	-	-	-	-	5.17 -
Critical Hdwy Stg 2	-	-	-	-	5.17 -
Follow-up Hdwy	2.227	-	-	-	3.653 3.318
Pot Cap-1 Maneuver	1512	-	-	-	668 991
Stage 1	-	-	-	-	919 -
Stage 2	-	-	-	-	784 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1512	-	-	-	625 991
Mov Cap-2 Maneuver	-	-	-	-	625 -
Stage 1	-	-	-	-	860 -
Stage 2	-	-	-	-	784 -

Approach

	EB	WB	SB
HCM Control Delay, s	4.7	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt

	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1512	-	-	-	964
HCM Lane V/C Ratio	0.062	-	-	-	0.22
HCM Control Delay (s)	7.5	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8

2026 Build Traffic Volumes
4: Site Access (South) & Catherine Street

Peak PM Hour
06/07/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	9	157	7	15	232
Future Volume (vph)	4	9	157	7	15	232
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-2%			5%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.904		0.995			
Flt Protected	0.986					0.997
Satd. Flow (prot)	1660	0	1872	0	0	1811
Flt Permitted	0.986					0.997
Satd. Flow (perm)	1660	0	1872	0	0	1811
Link Speed (mph)	30		30			30
Link Distance (ft)	264		418			986
Travel Time (s)	6.0		9.5			22.4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	4	10	167	7	16	247
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	174	0	0	263
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.99	0.99	1.03	1.03
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

2026 Build Traffic Volumes
4: Site Access (South) & Catherine Street

Peak PM Hour
06/07/2022

Intersection

Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	4	9	157	7	15	232
Future Vol, veh/h	4	9	157	7	15	232
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	-2	-	-	5
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	10	167	7	16	247

Major/Minor

	Minor1	Major1	Major2		
Conflicting Flow All	450	171	0	0	174
Stage 1	171	-	-	-	-
Stage 2	279	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	567	873	-	-	1403
Stage 1	859	-	-	-	-
Stage 2	768	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	560	873	-	-	1403
Mov Cap-2 Maneuver	560	-	-	-	-
Stage 1	859	-	-	-	-
Stage 2	758	-	-	-	-

Approach

	WB	NB	SB
HCM Control Delay, s	9.9	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt

	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	745	1403
HCM Lane V/C Ratio	-	-	0.019	0.011
HCM Control Delay (s)	-	-	9.9	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

2026 Build Traffic Volumes
5: Catherine Street & Site Access (North)

Peak PM Hour
06/07/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	11	162	4	18	244
Future Volume (vph)	3	11	162	4	18	244
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		-10%			10%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.892		0.997			
Flt Protected	0.990					0.997
Satd. Flow (prot)	1645	0	1950	0	0	1764
Flt Permitted	0.990					0.997
Satd. Flow (perm)	1645	0	1950	0	0	1764
Link Speed (mph)	30		30			30
Link Distance (ft)	229		986			587
Travel Time (s)	5.2		22.4			13.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	3	12	172	4	19	260
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	176	0	0	279
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	0.94	0.94	1.07	1.07
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B			4
Traffic Vol, veh/h	3	11	162	4	18	244
Future Vol, veh/h	3	11	162	4	18	244
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	-10	-	-	10
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	12	172	4	19	260

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	472	174	0	0	176
Stage 1	174	-	-	-	-
Stage 2	298	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	551	869	-	-	1400
Stage 1	856	-	-	-	-
Stage 2	753	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	542	869	-	-	1400
Mov Cap-2 Maneuver	542	-	-	-	-
Stage 1	856	-	-	-	-
Stage 2	741	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	770	1400
HCM Lane V/C Ratio	-	-	0.019	0.014
HCM Control Delay (s)	-	-	9.8	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

2026 Build Traffic Volumes
6: Old Crompond Road & Garden Lane

Peak PM Hour
06/07/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	93	173	43	31	11
Future Volume (vph)	3	93	173	43	31	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		-1%	4%		3%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.973		0.966	
Flt Protected		0.998			0.964	
Satd. Flow (prot)	0	1868	1776	0	1709	0
Flt Permitted		0.998			0.964	
Satd. Flow (perm)	0	1868	1776	0	1709	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		631	170		331	
Travel Time (s)		14.3	3.9		7.5	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	4	113	211	52	38	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	117	263	0	51	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.03	1.03	1.02	1.02
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	93	173	43	31	11
Future Vol, veh/h	3	93	173	43	31	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-1	4	-	3	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	113	211	52	38	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	263	0	0	358	237
Stage 1	-	-	-	237	-
Stage 2	-	-	-	121	-
Critical Hdwy	4.12	-	-	7.02	6.52
Critical Hdwy Stg 1	-	-	-	6.02	-
Critical Hdwy Stg 2	-	-	-	6.02	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1301	-	-	603	786
Stage 1	-	-	-	771	-
Stage 2	-	-	-	886	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1301	-	-	601	786
Mov Cap-2 Maneuver	-	-	-	601	-
Stage 1	-	-	-	769	-
Stage 2	-	-	-	886	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1301	-	-	-	640
HCM Lane V/C Ratio	0.003	-	-	-	0.08
HCM Control Delay (s)	7.8	0	-	-	11.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

2026 Build Traffic Volumes
7: Garden Lane & Crompond Road

Peak PM Hour
06/07/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1063	20	26	1178	11	24
Future Volume (vph)	1063	20	26	1178	11	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	12	15	13	12
Grade (%)	0%			1%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998				0.909	
Flt Protected				0.999	0.984	
Satd. Flow (prot)	2024	0	0	2014	1572	0
Flt Permitted				0.999	0.984	
Satd. Flow (perm)	2024	0	0	2014	1572	0
Link Speed (mph)	45			45	30	
Link Distance (ft)	745			1084	732	
Travel Time (s)	11.3			16.4	16.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	7%	9%	3%	2%	18%
Adj. Flow (vph)	1119	21	27	1240	12	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1140	0	0	1267	37	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.88	1.00	1.01	0.89	0.95	0.99
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	1063	20	26	1178	11	24
Future Vol, veh/h	1063	20	26	1178	11	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	7	9	3	2	18
Mvmt Flow	1119	21	27	1240	12	25

Major/Minor

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1140	0	2424 1130
Stage 1	-	-	-	-	1130 -
Stage 2	-	-	-	-	1294 -
Critical Hdwy	-	-	4.19	-	6.02 6.18
Critical Hdwy Stg 1	-	-	-	-	5.02 -
Critical Hdwy Stg 2	-	-	-	-	5.02 -
Follow-up Hdwy	-	-	2.281	-	3.518 3.462
Pot Cap-1 Maneuver	-	-	588	-	46 245
Stage 1	-	-	-	-	350 -
Stage 2	-	-	-	-	297 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	588	-	39 245
Mov Cap-2 Maneuver	-	-	-	-	39 -
Stage 1	-	-	-	-	350 -
Stage 2	-	-	-	-	253 -

Approach

	EB	WB	NB
HCM Control Delay, s	0	0.2	68.1
HCM LOS			F

Minor Lane/Major Mvmt

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	92	-	-	588	-
HCM Lane V/C Ratio	0.4	-	-	0.047	-
HCM Control Delay (s)	68.1	-	-	11.4	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	1.6	-	-	0.1	-

2026 No-Build Traffic Volumes (W/ Improvements)
7: Garden Lane & Crompond Road

Peak AM Hour
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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1224	16	36	794	1	24
Future Volume (vph)	1224	16	36	794	1	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	12	15	13	12
Grade (%)	0%			1%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998				0.870	
Flt Protected				0.998	0.998	
Satd. Flow (prot)	2022	0	0	1978	1657	0
Flt Permitted				0.710	0.998	
Satd. Flow (perm)	2022	0	0	1407	1657	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2				25	
Link Speed (mph)	45			45	30	
Link Distance (ft)	745			1084	732	
Travel Time (s)	11.3			16.4	16.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	15%	3%	5%	2%	4%
Adj. Flow (vph)	1288	17	38	836	1	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1305	0	0	874	26	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.88	1.00	1.01	0.89	0.95	0.99
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	CI+Ex			CI+Ex	CI+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA		Perm	NA	Prot	
Protected Phases	4			8	2	
Permitted Phases			8			
Detector Phase	4		8	8	2	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	23.0		23.0	23.0	23.0	

2026 No-Build Traffic Volumes (W/ Improvements)
 7: Garden Lane & Crompond Road

Peak AM Hour
 06/08/2022

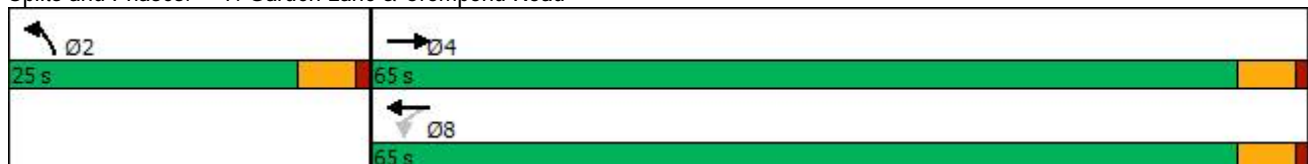


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		None	None	Min	
v/c Ratio	0.82			0.79	0.17	
Control Delay	10.8			11.7	16.7	
Queue Delay	0.0			0.0	0.0	
Total Delay	10.8			11.7	16.7	
Queue Length 50th (ft)	246			155	0	
Queue Length 95th (ft)	515			381	23	
Internal Link Dist (ft)	665			1004	652	
Turn Bay Length (ft)						
Base Capacity (vph)	1594			1108	453	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.82			0.79	0.06	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 76.1
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Garden Lane & Crompond Road



2026 No-Build Traffic Volumes (W/ Improvements)
7: Garden Lane & Crompond Road

Peak AM Hour
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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩			↩	↩	↩
Traffic Volume (veh/h)	1224	16	36	794	1	24
Future Volume (veh/h)	1224	16	36	794	1	24
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1930	1678	1850	1893	2027	1919
Adj Flow Rate, veh/h	1288	17	38	836	1	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	15	3	5	2	4
Cap, veh/h	1453	19	78	1107	5	126
Arrive On Green	0.76	0.76	0.76	0.76	0.08	0.08
Sat Flow, veh/h	1900	25	25	1447	64	1606
Grp Volume(v), veh/h	0	1305	874	0	27	0
Grp Sat Flow(s),veh/h/ln	0	1925	1472	0	1734	0
Q Serve(g_s), s	0.0	31.6	9.7	0.0	0.9	0.0
Cycle Q Clear(g_c), s	0.0	31.6	41.3	0.0	0.9	0.0
Prop In Lane		0.01	0.04		0.04	0.93
Lane Grp Cap(c), veh/h	0	1473	1185	0	136	0
V/C Ratio(X)	0.00	0.89	0.74	0.00	0.20	0.00
Avail Cap(c_a), veh/h	0	1810	1474	0	544	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	5.5	4.5	0.0	27.5	0.0
Incr Delay (d2), s/veh	0.0	4.9	1.5	0.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.4	1.4	0.0	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	10.4	6.0	0.0	28.2	0.0
LnGrp LOS	A	B	A	A	C	A
Approach Vol, veh/h	1305			874	27	
Approach Delay, s/veh	10.4			6.0	28.2	
Approach LOS	B			A	C	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		10.0		53.8		53.8
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		20.0		60.0		60.0
Max Q Clear Time (g_c+I1), s		2.9		33.6		43.3
Green Ext Time (p_c), s		0.1		12.6		5.5

Intersection Summary

HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

2026 No-Build Traffic Volumes (W/ Improvements)
7: Garden Lane & Crompond Road

Peak PM Hour
06/07/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1063	16	24	1178	8	23
Future Volume (vph)	1063	16	24	1178	8	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	12	15	13	12
Grade (%)	0%			1%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.998				0.899	
Fl _t Protected				0.999	0.988	
Satd. Flow (prot)	2024	0	0	2015	1545	0
Fl _t Permitted				0.969	0.988	
Satd. Flow (perm)	2024	0	0	1954	1545	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2				24	
Link Speed (mph)	45			45	30	
Link Distance (ft)	745			1084	732	
Travel Time (s)	11.3			16.4	16.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	7%	9%	3%	2%	18%
Adj. Flow (vph)	1119	17	25	1240	8	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1136	0	0	1265	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.88	1.00	1.01	0.89	0.95	0.99
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	CI+Ex			CI+Ex	CI+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA		Perm	NA	Prot	
Protected Phases	4			8	2	
Permitted Phases			8			
Detector Phase	4		8	8	2	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	22.5		22.5	22.5	22.5	

2026 No-Build Traffic Volumes (W/ Improvements)
 7: Garden Lane & Crompond Road

Peak PM Hour
 06/07/2022

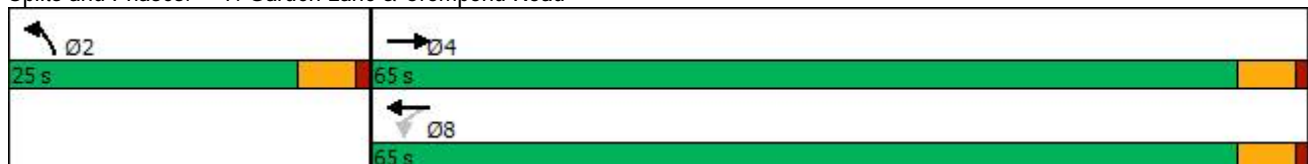


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		None	None	Min	
v/c Ratio	0.71			0.83	0.21	
Control Delay	7.4			11.6	20.2	
Queue Delay	0.0			0.0	0.0	
Total Delay	7.4			11.6	20.2	
Queue Length 50th (ft)	178			248	4	
Queue Length 95th (ft)	352			544	29	
Internal Link Dist (ft)	665			1004	652	
Turn Bay Length (ft)						
Base Capacity (vph)	1589			1533	422	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.71			0.83	0.08	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 76.4
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated

Splits and Phases: 7: Garden Lane & Crompond Road



2026 No-Build Traffic Volumes (W/ Improvements)
7: Garden Lane & Crompond Road

Peak PM Hour
06/07/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩			↩	↩	↩
Traffic Volume (veh/h)	1063	16	24	1178	8	23
Future Volume (veh/h)	1063	16	24	1178	8	23
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1930	1796	1761	1924	2027	1708
Adj Flow Rate, veh/h	1119	17	25	1240	8	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	7	9	3	2	18
Cap, veh/h	1415	21	74	1392	36	109
Arrive On Green	0.75	0.75	0.75	0.75	0.08	0.08
Sat Flow, veh/h	1896	29	16	1865	430	1289
Grp Volume(v), veh/h	0	1136	1265	0	33	0
Grp Sat Flow(s),veh/h/ln	0	1925	1880	0	1773	0
Q Serve(g_s), s	0.0	21.6	4.5	0.0	1.0	0.0
Cycle Q Clear(g_c), s	0.0	21.6	29.5	0.0	1.0	0.0
Prop In Lane		0.01	0.02		0.24	0.73
Lane Grp Cap(c), veh/h	0	1437	1466	0	150	0
V/C Ratio(X)	0.00	0.79	0.86	0.00	0.22	0.00
Avail Cap(c_a), veh/h	0	1952	1954	0	599	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	4.6	5.6	0.0	25.3	0.0
Incr Delay (d2), s/veh	0.0	1.6	3.3	0.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.3	3.6	0.0	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	6.2	8.9	0.0	26.0	0.0
LnGrp LOS	A	A	A	A	C	A
Approach Vol, veh/h	1136			1265	33	
Approach Delay, s/veh	6.2			8.9	26.0	
Approach LOS	A			A	C	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		10.0		49.2		49.2
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		20.0		60.0		60.0
Max Q Clear Time (g_c+I1), s		3.0		23.6		31.5
Green Ext Time (p_c), s		0.1		10.4		12.7

Intersection Summary

HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

2026 Build Traffic Volumes (W/ Improvements)
7: Garden Lane & Crompond Road

Peak AM Hour
06/08/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (vph)	1224	17	37	794	6	26
Future Volume (vph)	1224	17	37	794	6	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	12	15	13	12
Grade (%)	0%			1%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.998				0.890	
Fl _t Protected				0.998	0.991	
Satd. Flow (prot)	2022	0	0	1978	1688	0
Fl _t Permitted				0.693	0.991	
Satd. Flow (perm)	2022	0	0	1374	1688	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2				27	
Link Speed (mph)	45			45	30	
Link Distance (ft)	745			1084	732	
Travel Time (s)	11.3			16.4	16.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	15%	3%	5%	2%	4%
Adj. Flow (vph)	1288	18	39	836	6	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1306	0	0	875	33	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.88	1.00	1.01	0.89	0.95	0.99
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	CI+Ex			CI+Ex	CI+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA		Perm	NA	Prot	
Protected Phases	4			8	2	
Permitted Phases			8			
Detector Phase	4		8	8	2	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	23.0		23.0	23.0	23.0	

2026 Build Traffic Volumes (W/ Improvements)
7: Garden Lane & Crompond Road

Peak AM Hour
06/08/2022

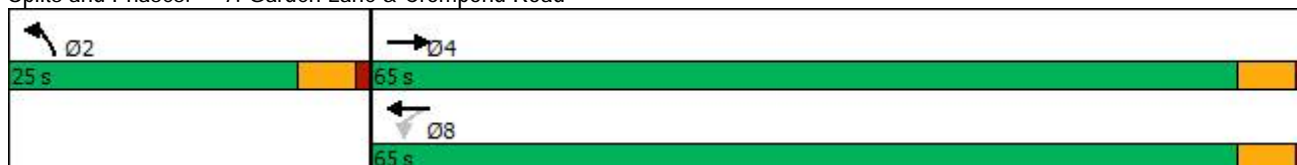


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		None	None	Min	
v/c Ratio	0.82			0.81	0.20	
Control Delay	11.1			13.2	18.6	
Queue Delay	0.0			0.0	0.0	
Total Delay	11.1			13.2	18.6	
Queue Length 50th (ft)	251			165	3	
Queue Length 95th (ft)	534			#484	28	
Internal Link Dist (ft)	665			1004	652	
Turn Bay Length (ft)						
Base Capacity (vph)	1590			1080	462	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.82			0.81	0.07	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 76.3
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 7: Garden Lane & Crompond Road



2026 Build Traffic Volumes (W/ Improvements)
7: Garden Lane & Crompond Road

Peak AM Hour
06/08/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩			↩	↩	↩
Traffic Volume (veh/h)	1224	17	37	794	6	26
Future Volume (veh/h)	1224	17	37	794	6	26
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1930	1678	1850	1893	2027	1919
Adj Flow Rate, veh/h	1288	18	39	836	6	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	15	3	5	2	4
Cap, veh/h	1455	20	79	1101	24	109
Arrive On Green	0.77	0.77	0.77	0.77	0.08	0.08
Sat Flow, veh/h	1898	27	26	1437	311	1397
Grp Volume(v), veh/h	0	1306	875	0	34	0
Grp Sat Flow(s),veh/h/ln	0	1925	1463	0	1760	0
Q Serve(g_s), s	0.0	31.6	10.1	0.0	1.2	0.0
Cycle Q Clear(g_c), s	0.0	31.6	41.7	0.0	1.2	0.0
Prop In Lane		0.01	0.04		0.18	0.79
Lane Grp Cap(c), veh/h	0	1475	1180	0	137	0
V/C Ratio(X)	0.00	0.89	0.74	0.00	0.25	0.00
Avail Cap(c_a), veh/h	0	1799	1456	0	548	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	5.4	4.6	0.0	27.8	0.0
Incr Delay (d2), s/veh	0.0	4.9	1.6	0.0	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.4	1.5	0.0	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	10.4	6.2	0.0	28.8	0.0
LnGrp LOS	A	B	A	A	C	A
Approach Vol, veh/h	1306			875	34	
Approach Delay, s/veh	10.4			6.2	28.8	
Approach LOS	B			A	C	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		10.0		54.2		54.2
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		20.0		60.0		60.0
Max Q Clear Time (g_c+I1), s		3.2		33.6		43.7
Green Ext Time (p_c), s		0.1		12.6		5.5

Intersection Summary

HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

2026 Build Traffic Volumes (W/ Improvements)
7: Garden Lane & Crompond Road

Peak PM Hour
06/07/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1063	20	26	1178	11	24
Future Volume (vph)	1063	20	26	1178	11	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	12	15	13	12
Grade (%)	0%			1%	-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998				0.909	
Flt Protected				0.999	0.984	
Satd. Flow (prot)	2024	0	0	2014	1572	0
Flt Permitted				0.965	0.984	
Satd. Flow (perm)	2024	0	0	1946	1572	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	2				25	
Link Speed (mph)	45			45	30	
Link Distance (ft)	745			1084	732	
Travel Time (s)	11.3			16.4	16.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	7%	9%	3%	2%	18%
Adj. Flow (vph)	1119	21	27	1240	12	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1140	0	0	1267	37	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	13	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.88	1.00	1.01	0.89	0.95	0.99
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2	2	
Detector Template			Left			
Leading Detector (ft)	83		20	83	83	
Trailing Detector (ft)	-5		0	-5	-5	
Detector 1 Position(ft)	-5		0	-5	-5	
Detector 1 Size(ft)	40		20	40	40	
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)	43			43	43	
Detector 2 Size(ft)	40			40	40	
Detector 2 Type	CI+Ex			CI+Ex	CI+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0	0.0	
Turn Type	NA		Perm	NA	Prot	
Protected Phases	4			8	2	
Permitted Phases			8			
Detector Phase	4		8	8	2	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	23.0		23.0	23.0	23.0	

2026 Build Traffic Volumes (W/ Improvements)
 7: Garden Lane & Crompond Road

Peak PM Hour
 06/07/2022

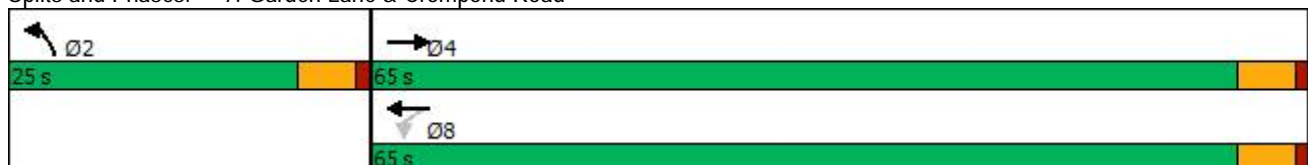


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Split (s)	65.0		65.0	65.0	25.0	
Total Split (%)	72.2%		72.2%	72.2%	27.8%	
Maximum Green (s)	60.0		60.0	60.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		None	None	Min	
v/c Ratio	0.72			0.83	0.24	
Control Delay	7.6			12.1	21.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	7.6			12.1	21.5	
Queue Length 50th (ft)	184			256	5	
Queue Length 95th (ft)	364			#586	33	
Internal Link Dist (ft)	665			1004	652	
Turn Bay Length (ft)						
Base Capacity (vph)	1586			1525	429	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.72			0.83	0.09	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 76.6
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 7: Garden Lane & Crompond Road



2026 Build Traffic Volumes (W/ Improvements)
7: Garden Lane & Crompond Road

Peak PM Hour
06/07/2022



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩			↩	↩	↩
Traffic Volume (veh/h)	1063	20	26	1178	11	24
Future Volume (veh/h)	1063	20	26	1178	11	24
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1930	1796	1761	1924	2027	1708
Adj Flow Rate, veh/h	1119	21	27	1240	12	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	7	9	3	2	18
Cap, veh/h	1412	26	75	1389	47	99
Arrive On Green	0.75	0.75	0.75	0.75	0.08	0.08
Sat Flow, veh/h	1888	35	17	1858	564	1176
Grp Volume(v), veh/h	0	1140	1267	0	38	0
Grp Sat Flow(s),veh/h/ln	0	1923	1875	0	1787	0
Q Serve(g_s), s	0.0	21.8	5.3	0.0	1.2	0.0
Cycle Q Clear(g_c), s	0.0	21.8	29.8	0.0	1.2	0.0
Prop In Lane		0.02	0.02		0.32	0.66
Lane Grp Cap(c), veh/h	0	1439	1464	0	150	0
V/C Ratio(X)	0.00	0.79	0.87	0.00	0.25	0.00
Avail Cap(c_a), veh/h	0	1939	1937	0	601	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	4.6	5.6	0.0	25.5	0.0
Incr Delay (d2), s/veh	0.0	1.7	3.4	0.0	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.3	3.6	0.0	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	6.3	9.0	0.0	26.4	0.0
LnGrp LOS	A	A	A	A	C	A
Approach Vol, veh/h	1140			1267	38	
Approach Delay, s/veh	6.3			9.0	26.4	
Approach LOS	A			A	C	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		10.0		49.5		49.5
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		20.0		60.0		60.0
Max Q Clear Time (g_c+I1), s		3.2		23.8		31.8
Green Ext Time (p_c), s		0.1		10.5		12.7

Intersection Summary

HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Traffic Impact Study

Appendix E | Traffic Signal Warrant Analysis

TABLE TSW-1

**SIGNAL WARRANTS ANALYSIS
CROMPOND ROAD AT GARDEN LANE
WARRANT ANALYSIS SUMMARY**

INTERSECTION DATA	
Major Street:	Crompond Road (US Rte 202/ NYS Rte 35)
Minor Street:	Garden Lane
Location:	Town of Yorktown, Westchester County, New York
Date:	6/8/2022
Volume Basis:	2022 Existing Traffic Volumes
Condition:	Typical Weekday
Number of Lanes For Moving Traffic By Approach	
	Major Street (Excluding Auxiliary Lanes) = 1
	Minor Street (Including Auxiliary Lanes) = 1
Major Street Speed	
	85TH Percentile Speed >= 40 mph (Y or N): 45
Community Population	
	Community < 10,000 (Y or N): N
WARRANT ANALYSIS SUMMARY	
Warrant 1 - Eight-Hour Vehicular Volume	
Condition A - Minimum Vehicular Volume	Not Satisfied -- No Signal
Condition B - Minimum Vehicular Interruption of Continuous Traffic	Not Satisfied -- No Signal
Condition A & B Combined Condition	Not Applicable
Warrant 1 Satisfied:	NO
Warrant 2 - Four-Hour Vehicular Volume	
Four-Hour Vehicular Volume	Not Satisfied -- No Signal
Warrant 2 Satisfied:	NO
Warrant 3 - Peak Hour	
Peak Hour Volume	Not Satisfied -- No Signal
Warrant 3 Satisfied:	NO
Warrant 4 - Pedestrian Volume Warrant	
Condition A - Pedestrian Four-Hour Volume	Not Applicable
Condition B - Pedestrian Peak Hour Volume	Not Applicable
Warrant 4 Satisfied:	Not Applicable
Warrant 5 - School Crossing	
Warrant 5 Satisfied:	Not Applicable
Warrant 6 - Coordinated Signal System	
Warrant 6 Satisfied:	Not Applicable
Warrant 7 - Crash Experience	
Warrant 7 Satisfied:	Not Applicable
Warrant 8 - Roadway Network	
Warrant 7 Satisfied:	Not Applicable
Warrant 9 - Intersection Near a Grade Crossing	
Condition A - Distance to Rail	Not Applicable
Condition B - Traffic Volume Warrant	Not Applicable
Warrant 9 Satisfied:	Not Applicable

TABLE TSW-1

**SIGNAL WARRANTS ANALYSIS
CROMPOND ROAD AT GARDEN LANE
WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME**

INTERSECTION DATA			
Major Street:	Crompond Road (US Rte 202/ NYS Rte 35)	Number of Lanes For Moving Traffic By Approach	
Minor Street:	Garden Lane	Major Street (Excluding Auxiliary Lanes) =	1
		Minor Street (Including Auxiliary Lanes) =	1
Location:	Town of Yorktown, Westchester County, New York		
Date:	6/8/2022	Major Street Speed	
		85TH Percentile Speed >= 40 mph (Y or N):	Y
Volume Basis:	2022 Existing Traffic Volumes	Community Population	
		Community < 10,000 (Y or N):	N
Condition:	Typical Weekday		

WARRANT ANALYSIS														
Time of Day	Volumes		Warrant 1 Condition A		Warrant 1 Condition B		Warrant 1 Condition A & B				Warrant Met?			
	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Condition A		Condition B		Warrant 1A	Warrant 1B	Combined	
							Major Street	Minor Street	Major Street	Minor Street			1A	1B
12:00 AM	129	2	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
1:00 AM	64	1	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
2:00 AM	63	1	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
3:00 AM	62	1	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
4:00 AM	172	3	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
5:00 AM	480	9	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
6:00 AM	1,303	23	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
7:00 AM	1,936	24	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
8:00 AM	1,859	33	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
9:00 AM	1,574	28	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
10:00 AM	1,351	24	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
11:00 AM	1,617	17	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
12:00 PM	1,693	18	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
1:00 PM	1,697	18	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
2:00 PM	1,894	20	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
3:00 PM	2,071	21	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
4:00 PM	2,023	21	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
5:00 PM	2,011	38	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
6:00 PM	1,833	19	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
7:00 PM	1,240	13	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
8:00 PM	850	9	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
9:00 PM	575	6	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
10:00 PM	405	4	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
11:00 PM	241	3	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A

Total Hours Meeting Warrants	0	0	0	0
Total Hours Needed to Satisfy	8	8	8*	8*

WARRANT 1 SUMMARY	
Warrant 1 Condition A - Minimum Vehicular Volume	Not Satisfied -- No Signal
Warrant 1 Condition B - Interruption of Continuous Traffic	Not Satisfied -- No Signal
Warrant 1A & 1B Combined Condition	Not Applicable
*Note: For Combined Warrant Both Conditions 1A & 1B Must Be Satisfied for a Minimum of 8 Hours.	

TABLE TSW-1

**SIGNAL WARRANTS ANALYSIS
CROMPOND ROAD AT GARDEN LANE
WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME & WARRANT 3 - PEAK HOUR**

INTERSECTION DATA			
Major Street:	Crompond Road (US Rte 202/ NYS Rte 35)	Number of Lanes For Moving Traffic By Approach	
Minor Street:	Garden Lane	Major Street (Excluding Auxiliary Lanes) =	1
		Minor Street (Including Auxiliary Lanes) =	1
Location:	Town of Yorktown, Westchester County, New York		
		Major Street Speed	
Date:	6/8/2022	85TH Percentile Speed >= 40 mph (Y or N):	Y
Volume Basis:	2022 Existing Traffic Volumes	Community Population	
		Community < 10,000 (Y or N):	N
Condition:	Typical Weekday		

WARRANT ANALYSIS								
Time of Day	Volumes		Warrant 2 ¹		Warrant 3 ¹		Warrant Met?	
	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Warrant 2	Warrant 3
12:00 AM	129	2	See Figure 4C-2		See Figure 4C-4		NO	NO
1:00 AM	64	1					NO	NO
2:00 AM	63	1					NO	NO
3:00 AM	62	1					NO	NO
4:00 AM	172	3					NO	NO
5:00 AM	480	9					NO	NO
6:00 AM	1,303	23					NO	NO
7:00 AM	1,936	24					NO	NO
8:00 AM	1,859	33					NO	NO
9:00 AM	1,574	28					NO	NO
10:00 AM	1,351	24					NO	NO
11:00 AM	1,617	17					NO	NO
12:00 PM	1,693	18					NO	NO
1:00 PM	1,697	18					NO	NO
2:00 PM	1,894	20					NO	NO
3:00 PM	2,071	21					NO	NO
4:00 PM	2,023	21					NO	NO
5:00 PM	2,011	38					NO	NO
6:00 PM	1,833	19					NO	NO
7:00 PM	1,240	13					NO	NO
8:00 PM	850	9					NO	NO
9:00 PM	575	6					NO	NO
10:00 PM	405	4					NO	NO
11:00 PM	241	3					NO	NO

Total Hours Meeting Warrants	0	0
Total Hours Needed to Satisfy	4	1

WARRANTS 2 & 3 SUMMARY	
Warrant 2 - Four Hour Vehicular Volume	Not Satisfied -- No Signal
Warrant 3 - Peak Hour Volume	Not Satisfied -- No Signal

Notes:

1) Volumes for Warrants 2 & 3 are compared to attached MUTCD Figures 4C-2 and 4C-4, respectively.

Table TSW-1

Figure 4C-2

Intersection

Warrant 2 - Four Hour Vehicular Warrant (70% Factor)

(Community Less than 10,000 Population or 85th Percentile Speed Above 40 MPH on Major Street)

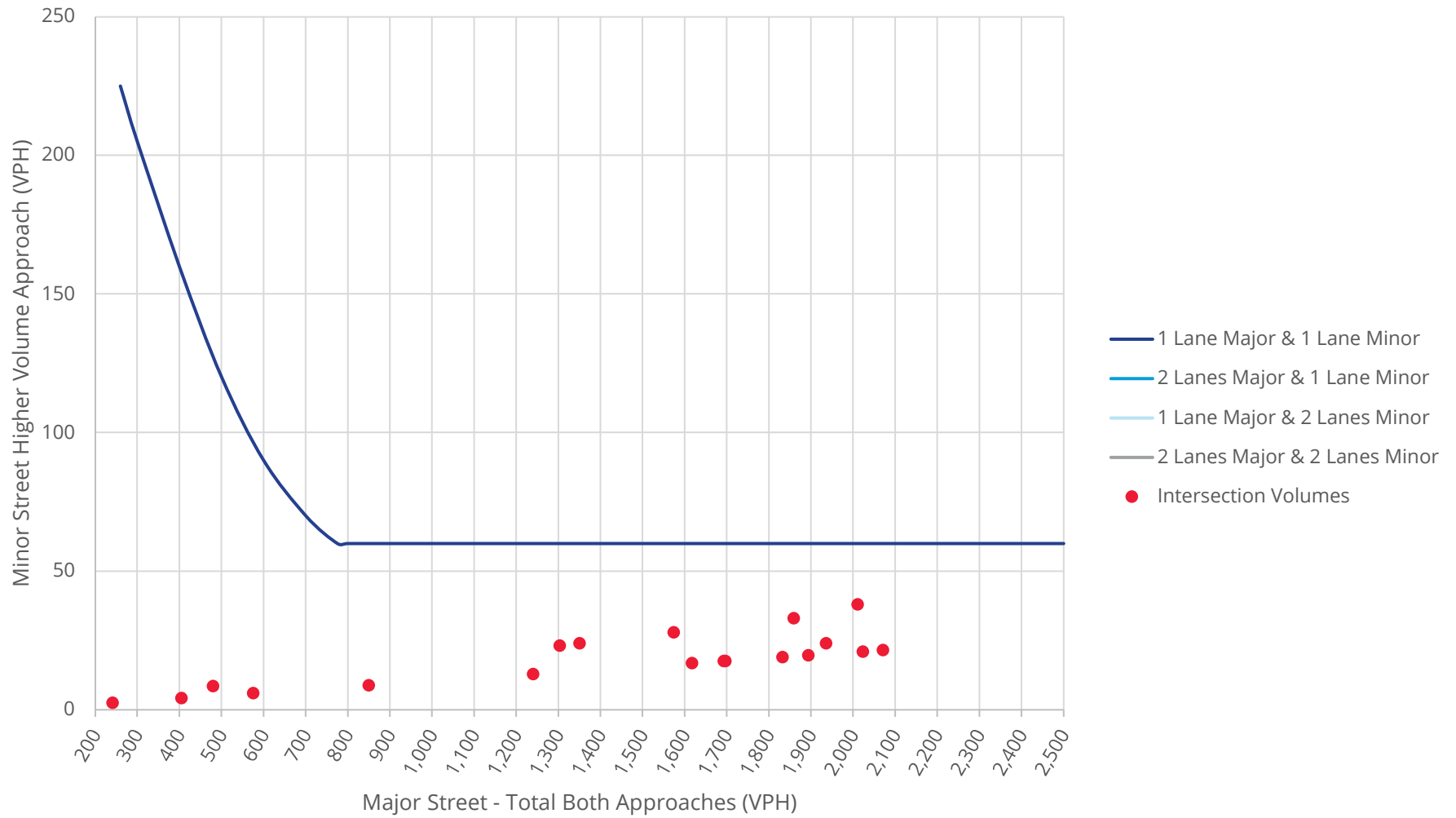


Table TSW-1

Figure 4C-4

Intersection

Warrant 3 - Peak Hour Warrant (70% Factor)

(Community Less than 10,000 Population or 85th Percentile Speed Above 40 MPH on Major Street)

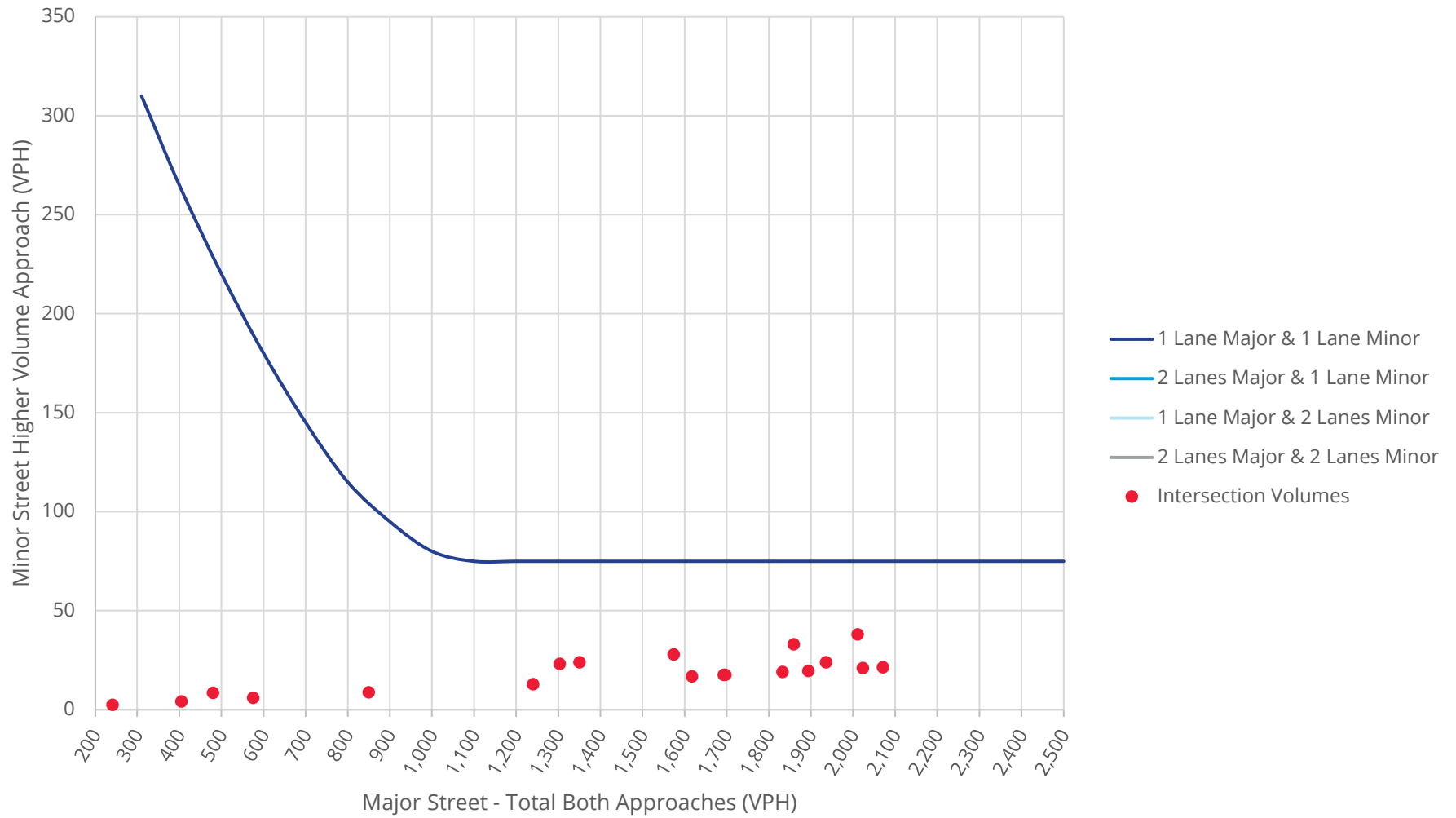


TABLE TSW-2

**SIGNAL WARRANTS ANALYSIS
CROMPOND ROAD AT GARDEN LANE
WARRANT ANALYSIS SUMMARY**

INTERSECTION DATA	
Major Street:	Crompond Road (US Rte 202/ NYS Rte 35)
Minor Street:	Garden Lane
Location:	Town of Yorktown, Westchester County, New York
Date:	6/8/2022
Volume Basis:	2026 Build Traffic Volumes
Condition:	Typical Weekday
Number of Lanes For Moving Traffic By Approach	
	Major Street (Excluding Auxiliary Lanes) = 1
	Minor Street (Including Auxiliary Lanes) = 1
Major Street Speed	
	85TH Percentile Speed >= 40 mph (Y or N): 45
Community Population	
	Community < 10,000 (Y or N): N
WARRANT ANALYSIS SUMMARY	
Warrant 1 - Eight-Hour Vehicular Volume	
Condition A - Minimum Vehicular Volume	Not Satisfied -- No Signal
Condition B - Minimum Vehicular Interruption of Continuous Traffic	Not Satisfied -- No Signal
Condition A & B Combined Condition	Not Applicable
Warrant 1 Satisfied:	NO
Warrant 2 - Four-Hour Vehicular Volume	
Four-Hour Vehicular Volume	Not Satisfied -- No Signal
Warrant 2 Satisfied:	NO
Warrant 3 - Peak Hour	
Peak Hour Volume	Not Satisfied -- No Signal
Warrant 3 Satisfied:	NO
Warrant 4 - Pedestrian Volume Warrant	
Condition A - Pedestrian Four-Hour Volume	Not Applicable
Condition B - Pedestrian Peak Hour Volume	Not Applicable
Warrant 4 Satisfied:	Not Applicable
Warrant 5 - School Crossing	
Warrant 5 Satisfied:	Not Applicable
Warrant 6 - Coordinated Signal System	
Warrant 6 Satisfied:	Not Applicable
Warrant 7 - Crash Experience	
Warrant 7 Satisfied:	Not Applicable
Warrant 8 - Roadway Network	
Warrant 7 Satisfied:	Not Applicable
Warrant 9 - Intersection Near a Grade Crossing	
Condition A - Distance to Rail	Not Applicable
Condition B - Traffic Volume Warrant	Not Applicable
Warrant 9 Satisfied:	Not Applicable

TABLE TSW-2

**SIGNAL WARRANTS ANALYSIS
CROMPOND ROAD AT GARDEN LANE
WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME**

INTERSECTION DATA

Major Street:	Crompond Road (US Rte 202/ NYS Rte 35)	Number of Lanes For Moving Traffic By Approach	
Minor Street:	Garden Lane	Major Street (Excluding Auxiliary Lanes) =	1
		Minor Street (Including Auxiliary Lanes) =	1
Location:	Town of Yorktown, Westchester County, New York		
Date:	6/8/2022	Major Street Speed	
		85TH Percentile Speed >= 40 mph (Y or N):	Y
Volume Basis:	2026 Build Traffic Volumes	Community Population	
		Community < 10,000 (Y or N):	N
Condition:	Typical Weekday		

WARRANT ANALYSIS

Time of Day	Volumes		Warrant 1 Condition A		Warrant 1 Condition B		Warrant 1 Condition A & B				Warrant Met?			
	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Condition A		Condition B		Warrant 1A	Warrant 1B	Combined	
							Major Street	Minor Street	Major Street	Minor Street			1A	1B
12:00 AM	135	3	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
1:00 AM	66	1	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
2:00 AM	65	1	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
3:00 AM	64	1	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
4:00 AM	179	4	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
5:00 AM	499	11	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
6:00 AM	1,356	28	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
7:00 AM	2,015	35	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
8:00 AM	1,936	41	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
9:00 AM	1,639	34	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
10:00 AM	1,407	28	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
11:00 AM	1,685	22	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
12:00 PM	1,764	22	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
1:00 PM	1,768	22	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
2:00 PM	1,973	25	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
3:00 PM	2,159	26	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
4:00 PM	2,111	26	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
5:00 PM	2,100	45	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
6:00 PM	1,912	25	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
7:00 PM	1,295	17	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
8:00 PM	888	12	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
9:00 PM	601	7	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
10:00 PM	423	5	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A
11:00 PM	252	3	350	105	525	53	280	84	420	42	NO	NO	N/A	N/A

Total Hours Meeting Warrants	0	0	0	0
Total Hours Needed to Satisfy	8	8	8*	8*

WARRANT 1 SUMMARY

Warrant 1 Condition A - Minimum Vehicular Volume	Not Satisfied -- No Signal
Warrant 1 Condition B - Interruption of Continuous Traffic	Not Satisfied -- No Signal
Warrant 1A & 1B Combined Condition	Not Applicable
*Note: For Combined Warrant Both Conditions 1A & 1B Must Be Satisfied for a Minimum of 8 Hours.	

TABLE TSW-2

**SIGNAL WARRANTS ANALYSIS
CROMPOND ROAD AT GARDEN LANE
WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME & WARRANT 3 - PEAK HOUR**

INTERSECTION DATA			
Major Street:	Crompond Road (US Rte 202/ NYS Rte 35)	Number of Lanes For Moving Traffic By Approach	
Minor Street:	Garden Lane	Major Street (Excluding Auxiliary Lanes) =	1
		Minor Street (Including Auxiliary Lanes) =	1
Location:	Town of Yorktown, Westchester County, New York		
		Major Street Speed	
Date:	6/8/2022	85TH Percentile Speed >= 40 mph (Y or N):	Y
Volume Basis:	2026 Build Traffic Volumes	Community Population	
		Community < 10,000 (Y or N):	N
Condition:	Typical Weekday		

WARRANT ANALYSIS								
Time of Day	Volumes		Warrant 2 ¹		Warrant 3 ¹		Warrant Met?	
	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	Warrant 2	Warrant 3
12:00 AM	135	3	See Figure 4C-2		See Figure 4C-4		NO	NO
1:00 AM	66	1					NO	NO
2:00 AM	65	1					NO	NO
3:00 AM	64	1					NO	NO
4:00 AM	179	4					NO	NO
5:00 AM	499	11					NO	NO
6:00 AM	1,356	28					NO	NO
7:00 AM	2,015	35					NO	NO
8:00 AM	1,936	41					NO	NO
9:00 AM	1,639	34					NO	NO
10:00 AM	1,407	28					NO	NO
11:00 AM	1,685	22					NO	NO
12:00 PM	1,764	22					NO	NO
1:00 PM	1,768	22					NO	NO
2:00 PM	1,973	25					NO	NO
3:00 PM	2,159	26					NO	NO
4:00 PM	2,111	26					NO	NO
5:00 PM	2,100	45					NO	NO
6:00 PM	1,912	25					NO	NO
7:00 PM	1,295	17					NO	NO
8:00 PM	888	12					NO	NO
9:00 PM	601	7					NO	NO
10:00 PM	423	5					NO	NO
11:00 PM	252	3					NO	NO

Total Hours Meeting Warrants	0	0
Total Hours Needed to Satisfy	4	1

WARRANTS 2 & 3 SUMMARY	
Warrant 2 - Four Hour Vehicular Volume	Not Satisfied -- No Signal
Warrant 3 - Peak Hour Volume	Not Satisfied -- No Signal

Notes:

1) Volumes for Warrants 2 & 3 are compared to attached MUTCD Figures 4C-2 and 4C-4, respectively.

Table TSW-2

Figure 4C-2

Intersection

Warrant 2 - Four Hour Vehicular Warrant (70% Factor)

(Community Less than 10,000 Population or 85th Percentile Speed Above 40 MPH on Major Street)

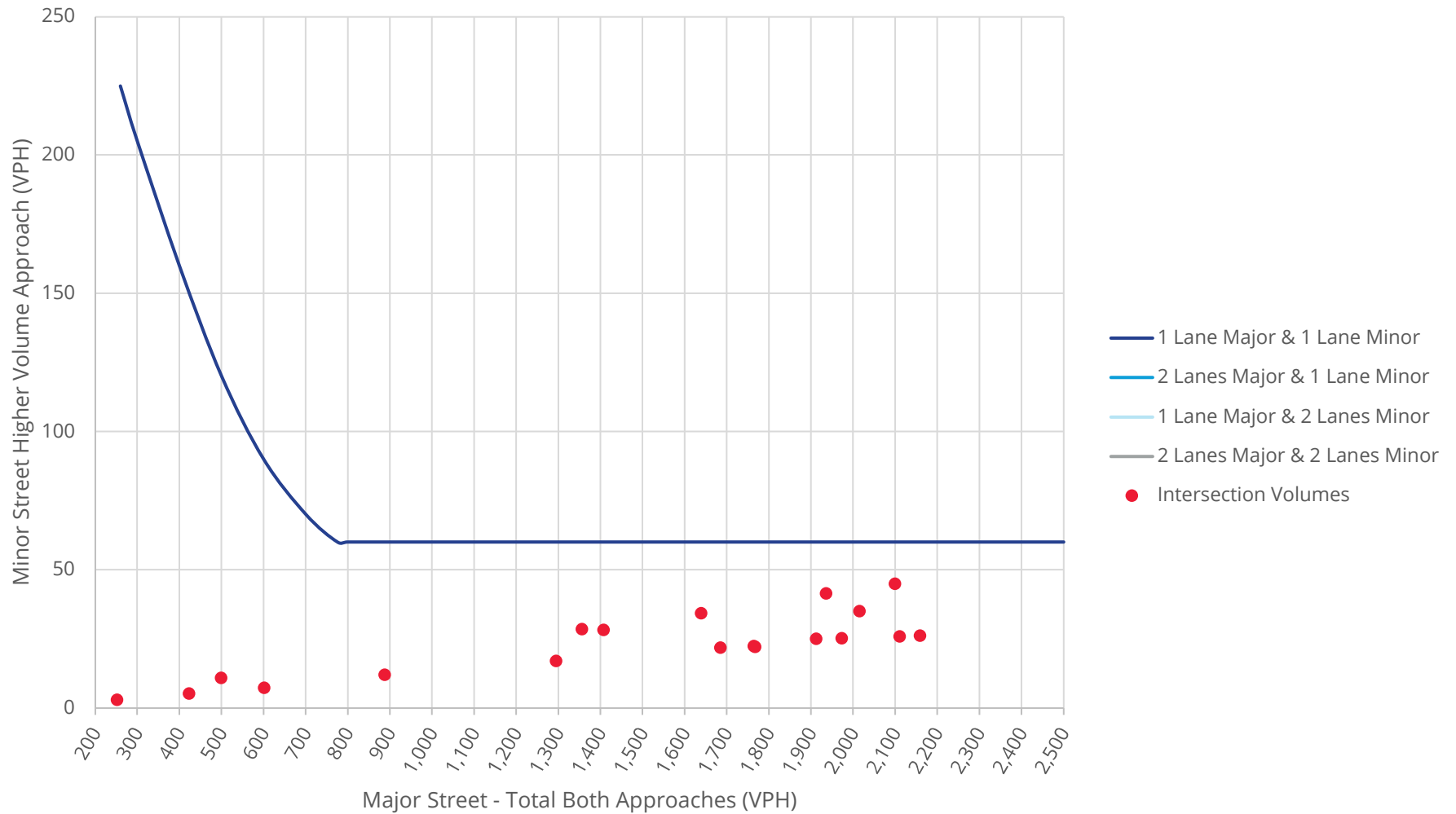


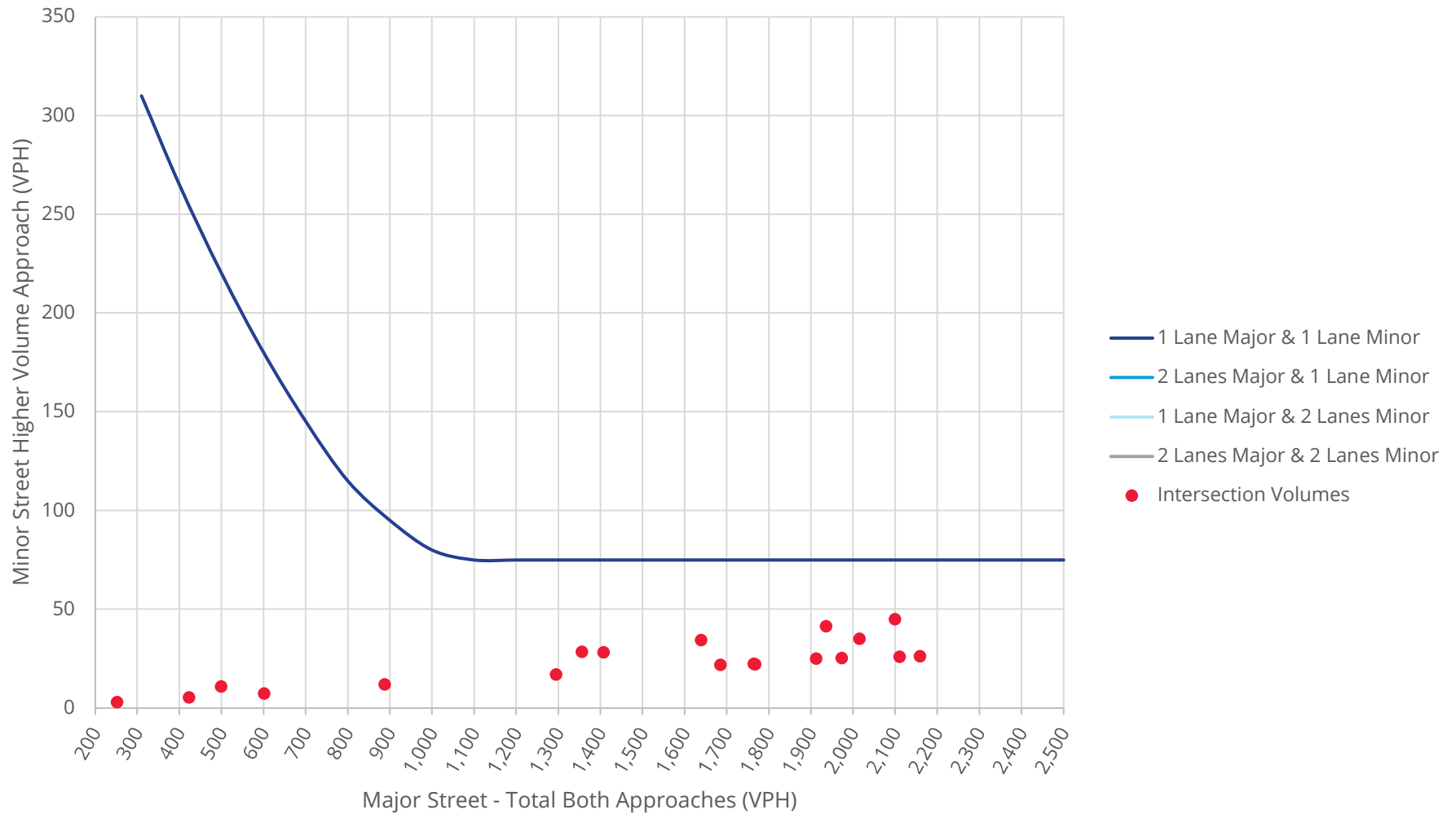
Table TSW-2

Figure 4C-4

Intersection

Warrant 3 - Peak Hour Warrant (70% Factor)

(Community Less than 10,000 Population or 85th Percentile Speed Above 40 MPH on Major Street)





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