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December 9, 2019

VIA EMAIL

Mr. Paul Camarda
Camarda Real Estate Investments, LLC
1699 Route 6, Suite 1
Carmel, NY 10512

Re: Stateline Development
Restaurant Depot Parcel
MC Project No. 19005587A

Dear Mr. Camarda:

We have received and reviewed a copy of the latest plans for development of the above referenced property and have reviewed them in comparison to the previous approvals for the approximately 184,800 square foot shopping center. We have also reviewed the access configuration and based on our preliminary discussion with the New York State Department of Transportation (NYSDOT) held on November 12, 2019, we have developed a modified improvement plan for access to and from the property. The access plan and our evaluation of the currently proposed development is described in more detail below.

1. Project Description (Figure No. 1)

The original approvals for this overall property were for a 184,800 square foot shopping center and a separate lot with a 14,800 square foot office building. Access was to be provided for multiple driveway connections to U.S. Route 6. The access improvements at that time included a full movement driveway with a separate left turn lane with signalization, a right-turn-in/right-turn-out driveway, and an additional full movement driveway.

The current proposed plan calls for the development of a Restaurant Depot wholesale type facility of approximately 57,500 square feet (see Figure No. 1 for general site location). The uses of the other potential development of the remaining parcels is currently not known at this time and will be addressed in future traffic studies. This analysis summarizes the trip generation for the proposed Restaurant Depot. As expected, the trip generation will be significantly lower than for the previously approved development. The access to the site



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will involve a reconstruction of U.S. Route 6 to provide separate left turn lanes and modification of portions of the existing median openings, which are currently offset at several intersections resulting in some complicated turning movements. Under this proposed access improvement plan, the work would be completed within the State right-of-way and/or lands under your control. The proposed access plan includes realignment of Farrington Road to intersect with U.S. Route 6 at more perpendicular intersection as opposed to its current skew. The existing median would be reconstructed and the U.S. Route 6 approach would be widened to provide separate left turn lanes.

The initial phase of development would include the Restaurant Depot warehouse facility, as shown on the site plan prepared by Insite Engineering. The access intersection connection with Route 6 was analyzed utilizing available information and other traffic counts as described herein.

2. Existing Traffic Volumes (Figures No. 2, 3, and 4)

The Existing Traffic Volumes were obtained from the report prepared by Tim Miller Associates dated July 19, 2018, which were supplemented with turning movement traffic counts at the intersection of Farrington Road and U.S. Route 6 during November 2019. The Existing Traffic Volumes are shown on Figures No. 2, 3, and 4 for the Weekday AM, PM, and Saturday Peak Hours, respectively.

3. Projected Traffic Volumes (Figures No. 5, 6, and 7)

The Existing Traffic Volumes were projected to a future Design Year of 2021 utilizing a growth factor of 1% per year. The resulting Projected Traffic Volumes are shown on Figures No. 5, 6, and 7 for the Weekday AM, PM, and Saturday Peak Hours, respectively.

4. Site Generated Traffic Volumes (Table No. 1)

The site generated traffic volumes for the proposed use are shown on Table No. 1 and are based on the results of traffic surveys of an existing similar sized Restaurant Depot located off of NYS Route 300 in the Town of Newburgh.



5. Arrival/Departure Distribution (Figures No. 8 and 9)

Arrival and departure distributions were developed to assign the site generated traffic volumes for the proposed Restaurant Depot facility, based on current volumes and patterns on the the adjoining roadway network. Figures No. 8 and 9 show the arrival and departure distributions utilized.

6. Build Conditions Traffic Volumes (Figures No. 10,11,12, 13, 14 and 15)

The site generated traffic volumes were added to the Projected Traffic Volumes to obtain the Build Traffic Volumes for each of the peak hours. The resulting site generated traffic volumes are shown on Figures No. 10, 11, 12 and the Build Traffic Volumes are shown on Figures No. 13, 14, and 15 for each of the Peak Hours.

7. Description of Analysis Procedures

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

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. 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.

8. Results of Analysis and Recommendations (Table No. 2)

The analysis indicates that with the prevision of the separate left turn lanes on U.S. Route 6 the site access intersection will operate at acceptable Levels of Service during peak periods. Overall traffic operations in this section will be improved by the elimination of the skewed intersection and closure/modification to the existing median openings. As



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future development occurs on the remaining property, additional analysis will have to be undertaken. Also, at that time, when the future development is known, an evaluation will be completed to determine whether or not a traffic signal would be warranted at this intersection to serve these future traffic volumes. The intersection has been designed to accommodate future potential signalization which would be determined as a result of the future post construction monitoring. Note that a Highway Work Permit will have to be obtained from NYSDOT to complete the improvements. Also, as indicated in previous studies by Tim Miller Associates, traffic from this development will be significantly less than previously analyzed and it is not anticipated that any significant traffic impacts will occur at adjacent intersections from the proposed Restaurant Depot traffic.

Very truly yours,

MASER CONSULTING P.A.

A handwritten signature in black ink, appearing to read 'Philip J. Grealy', written in a cursive style.

Philip J. Grealy, Ph.D., P.E.
Principal/Department Manager

PJG/ces
Enclosures
cc: J. Contelmo, P.E.

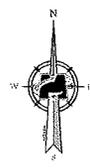
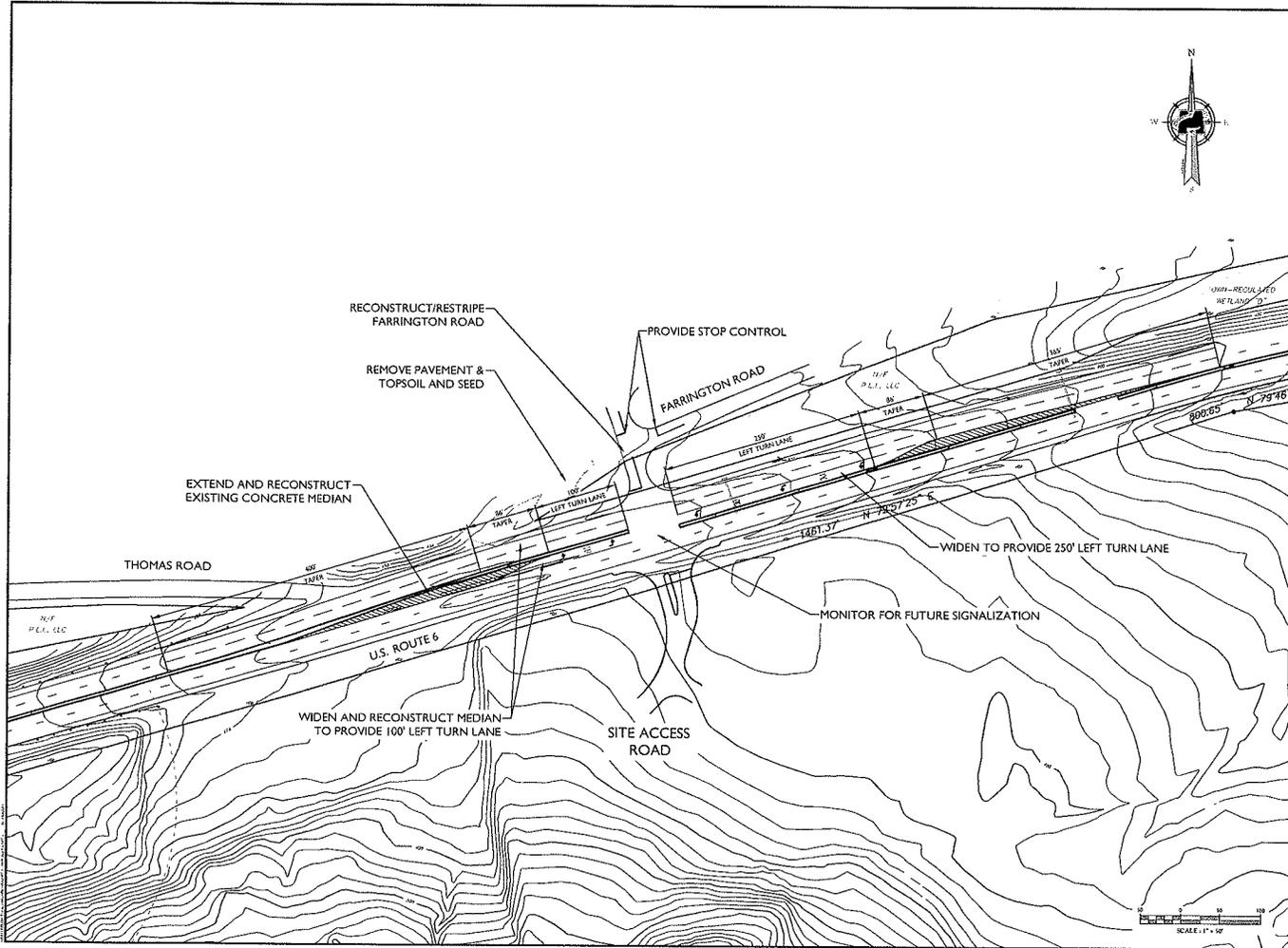


Traffic Impact Study
Restaurant Depot
MC Project No. 19005587A
Appendix

RESTAURANT DEPOT

APPENDIX A

FIGURES



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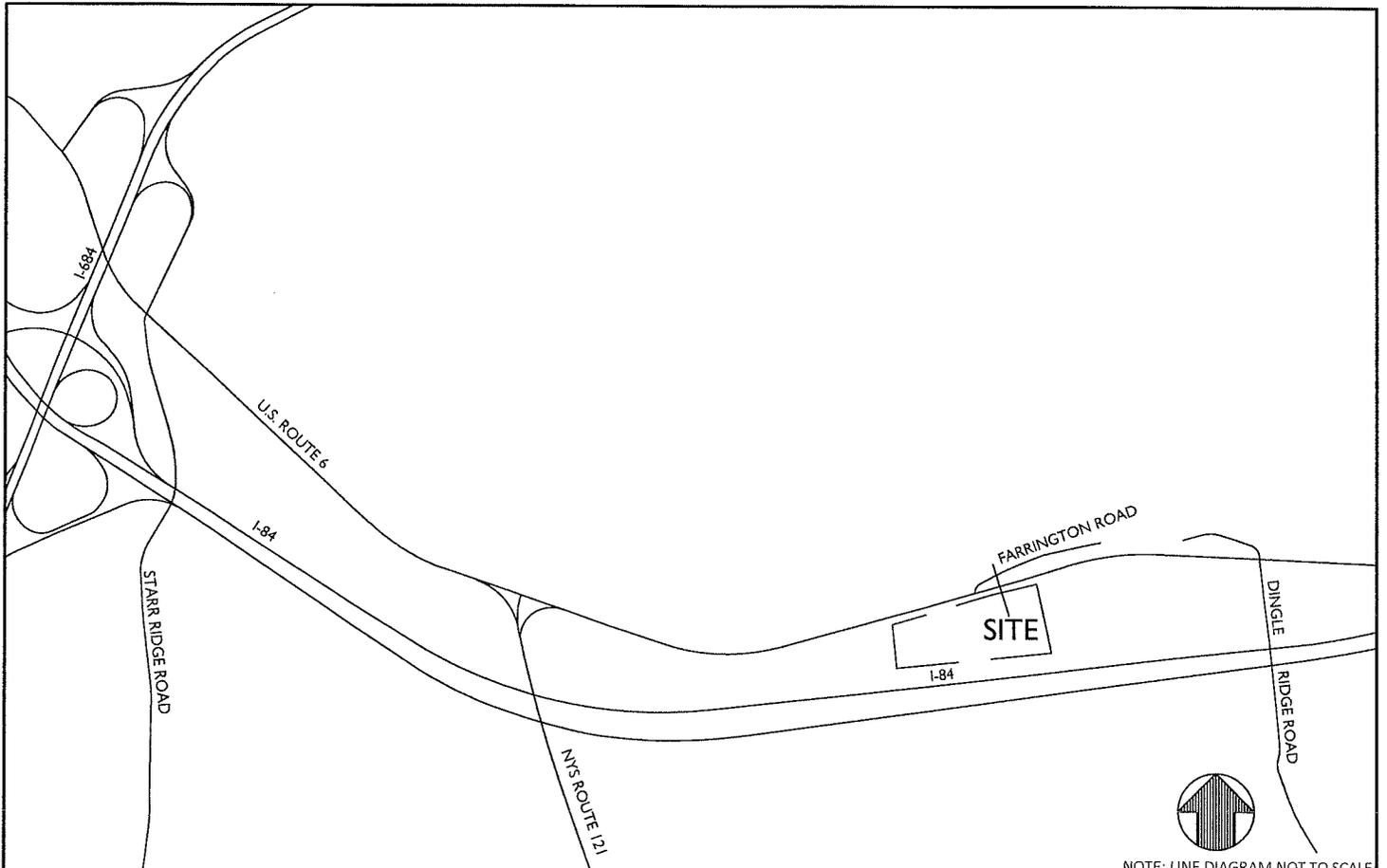
PRELIMINARY CONCEPTUAL PLAN
 FOR
 RESTAURANT DEPOT

U.S. ROUTE 6
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DATE	DESCRIPTION
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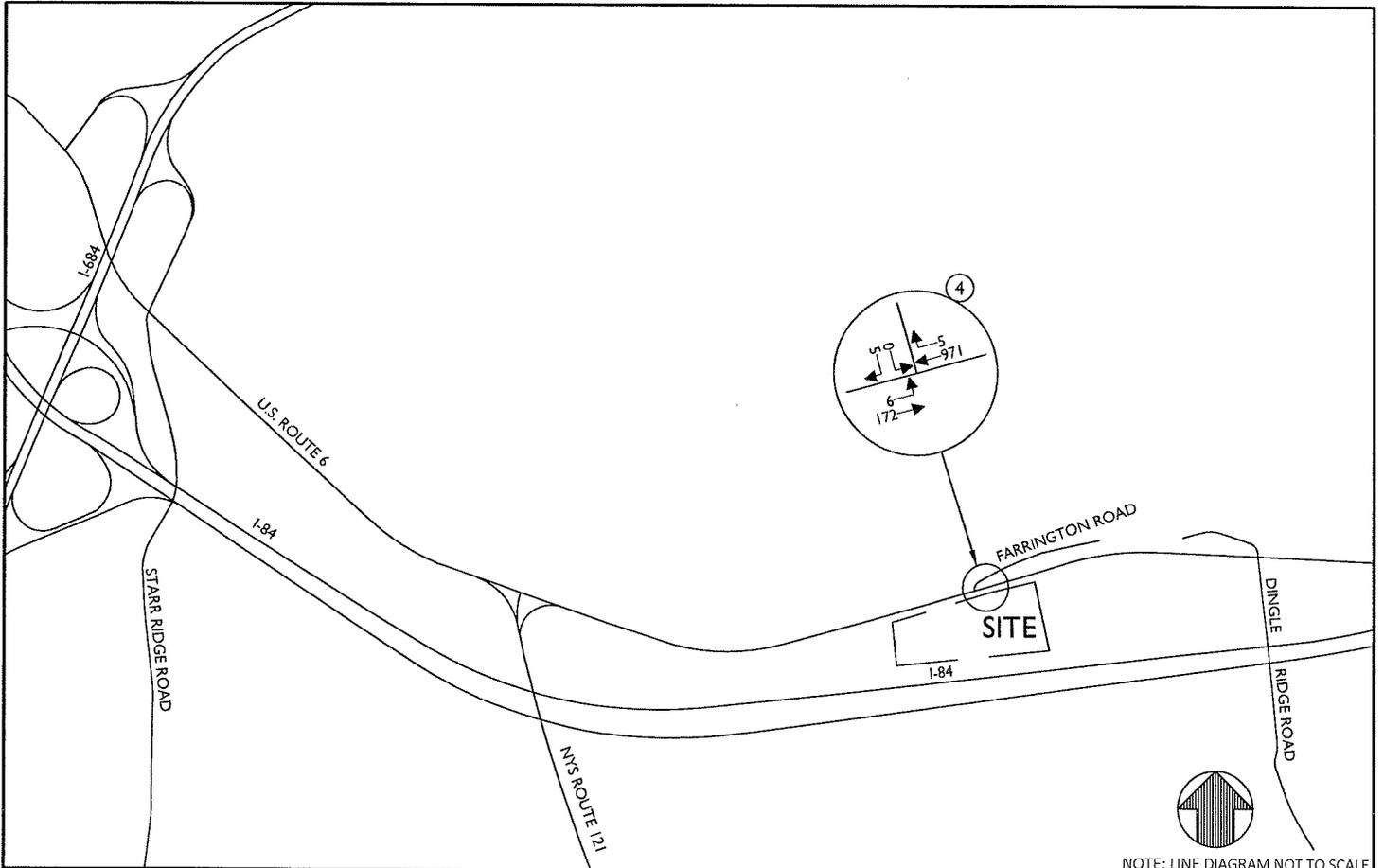
CONCEPT PLAN
 1 of 1

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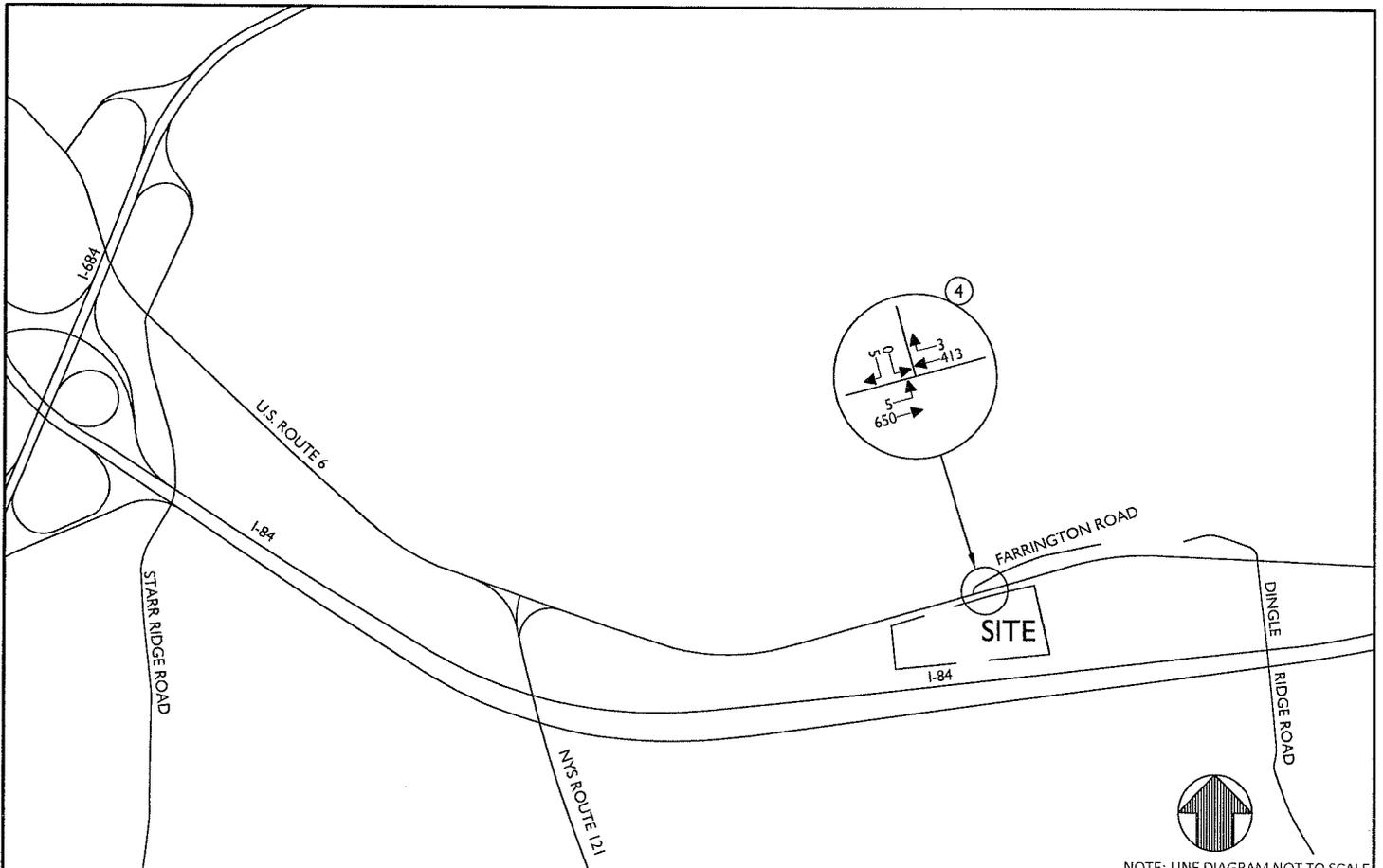
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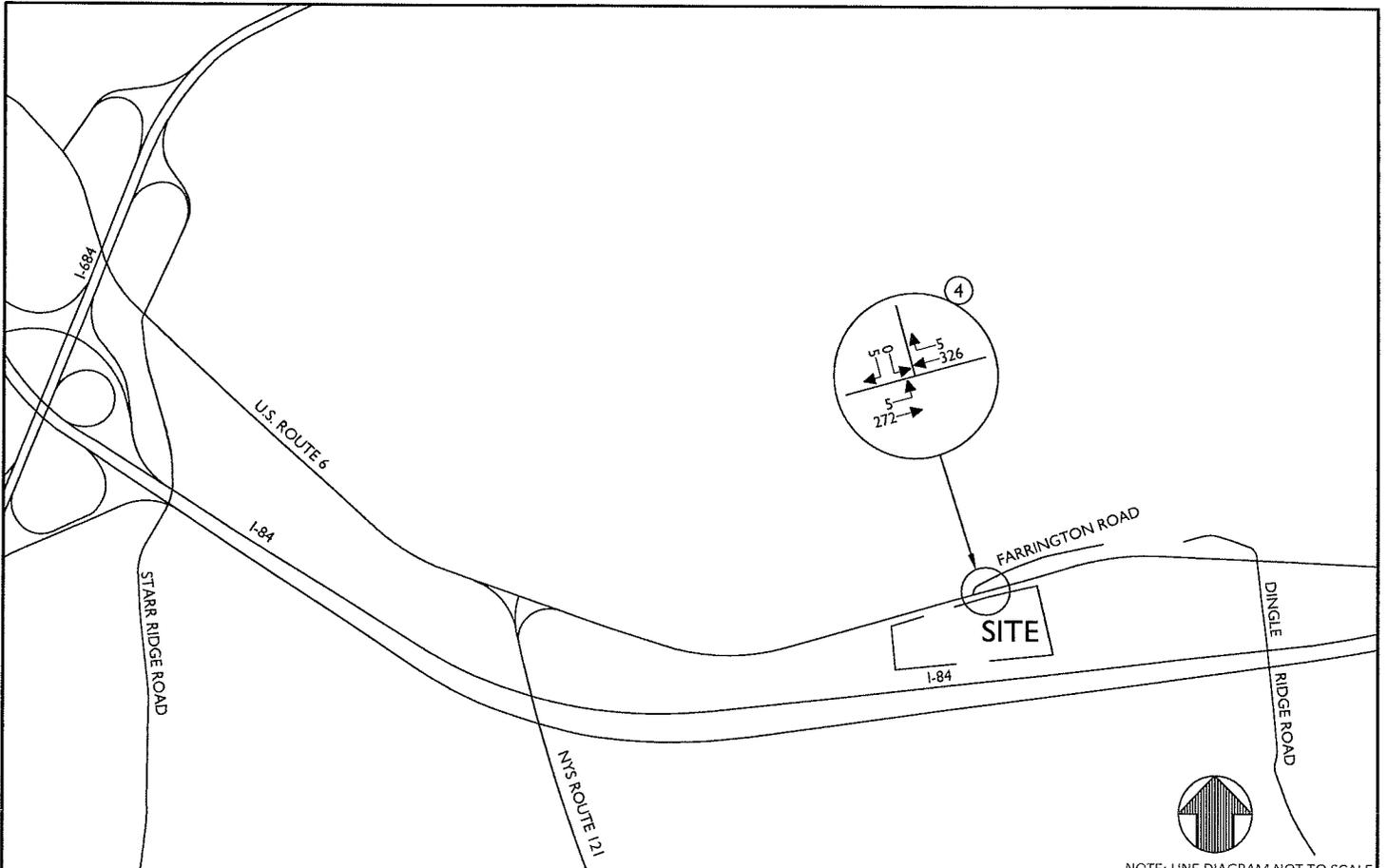
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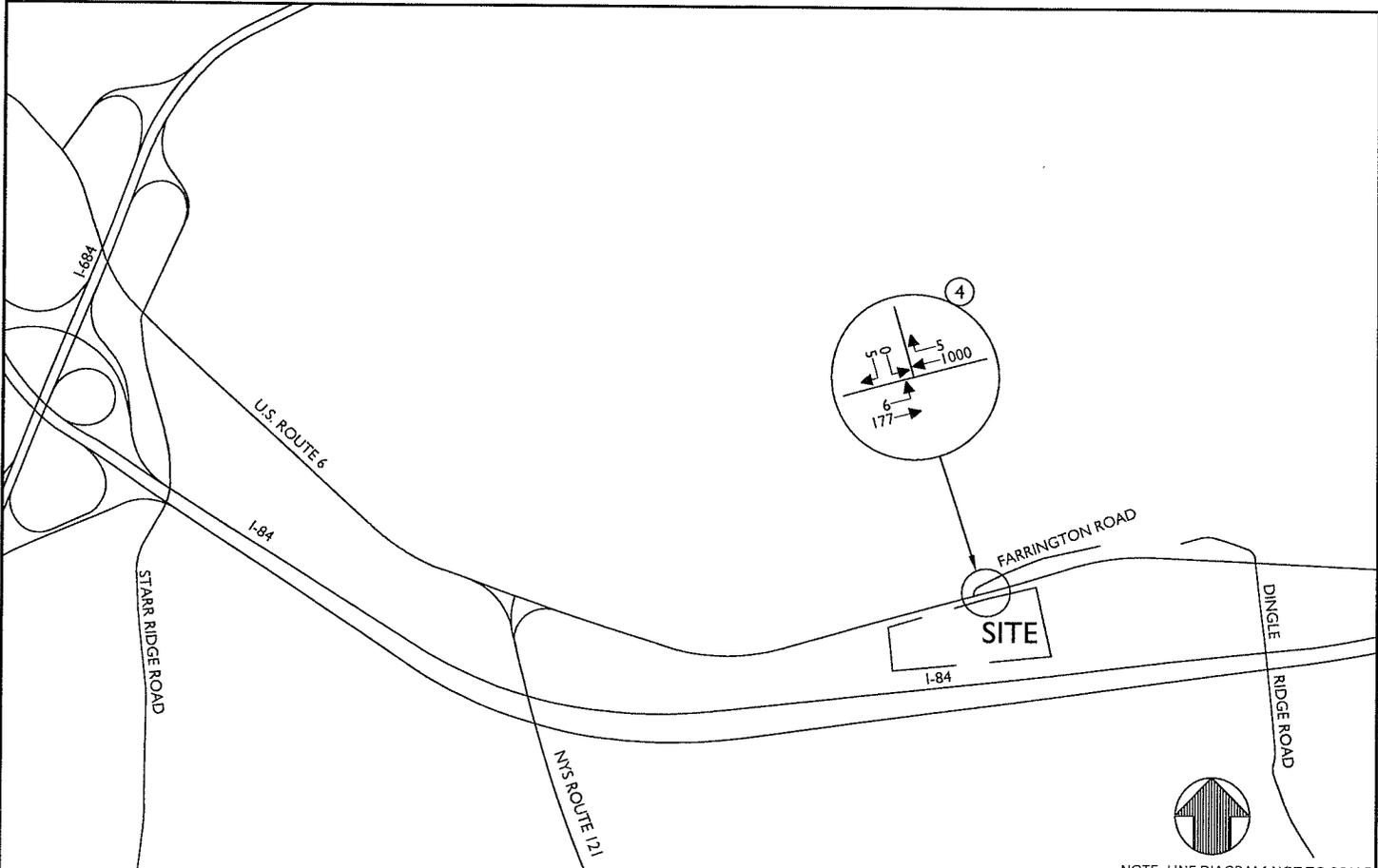
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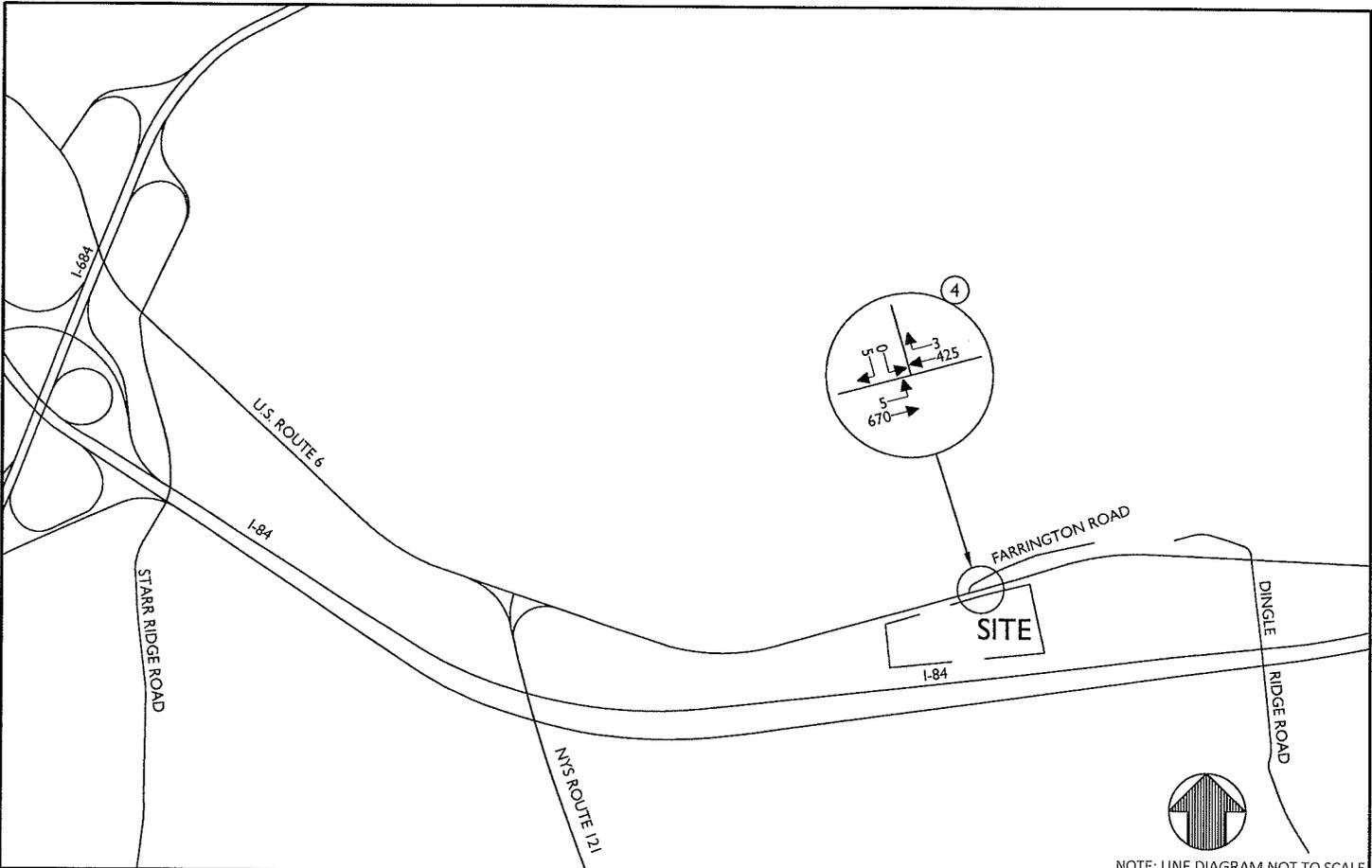
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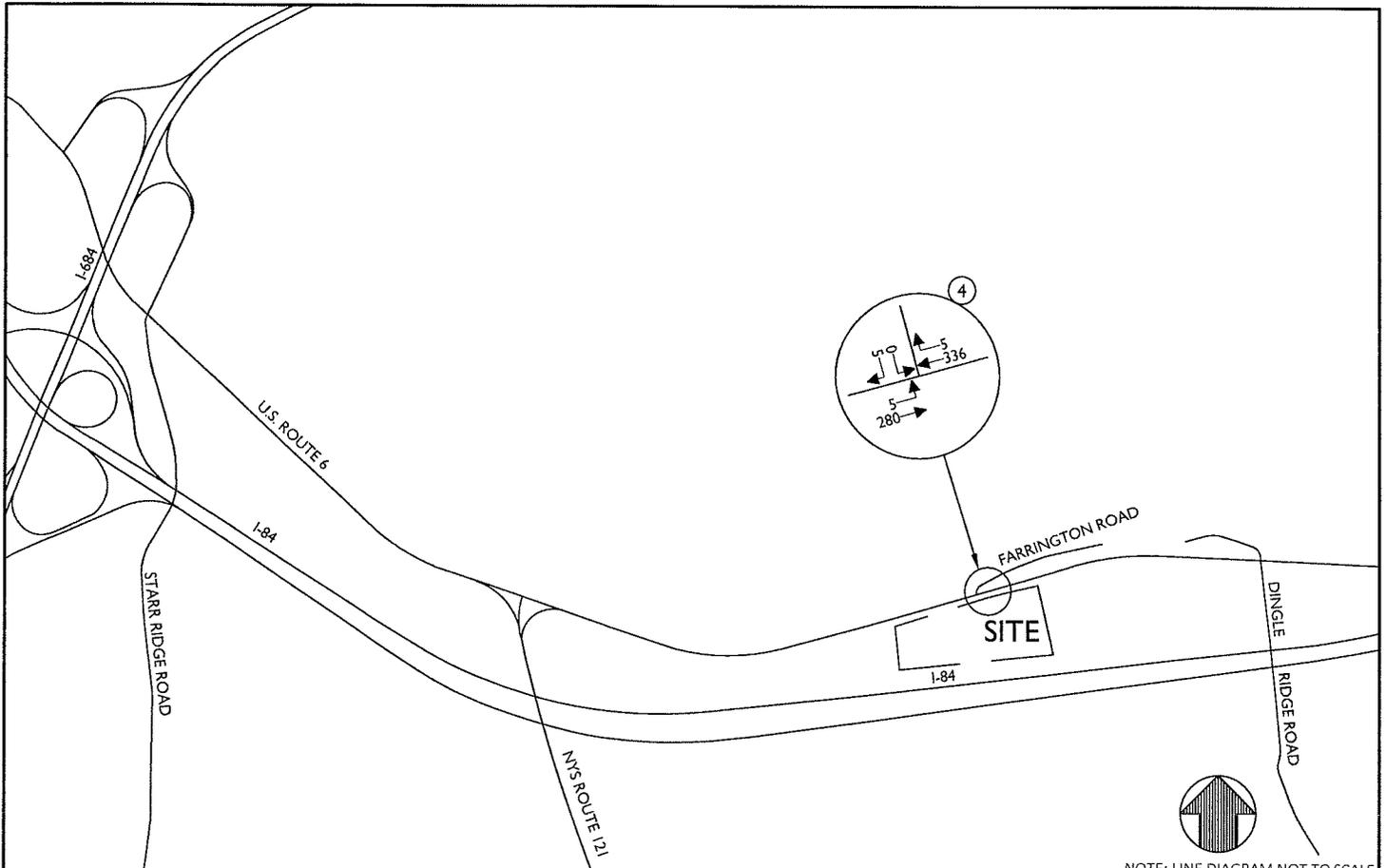
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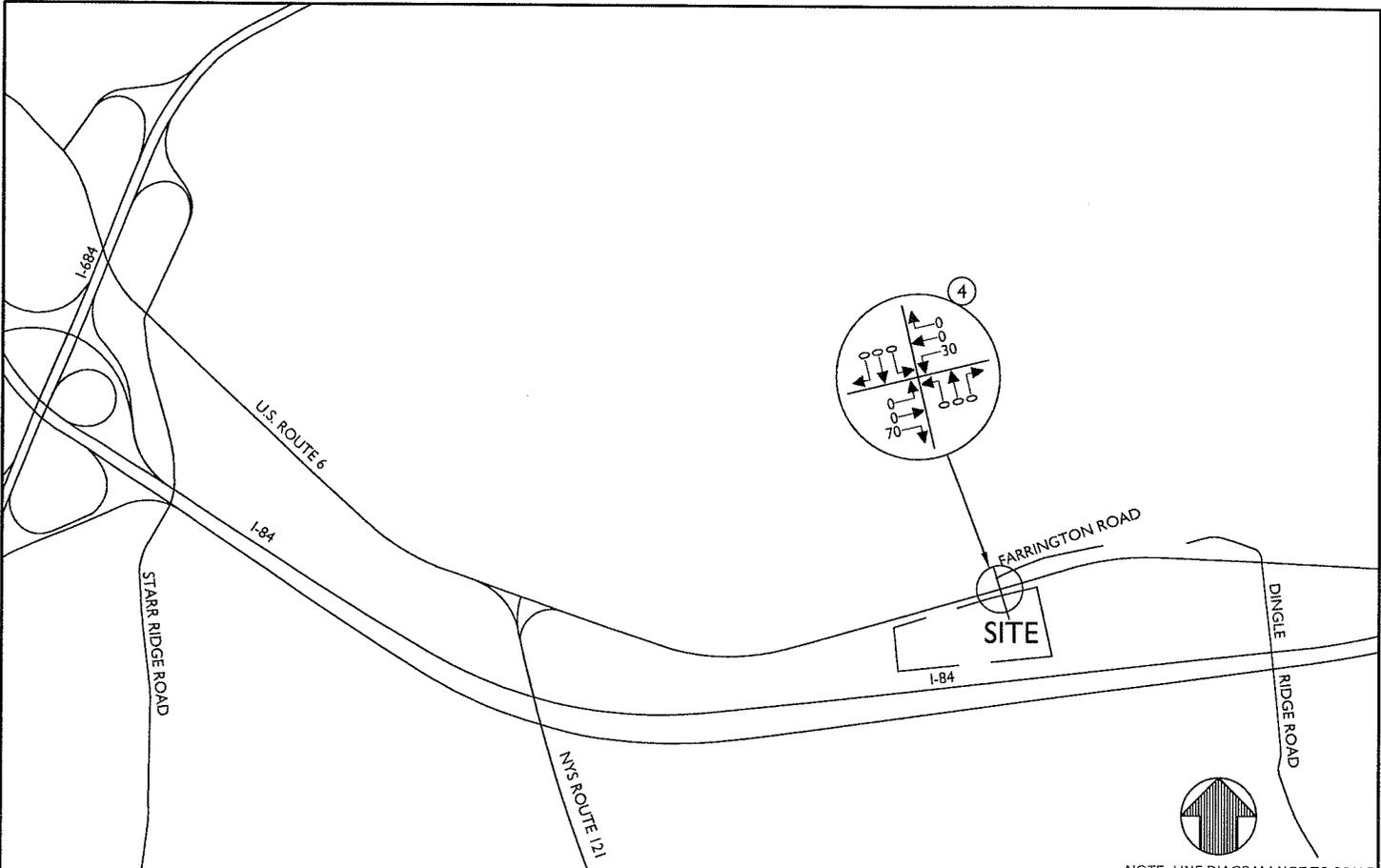
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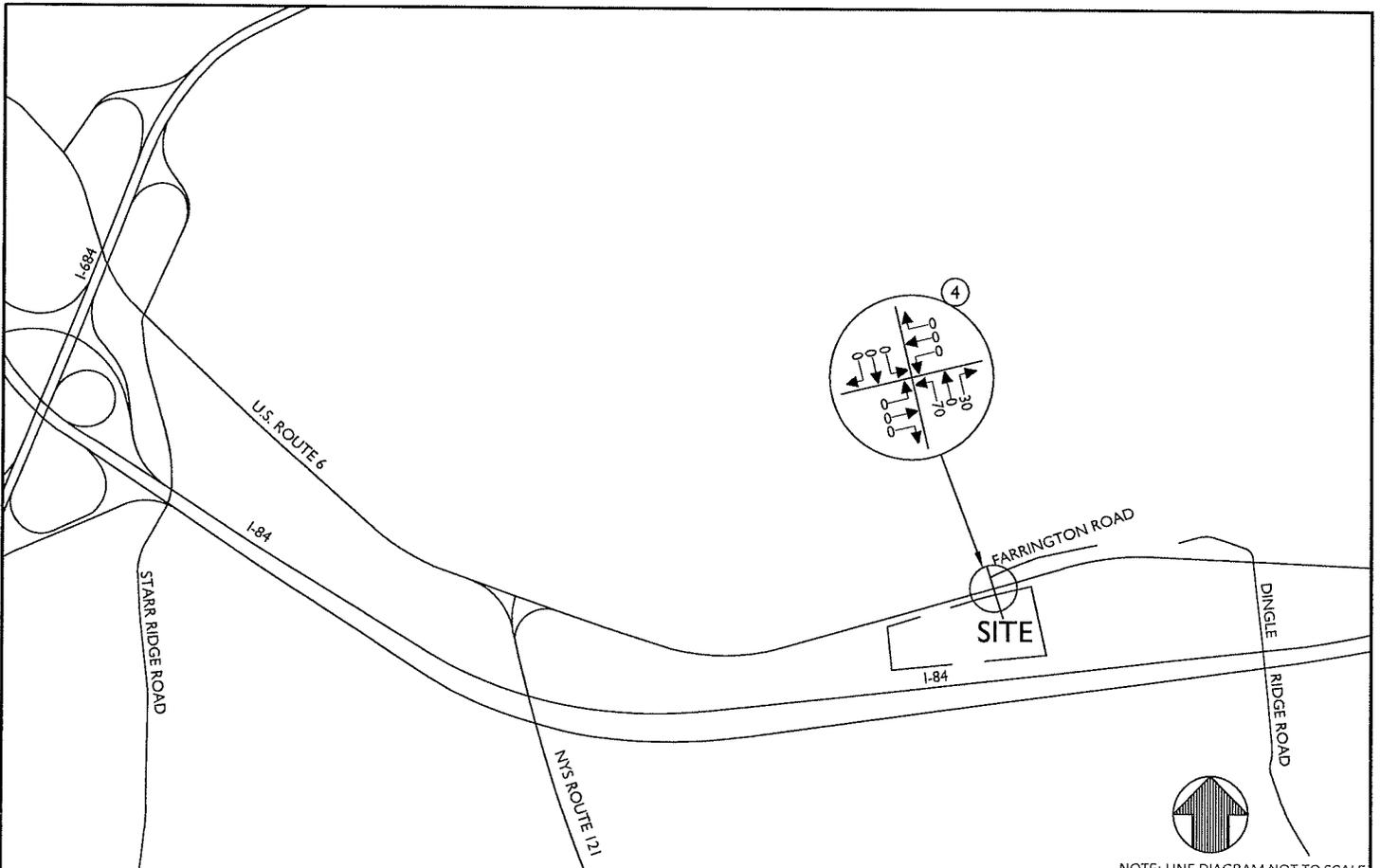
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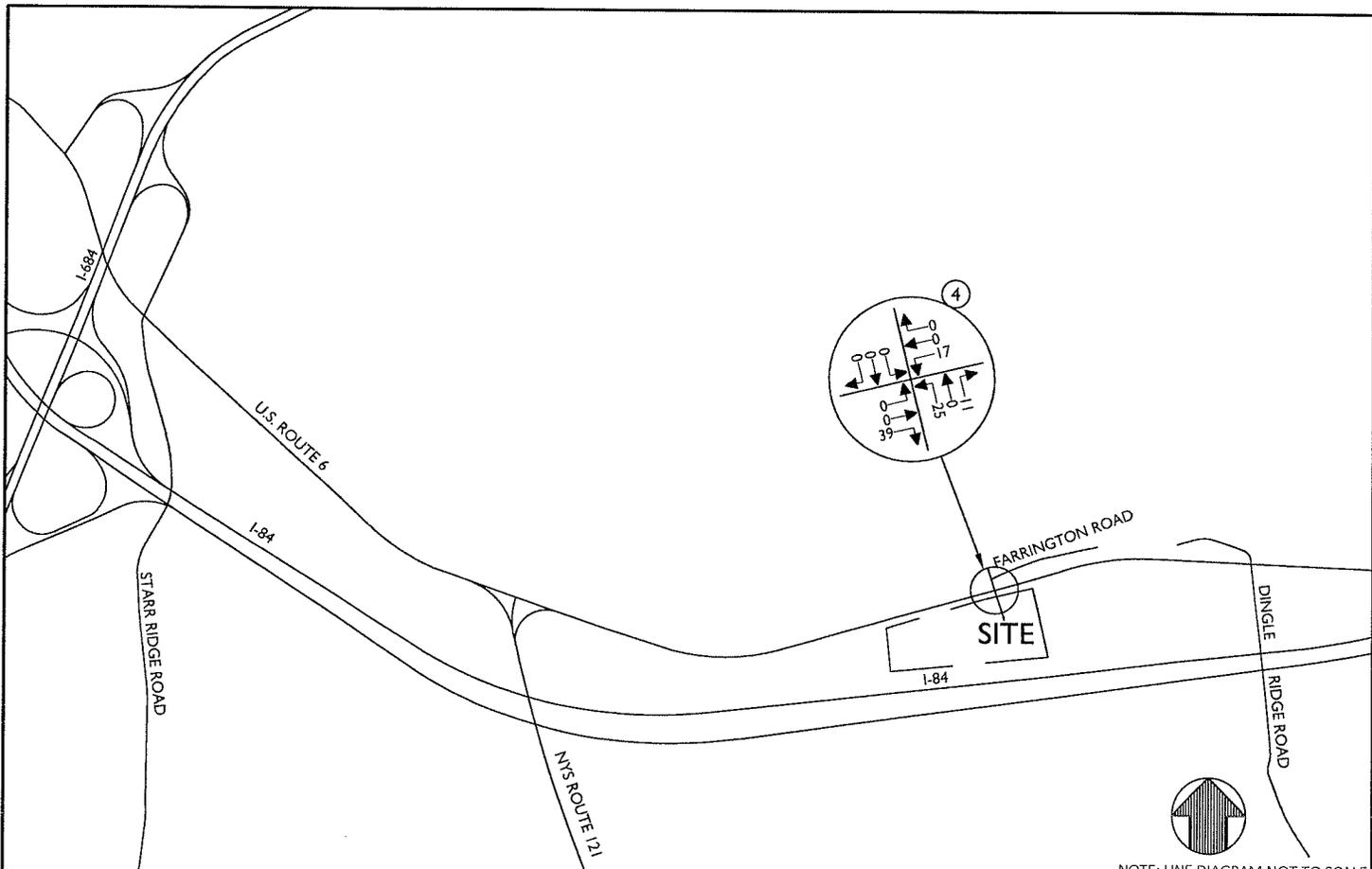
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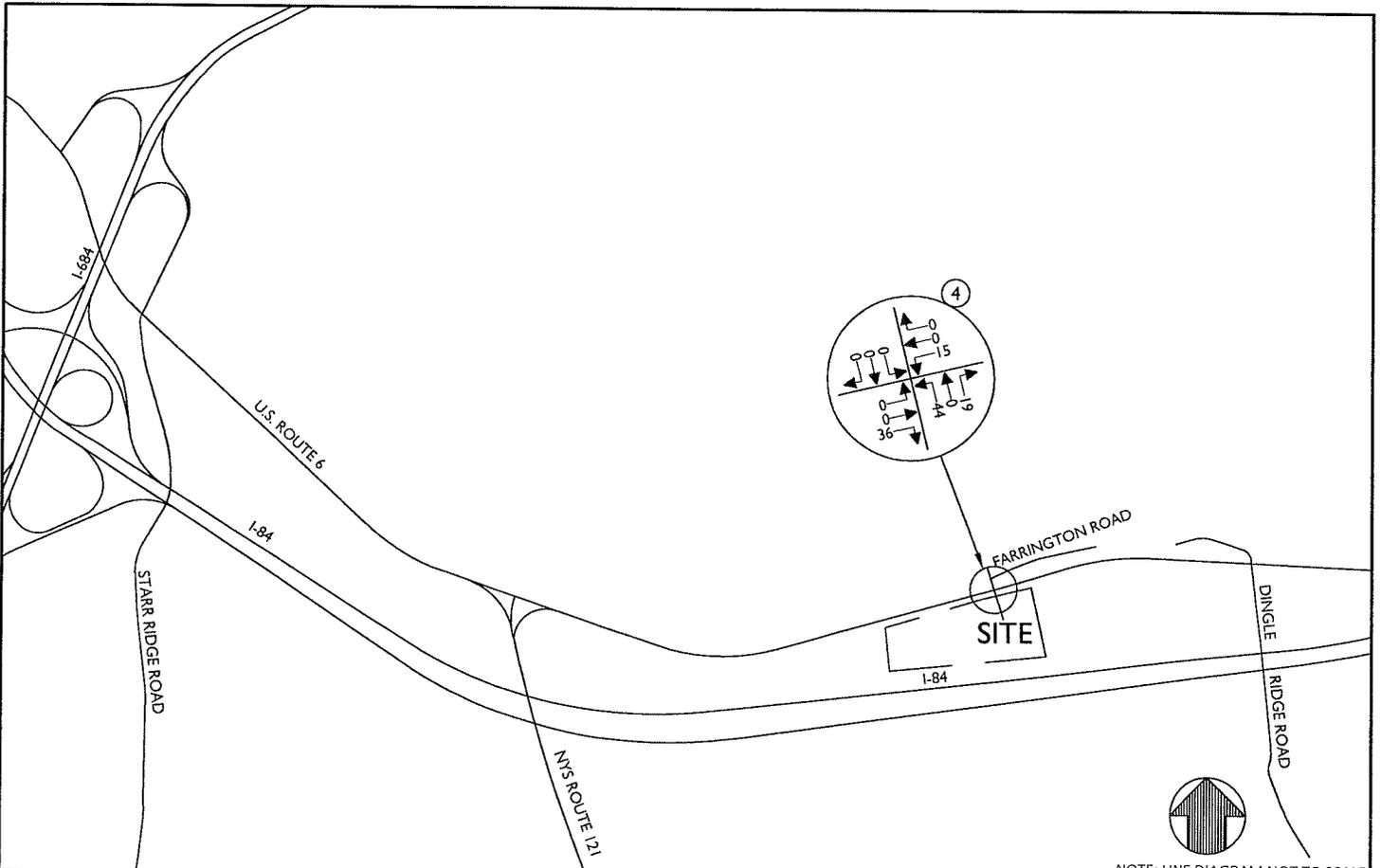
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SHEET TITLE				
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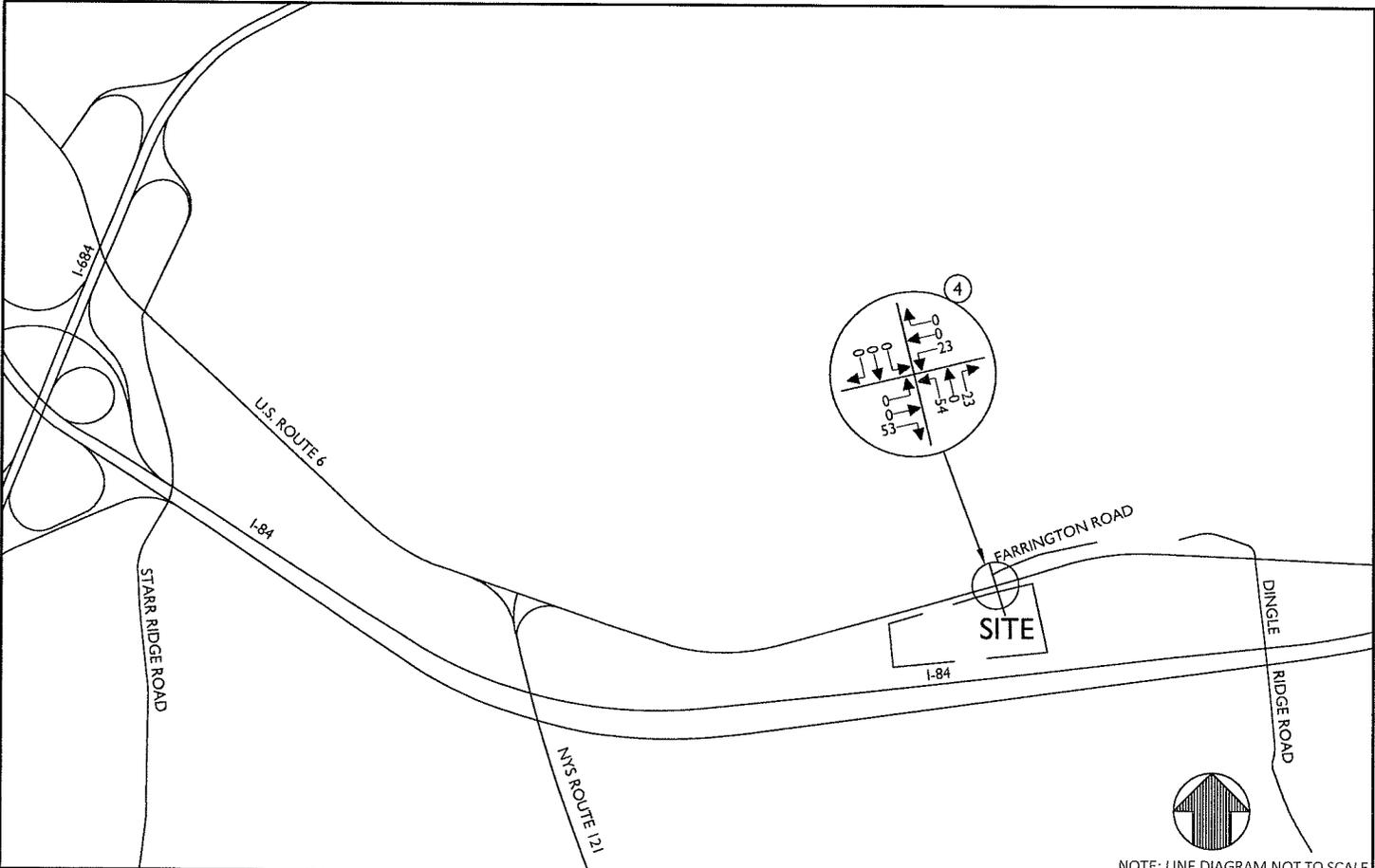
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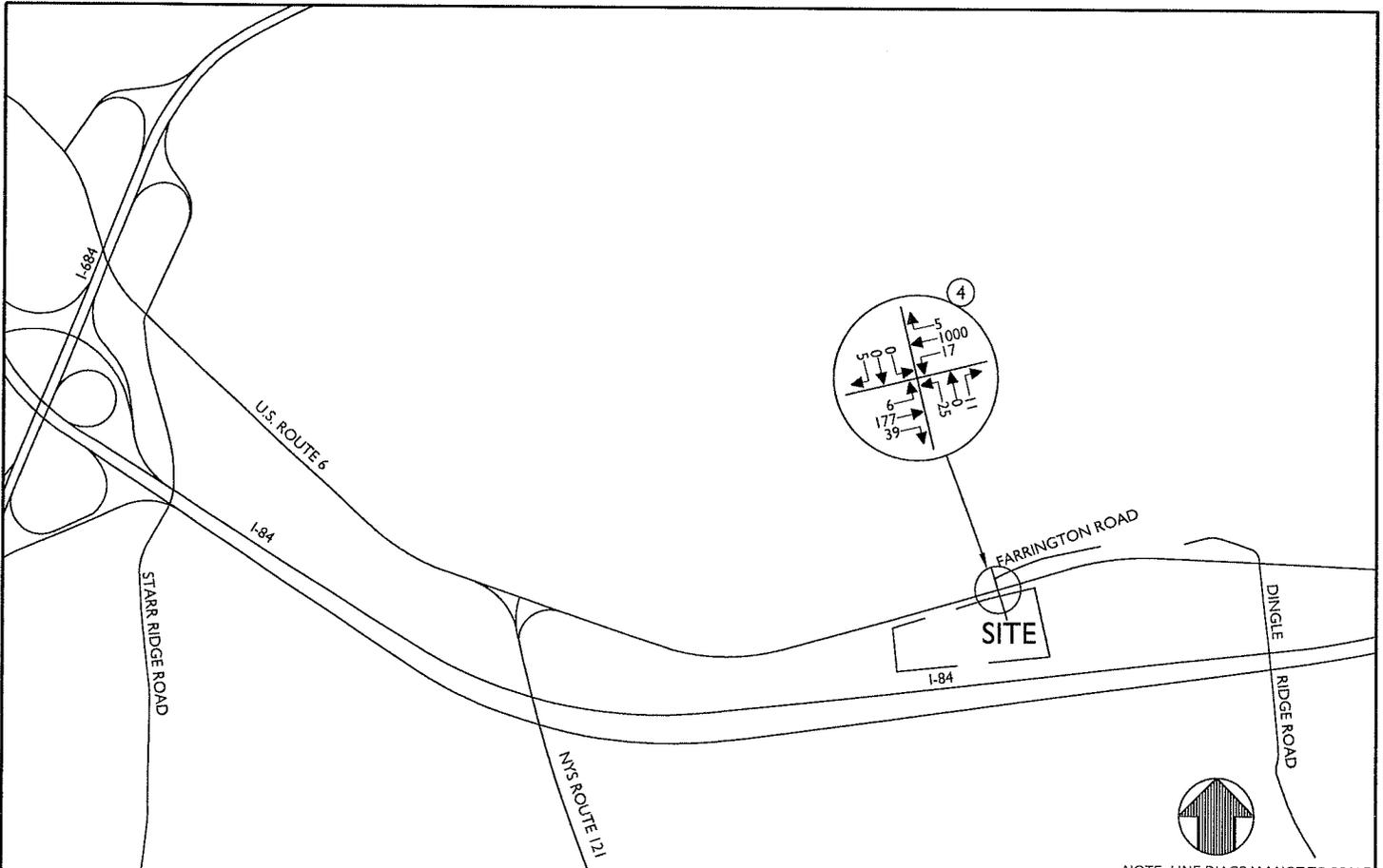
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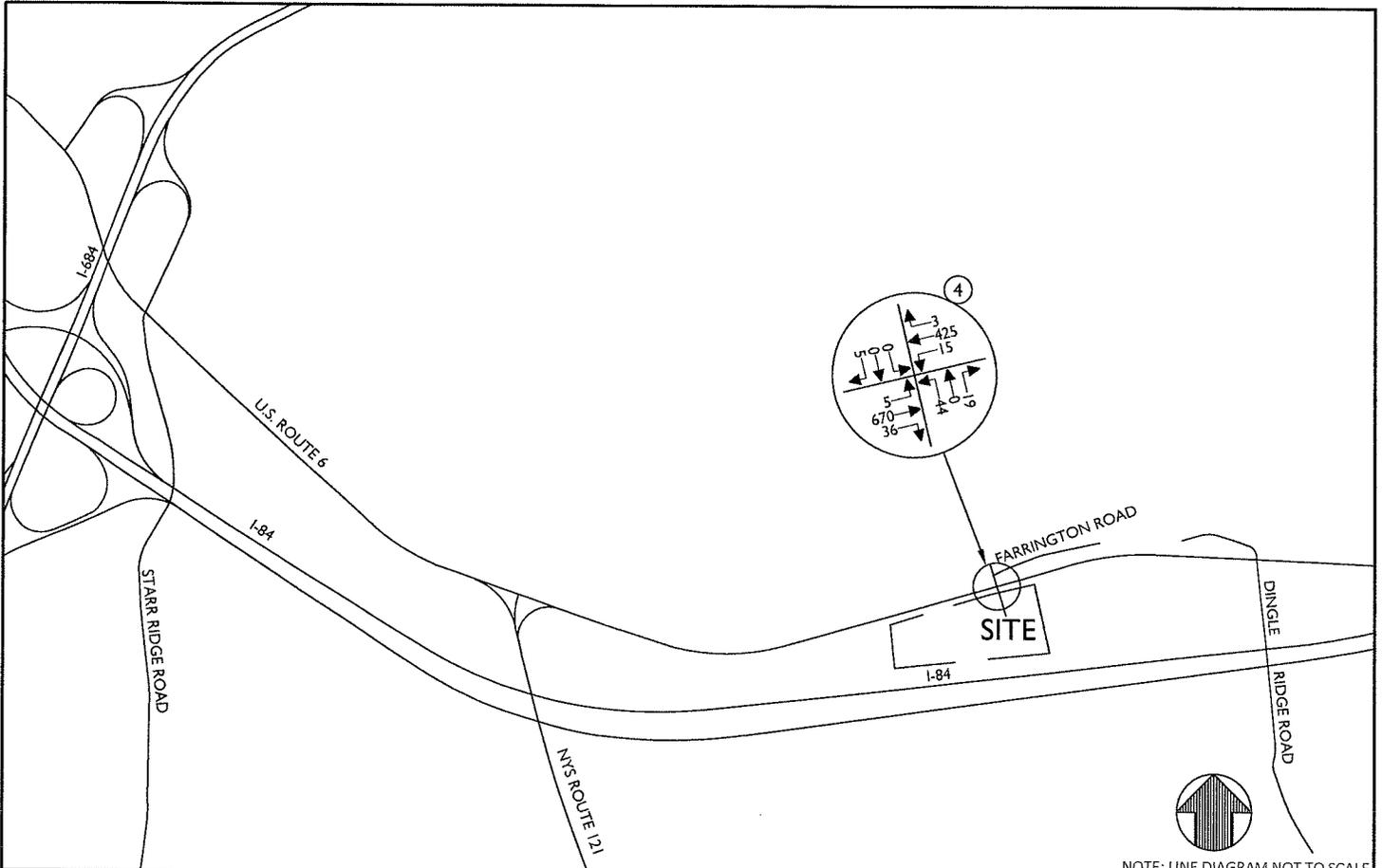
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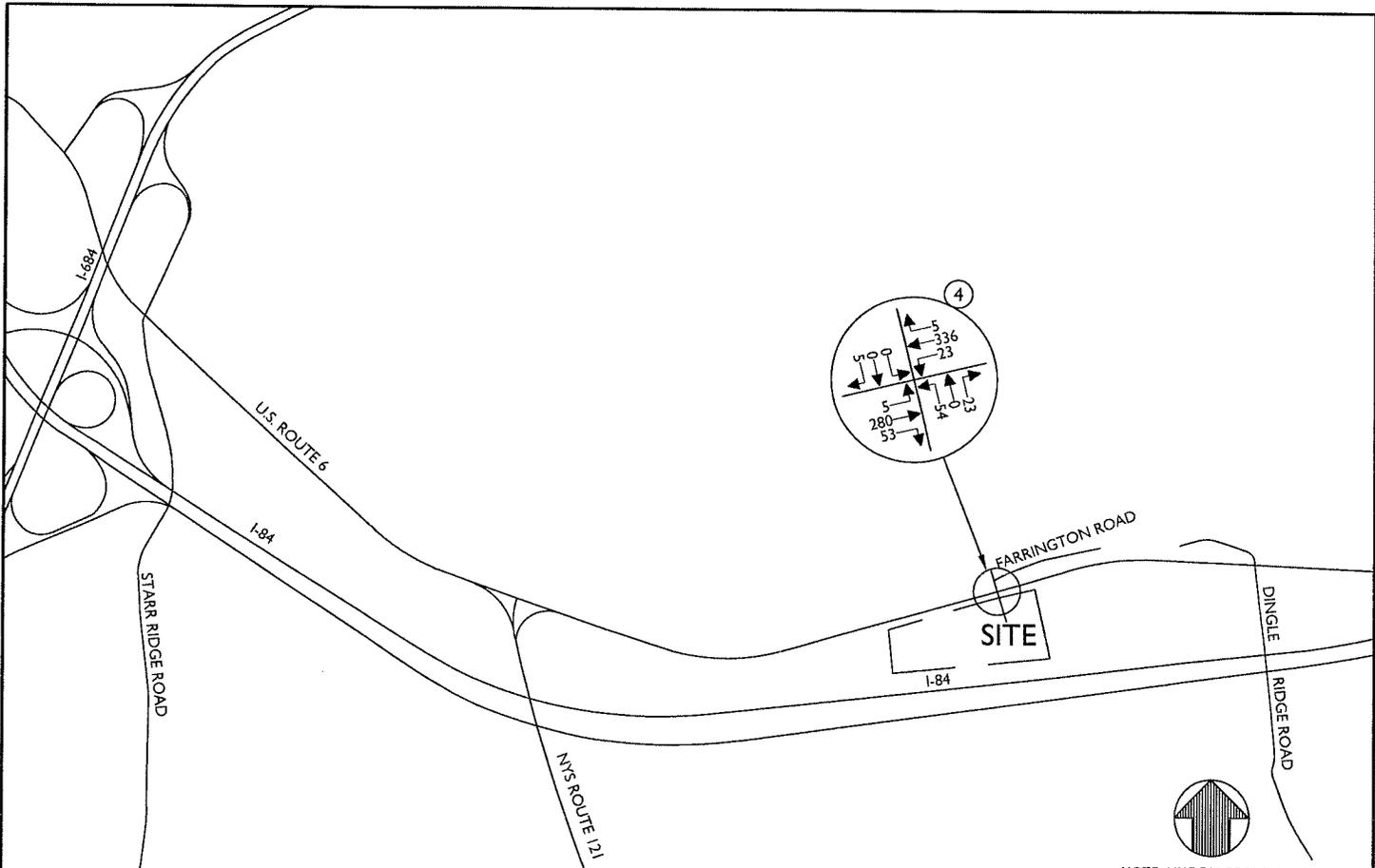
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SATURDAY PEAK HOUR**

SHEET NUMBER

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Traffic Impact Study
Restaurant Depot
MC Project No. 19005587A
Appendix

RESTAURANT DEPOT

APPENDIX B

TABLES

TABLE NO. 1

HOURLY TRIP GENERATION RATES (HTGR) AND ANTICIPATED
SITE GENERATED TRAFFIC VOLUMES

STATELINE DEVELOPMENT SOUTHEAST, NEW YORK	ENTRY		EXIT	
	HTGR ¹	VOLUME	HTGR ¹	VOLUME
RESTAURANT DEPOT (57,500 SQ. FT.)				
PEAK AM HOUR	0.97	56	0.61	35
PEAK PM HOUR	0.89	51	1.10	63
SATURDAY PEAK HOUR	1.30	75	1.34	77

NOTES:

- 1) THE HOURLY TRIP GENERATION RATES (HTGR) FOR THE WHOLESALE CLUB ARE BASED ON DATA OBSERVED AT THE EXISTING FACULTY IN NEWBURGH, NY.

TABLE NO. 2

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	YEAR 2018 EXISTING									YEAR 2021 NO-BUILD									YEAR 2021 BUILD								
		WEEKDAY AM			WEEKDAY PM			SATURDAY			WEEKDAY AM			WEEKDAY PM			SATURDAY			WEEKDAY AM			WEEKDAY PM			SATURDAY		
		LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
4	U.S. ROUTE 6 (DANBURY ROAD) & FARRINGTON ROAD/SITE ACCESS																											
	UN SIGNALIZED																											
	U.S. ROUTE 6 EB L-T	B	10.6	0.01	A	8.3	0.01	A	8.0	0.01	B	10.7	0.01	A	8.3	0.01	A	8.1	0.01	---	---	---	---	---	---	---	---	---
	FARRINGTON ROAD SB L-R	B	12.1	0.01	A	9.6	0.01	A	9.3	0.01	B	12.2	0.01	A	9.6	0.01	A	9.3	0.01	---	---	---	---	---	---	---	---	---
	WITH CONSTRUCTED SITE ACCESS & U.S. ROUTE 6 LEFT TURN LANES																											
	U.S. ROUTE 6 EB L-T	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	B	10.7	0.01	A	8.3	0.01	A	8.1	0.01
	U.S. ROUTE 6 WB L-T	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	A	7.7	0.01	A	9.4	0.02	A	8.1	0.02
	SITE ACCESS NB L-T-R	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	C	17.0	0.12	D	26.6	0.29	B	14.5	0.18	
	FARRINGTON ROAD SB L-T-R	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	B	12.2	0.01	A	9.6	0.01	A	9.3	0.01	

NOTES:

1) THE ABOVE REPRESENTS THE LEVELS 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
Restaurant Depot
MC Project No. 19005587A
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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

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	v/c ≤1.0	v/c >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

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	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

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

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	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
Restaurant Depot
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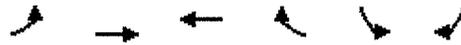
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APPENDIX D

CAPACITY ANALYSIS

2018 Existing Traffic Volumes
4: U.S. Route 6 & Farrington Road

Weekday Peak AM Hour
12/05/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↓	
Traffic Volume (vph)	6	172	971	5	0	5
Future Volume (vph)	6	172	971	5	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11
Grade (%)		1%	0%		-3%	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Fit			0.999		0.865	
Fit Protected		0.998				
Satd. Flow (prot)	0	3397	3418	0	1581	0
Fit Permitted		0.998				
Satd. Flow (perm)	0	3397	3418	0	1581	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		1634	779		168	
Travel Time (s)		20.3	9.7		3.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	187	1055	5	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	194	1060	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.05	1.05	1.04	1.04	1.02	1.02
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

2018 Existing Traffic Volumes
4: U.S. Route 6 & Farrington Road

Weekday Peak AM Hour
12/05/2019

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↓		↑↓	
Traffic Vol, veh/h	6	172	971	5	0	5
Future Vol, veh/h	6	172	971	5	0	5
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	0	-	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	187	1055	5	0	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1060	0	0
Stage 1	-	-	1058
Stage 2	-	-	108
Critical Hdwy	4.14	-	6.24
Critical Hdwy Stg 1	-	-	5.24
Critical Hdwy Stg 2	-	-	5.24
Follow-up Hdwy	2.22	-	3.52
Pot Cap-1 Maneuver	653	-	227
Stage 1	-	-	352
Stage 2	-	-	921
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	653	-	224
Mov Cap-2 Maneuver	-	-	224
Stage 1	-	-	348
Stage 2	-	-	921

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	653	-	-	-	516
HCM Lane V/C Ratio	0.01	-	-	-	0.011
HCM Control Delay (s)	10.6	0.1	-	-	12.1
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

2021 No-Build Traffic Volumes
4: U.S. Route 6 & Farrington Road

Weekday Peak AM Hour
12/05/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↘	
Traffic Volume (vph)	6	177	1000	5	0	5
Future Volume (vph)	6	177	1000	5	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11
Grade (%)		1%	0%		-3%	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.999		0.865	
Flt Protected		0.998				
Satd. Flow (prot)	0	3397	3418	0	1581	0
Flt Permitted		0.998				
Satd. Flow (perm)	0	3397	3418	0	1581	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		1634	779		168	
Travel Time (s)		20.3	9.7		3.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	192	1087	5	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	199	1092	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.05	1.05	1.04	1.04	1.02	1.02
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2021 No-Build Traffic Volumes
4: U.S. Route 6 & Farrington Road

Weekday Peak AM Hour
12/05/2019

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		⇕⇕	⇕⇕		⇕⇕	
Traffic Vol, veh/h	6	177	1000	5	0	5
Future Vol, veh/h	6	177	1000	5	0	5
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	0	-	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	192	1087	5	0	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1092	0	-	0	1200 546
Stage 1	-	-	-	-	1090 -
Stage 2	-	-	-	-	110 -
Critical Hdwy	4.14	-	-	-	6.24 6.64
Critical Hdwy Stg 1	-	-	-	-	5.24 -
Critical Hdwy Stg 2	-	-	-	-	5.24 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	635	-	-	-	217 504
Stage 1	-	-	-	-	340 -
Stage 2	-	-	-	-	919 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	635	-	-	-	214 504
Mov Cap-2 Maneuver	-	-	-	-	214 -
Stage 1	-	-	-	-	336 -
Stage 2	-	-	-	-	919 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	635	-	-	-	504
HCM Lane V/C Ratio	0.01	-	-	-	0.011
HCM Control Delay (s)	10.7	0.1	-	-	12.2
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

2021 Build Traffic Volumes
4: Site Access/Farrington Road & U.S. Route 6

Weekday Peak AM Hour
12/05/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	177	39	17	1000	5	25	0	11	0	0	5
Future Volume (vph)	6	177	39	17	1000	5	25	0	11	0	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11	12	12	12	11	12	11
Grade (%)		1%			0%			0%			-3%	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.974			0.999			0.958			0.865	
Flt Protected		0.999			0.999			0.967				
Satd. Flow (prot)	0	3312	0	0	3414	0	0	1726	0	0	1635	0
Flt Permitted		0.999			0.999			0.967				
Satd. Flow (perm)	0	3312	0	0	3414	0	0	1726	0	0	1635	0
Link Speed (mph)		55			55			30			30	
Link Distance (ft)		1634			779			210			168	
Travel Time (s)		20.3			9.7			4.8			3.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	192	42	18	1087	5	27	0	12	0	0	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	241	0	0	1110	0	0	39	0	0	5	0
Enter Blocked Intersection	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	1.05	1.05	1.01	1.00	1.04	1.04	1.00	1.00	1.00	1.02	0.98	1.02
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											

2021 Build Traffic Volumes
 4: Site Access/Farrington Road & U.S. Route 6

Weekday Peak AM Hour
 12/05/2019

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕↔			↕↔			↕↔			↕↔		
Traffic Vol, veh/h	6	177	39	17	1000	5	25	0	11	0	0	5
Future Vol, veh/h	6	177	39	17	1000	5	25	0	11	0	0	5
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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	0	-	-	0	-	-	-3	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	192	42	18	1087	5	27	0	12	0	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1092	0	0	234	0	0	807	1355	117	1236	1374	546
Stage 1	-	-	-	-	-	-	227	227	-	1126	1126	-
Stage 2	-	-	-	-	-	-	580	1128	-	110	248	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	6.94	5.94	6.64
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	5.94	4.94	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	5.94	4.94	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	635	-	-	1331	-	-	273	148	913	163	181	504
Stage 1	-	-	-	-	-	-	755	715	-	263	336	-
Stage 2	-	-	-	-	-	-	467	278	-	900	730	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	635	-	-	1331	-	-	260	141	913	155	172	504
Mov Cap-2 Maneuver	-	-	-	-	-	-	260	141	-	155	172	-
Stage 1	-	-	-	-	-	-	745	706	-	260	325	-
Stage 2	-	-	-	-	-	-	446	269	-	877	721	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.2	17.2	12.2
HCM LOS			C	B'

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	333	635	-	-	1331	-	-	504
HCM Lane V/C Ratio	0.118	0.01	-	-	0.014	-	-	0.011
HCM Control Delay (s)	17.2	10.7	0.1	-	7.7	0.1	-	12.2
HCM Lane LOS	C	B	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

2021 Build Traffic Volumes W/Imp
4: Site Access/Farrington Road & U.S. Route 6

Weekday Peak AM Hour
12/05/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	177	39	17	1000	5	25	0	11	0	0	5
Future Volume (vph)	6	177	39	17	1000	5	25	0	11	0	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11	12	12	12	11	12	11
Grade (%)		1%			0%			0%				-3%
Storage Length (ft)	100		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.973			0.999			0.958			0.865	
Fl _t Protected	0.950			0.950				0.967				
Satd. Flow (prot)	1702	3312	0	1770	3418	0	0	1726	0	0	1635	0
Fl _t Permitted	0.950			0.950				0.967				
Satd. Flow (perm)	1702	3312	0	1770	3418	0	0	1726	0	0	1635	0
Link Speed (mph)		55			55			30			30	
Link Distance (ft)		1634			779			210			168	
Travel Time (s)		20.3			9.7			4.8			3.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	192	42	18	1087	5	27	0	12	0	0	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	234	0	18	1092	0	0	39	0	0	5	0
Enter Blocked Intersection	No	No	No	No	No							
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.05	1.05	1.01	1.00	1.04	1.04	1.00	1.00	1.00	1.02	0.98	1.02
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											

2021 Build Traffic Volumes W/Imp
4: Site Access/Farrington Road & U.S. Route 6

Weekday Peak AM Hour
12/05/2019

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	6	177	39	17	1000	5	25	0	11	0	0	5
Future Vol, veh/h	6	177	39	17	1000	5	25	0	11	0	0	5
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									
Storage Length	100	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	0	-	-	0	-	-	-3	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	192	42	18	1087	5	27	0	12	0	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1092	0	0	234	0	0	807	1355	117	1236	1374	546
Stage 1	-	-	-	-	-	-	227	227	-	1126	1126	-
Stage 2	-	-	-	-	-	-	580	1128	-	110	248	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	6.94	5.94	6.64
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	5.94	4.94	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	5.94	4.94	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	635	-	-	1331	-	-	273	148	913	163	181	504
Stage 1	-	-	-	-	-	-	755	715	-	263	336	-
Stage 2	-	-	-	-	-	-	467	278	-	900	730	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	635	-	-	1331	-	-	265	144	913	158	176	504
Mov Cap-2 Maneuver	-	-	-	-	-	-	265	144	-	158	176	-
Stage 1	-	-	-	-	-	-	747	707	-	260	331	-
Stage 2	-	-	-	-	-	-	456	274	-	878	722	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.1	17	12.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	338	635	-	-	1331	-	-	504
HCM Lane V/C Ratio	0.116	0.01	-	-	0.014	-	-	0.011
HCM Control Delay (s)	17	10.7	-	-	7.7	-	-	12.2
HCM Lane LOS	C	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0

2018 Existing Traffic Volumes
4: U.S. Route 6 & Farrington Road

Weekday Peak PM Hour
12/06/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↔	↔↔		↔	
Traffic Volume (vph)	5	650	413	3	0	5
Future Volume (vph)	5	650	413	3	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11
Grade (%)		1%	0%		-3%	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.999		0.865	
Flt Protected						
Satd. Flow (prot)	0	3404	3418	0	1581	0
Flt Permitted						
Satd. Flow (perm)	0	3404	3418	0	1581	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		1634	779		168	
Travel Time (s)		20.3	9.7		3.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	707	449	3	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	712	452	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.05	1.05	1.04	1.04	1.02	1.02
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2018 Existing Traffic Volumes
4: U.S. Route 6 & Farrington Road

Weekday Peak PM Hour
12/06/2019

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕↕	
Traffic Vol, veh/h	5	650	413	3	0	5
Future Vol, veh/h	5	650	413	3	0	5
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	0	-	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	707	449	3	0	5

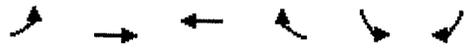
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	452	0	0	815	226
Stage 1	-	-	-	451	-
Stage 2	-	-	-	364	-
Critical Hdwy	4.14	-	-	6.24	6.64
Critical Hdwy Stg 1	-	-	-	5.24	-
Critical Hdwy Stg 2	-	-	-	5.24	-
Follow-up Hdwy	2.22	-	-	3.52	3.32
Pot Cap-1 Maneuver	1105	-	-	361	792
Stage 1	-	-	-	656	-
Stage 2	-	-	-	716	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1105	-	-	358	792
Mov Cap-2 Maneuver	-	-	-	358	-
Stage 1	-	-	-	651	-
Stage 2	-	-	-	716	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1105	-	-	-	792
HCM Lane V/C Ratio	0.005	-	-	-	0.007
HCM Control Delay (s)	8.3	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

2021 No-Build Traffic Volumes
4: U.S. Route 6 & Farrington Road

Weekday Peak PM Hour
12/06/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔↑	↑↔		↔↓	
Traffic Volume (vph)	5	670	425	3	0	5
Future Volume (vph)	5	670	425	3	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11
Grade (%)		1%	0%		-3%	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.999		0.865	
Flt Protected						
Satd. Flow (prot)	0	3404	3418	0	1581	0
Flt Permitted						
Satd. Flow (perm)	0	3404	3418	0	1581	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		1634	779		168	
Travel Time (s)		20.3	9.7		3.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	728	462	3	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	733	465	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.05	1.05	1.04	1.04	1.02	1.02
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

2021 No-Build Traffic Volumes
4: U.S. Route 6 & Farrington Road

Weekday Peak PM Hour
12/06/2019

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	5	670	425	3	0	5
Future Vol, veh/h	5	670	425	3	0	5
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	0	-	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	728	462	3	0	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	465	0	0	838	233
Stage 1	-	-	-	464	-
Stage 2	-	-	-	374	-
Critical Hdwy	4.14	-	-	6.24	6.64
Critical Hdwy Stg 1	-	-	-	5.24	-
Critical Hdwy Stg 2	-	-	-	5.24	-
Follow-up Hdwy	2.22	-	-	3.52	3.32
Pot Cap-1 Maneuver	1093	-	-	351	784
Stage 1	-	-	-	648	-
Stage 2	-	-	-	708	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1093	-	-	348	784
Mov Cap-2 Maneuver	-	-	-	348	-
Stage 1	-	-	-	643	-
Stage 2	-	-	-	708	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1093	-	-	-	784
HCM Lane V/C Ratio	0.005	-	-	-	0.007
HCM Control Delay (s)	8.3	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

2021 Build Traffic Volumes
 4: Site Access/Farrington Road & U.S. Route 6

Weekday Peak PM Hour
 12/06/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	670	36	15	425	3	44	0	19	0	0	5
Future Volume (vph)	5	670	36	15	425	3	44	0	19	0	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11	12	12	12	11	12	11
Grade (%)		1%			0%			0%			-3%	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Flt Protected					0.998			0.966				
Satd. Flow (prot)	0	3377	0	0	3411	0	0	1726	0	0	1635	0
Flt Permitted					0.998			0.966				
Satd. Flow (perm)	0	3377	0	0	3411	0	0	1726	0	0	1635	0
Link Speed (mph)		55			55			30			30	
Link Distance (ft)		1634			779			176			168	
Travel Time (s)		20.3			9.7			4.0			3.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	728	39	16	462	3	48	0	21	0	0	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	772	0	0	481	0	0	69	0	0	5	0
Enter Blocked Intersection	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	1.05	1.05	1.01	1.00	1.04	1.04	1.00	1.00	1.00	1.02	0.98	1.02
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

2021 Build Traffic Volumes
 4: Site Access/Farrington Road & U.S. Route 6

Weekday Peak PM Hour
 12/06/2019

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕↕			↕↕			↕↕			↕↕		
Traffic Vol, veh/h	5	670	36	15	425	3	44	0	19	0	0	5
Future Vol, veh/h	5	670	36	15	425	3	44	0	19	0	0	5
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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	0	-	-	0	-	-	-3	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	728	39	16	462	3	48	0	21	0	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	465	0	0	767	0	0	1021	1255	384	870	1273	233
Stage 1	-	-	-	-	-	-	758	758	-	496	496	-
Stage 2	-	-	-	-	-	-	263	497	-	374	777	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	6.94	5.94	6.64
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	5.94	4.94	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	5.94	4.94	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1093	-	-	842	-	-	191	170	614	284	205	784
Stage 1	-	-	-	-	-	-	365	413	-	569	590	-
Stage 2	-	-	-	-	-	-	719	543	-	659	461	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1093	-	-	842	-	-	185	164	614	267	198	784
Mov Cap-2 Maneuver	-	-	-	-	-	-	185	164	-	267	198	-
Stage 1	-	-	-	-	-	-	362	410	-	564	575	-
Stage 2	-	-	-	-	-	-	695	529	-	632	457	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.4	26.6	9.6
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	234	1093	-	-	842	-	-	784
HCM Lane V/C Ratio	0.293	0.005	-	-	0.019	-	-	0.007
HCM Control Delay (s)	26.6	8.3	0	-	9.4	0.1	-	9.6
HCM Lane LOS	D	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	1.2	0	-	-	0.1	-	-	0

2021 Build Traffic Volumes W/Imp
 4: Site Access/Farrington Road & U.S. Route 6

Weekday Peak PM Hour
 12/06/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	670	36	15	425	3	44	0	19	0	0	5
Future Volume (vph)	5	670	36	15	425	3	44	0	19	0	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11	12	12	12	11	12	11
Grade (%)		1%			0%			0%				-3%
Storage Length (ft)	100		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.992			0.999			0.959			0.865	
Fl _t Protected	0.950			0.950				0.966				
Satd. Flow (prot)	1702	3377	0	1770	3418	0	0	1726	0	0	1635	0
Fl _t Permitted	0.950			0.950				0.966				
Satd. Flow (perm)	1702	3377	0	1770	3418	0	0	1726	0	0	1635	0
Link Speed (mph)		55			55			30			30	
Link Distance (ft)		1634			779			176			168	
Travel Time (s)		20.3			9.7			4.0			3.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	728	39	16	462	3	48	0	21	0	0	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	767	0	16	465	0	0	69	0	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.05	1.05	1.01	1.00	1.04	1.04	1.00	1.00	1.00	1.02	0.98	1.02
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											

2021 Build Traffic Volumes W/Imp
 4: Site Access/Farrington Road & U.S. Route 6

Weekday Peak PM Hour
 12/06/2019

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕↔		↔	↕↔			↕↔			↕↔	
Traffic Vol, veh/h	5	670	36	15	425	3	44	0	19	0	0	5
Future Vol, veh/h	5	670	36	15	425	3	44	0	19	0	0	5
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									
Storage Length	100	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	0	-	-	0	-	-	-3	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	728	39	16	462	3	48	0	21	0	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	465	0	0	767	0	0	1021	1255	384	870	1273	233
Stage 1	-	-	-	-	-	-	758	758	-	496	496	-
Stage 2	-	-	-	-	-	-	263	497	-	374	777	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	6.94	5.94	6.64
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	5.94	4.94	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	5.94	4.94	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1093	-	-	842	-	-	191	170	614	284	205	784
Stage 1	-	-	-	-	-	-	365	413	-	569	590	-
Stage 2	-	-	-	-	-	-	719	543	-	659	461	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1093	-	-	842	-	-	186	166	614	270	200	784
Mov Cap-2 Maneuver	-	-	-	-	-	-	186	166	-	270	200	-
Stage 1	-	-	-	-	-	-	363	411	-	566	579	-
Stage 2	-	-	-	-	-	-	700	533	-	634	459	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.3	26.4	9.6
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	236	1093	-	-	842	-	-	784
HCM Lane V/C Ratio	0.29	0.005	-	-	0.019	-	-	0.007
HCM Control Delay (s)	26.4	8.3	-	-	9.4	-	-	9.6
HCM Lane LOS	D	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	1.2	0	-	-	0.1	-	-	0

2018 Existing Traffic Volumes
 4: U.S. Route 6 & Farrington Road

Saturday Peak Hour
 12/05/2019



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Volume (vph)	5	272	326	5	0	5
Future Volume (vph)	5	272	326	5	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11
Grade (%)		1%	0%		-3%	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.998		0.865	
Flt Protected		0.999				
Satd. Flow (prot)	0	3401	3414	0	1581	0
Flt Permitted		0.999				
Satd. Flow (perm)	0	3401	3414	0	1581	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		1634	779		168	
Travel Time (s)		20.3	9.7		3.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	296	354	5	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	301	359	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.05	1.05	1.04	1.04	1.02	1.02
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

2018 Existing Traffic Volumes
4: U.S. Route 6 & Farrington Road

Saturday Peak Hour
12/05/2019

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕↕	
Traffic Vol, veh/h	5	272	326	5	0	5
Future Vol, veh/h	5	272	326	5	0	5
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	0	-	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	296	354	5	0	5

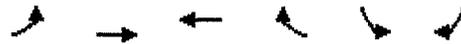
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	359	0	-	0	515 180
Stage 1	-	-	-	-	357 -
Stage 2	-	-	-	-	158 -
Critical Hdwy	4.14	-	-	-	6.24 6.64
Critical Hdwy Stg 1	-	-	-	-	5.24 -
Critical Hdwy Stg 2	-	-	-	-	5.24 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1196	-	-	-	533 844
Stage 1	-	-	-	-	721 -
Stage 2	-	-	-	-	877 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1196	-	-	-	530 844
Mov Cap-2 Maneuver	-	-	-	-	530 -
Stage 1	-	-	-	-	717 -
Stage 2	-	-	-	-	877 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1196	-	-	-	844
HCM Lane V/C Ratio	0.005	-	-	-	0.006
HCM Control Delay (s)	8	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

2021 No-Build Traffic Volumes
 4: U.S. Route 6 & Farrington Road

Saturday Peak Hour
 12/05/2019



Lane Group	EBL	EBT	WBT	WBR	SEL	SBR
Lane Configurations		↔↑	↑↔		↔↓	
Traffic Volume (vph)	5	280	336	5	0	5
Future Volume (vph)	5	280	336	5	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11
Grade (%)		1%	0%		-3%	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Fit			0.998		0.865	
Fit Protected		0.999				
Satd. Flow (prot)	0	3401	3414	0	1581	0
Fit Permitted		0.999				
Satd. Flow (perm)	0	3401	3414	0	1581	0
Link Speed (mph)		55	55		30	
Link Distance (ft)		1634	779		168	
Travel Time (s)		20.3	9.7		3.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	304	365	5	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	309	370	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		11	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.05	1.05	1.04	1.04	1.02	1.02
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized

2021 No-Build Traffic Volumes
4: U.S. Route 6 & Farrington Road

Saturday Peak Hour
12/05/2019

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↓		↑↓	
Traffic Vol, veh/h	5	280	336	5	0	5
Future Vol, veh/h	5	280	336	5	0	5
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	0	-	-3	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	304	365	5	0	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	370	0	-	0	530 185
Stage 1	-	-	-	-	368 -
Stage 2	-	-	-	-	162 -
Critical Hdwy	4.14	-	-	-	6.24 6.64
Critical Hdwy Stg 1	-	-	-	-	5.24 -
Critical Hdwy Stg 2	-	-	-	-	5.24 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1185	-	-	-	523 838
Stage 1	-	-	-	-	713 -
Stage 2	-	-	-	-	874 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1185	-	-	-	520 838
Mov Cap-2 Maneuver	-	-	-	-	520 -
Stage 1	-	-	-	-	709 -
Stage 2	-	-	-	-	874 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1185	-	-	-	838
HCM Lane V/C Ratio	0.005	-	-	-	0.006
HCM Control Delay (s)	8.1	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

2021 Build Traffic Volumes
 4: Site Access/Farrington Road & U.S. Route 6

Saturday Peak Hour
 12/05/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇄			⇄			⇄			⇄	
Traffic Volume (vph)	5	280	53	23	336	5	54	0	23	0	0	5
Future Volume (vph)	5	280	53	23	336	5	54	0	23	0	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11	12	12	12	11	12	11
Grade (%)		1%			0%			0%			-3%	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fit		0.976			0.998			0.960			0.865	
Fit Protected		0.999			0.997			0.966				
Satd. Flow (prot)	0	3319	0	0	3404	0	0	1727	0	0	1635	0
Fit Permitted		0.999			0.997			0.966				
Satd. Flow (perm)	0	3319	0	0	3404	0	0	1727	0	0	1635	0
Link Speed (mph)		55			55			30			30	
Link Distance (ft)		1634			779			176			168	
Travel Time (s)		20.3			9.7			4.0			3.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	304	58	25	365	5	59	0	25	0	0	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	367	0	0	395	0	0	84	0	0	5	0
Enter Blocked Intersection	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	1.05	1.05	1.01	1.00	1.04	1.04	1.00	1.00	1.00	1.02	0.98	1.02
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											

2021 Build Traffic Volumes
4: Site Access/Farrington Road & U.S. Route 6

Saturday Peak Hour
12/05/2019

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕↕			↕↕			↕↕			↕↕		
Traffic Vol, veh/h	5	280	53	23	336	5	54	0	23	0	0	5
Future Vol, veh/h	5	280	53	23	336	5	54	0	23	0	0	5
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									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	0	-	-	0	-	-	-3	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	304	58	25	365	5	59	0	25	0	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	370	0	0	362	0	0	576	763	181	580	790	185
Stage 1	-	-	-	-	-	-	343	343	-	418	418	-
Stage 2	-	-	-	-	-	-	233	420	-	162	372	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	6.94	5.94	6.64
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	5.94	4.94	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	5.94	4.94	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1185	-	-	1193	-	-	400	333	831	438	366	838
Stage 1	-	-	-	-	-	-	646	636	-	625	632	-
Stage 2	-	-	-	-	-	-	749	588	-	846	657	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1185	-	-	1193	-	-	388	323	831	415	355	838
Mov Cap-2 Maneuver	-	-	-	-	-	-	388	323	-	415	355	-
Stage 1	-	-	-	-	-	-	643	633	-	622	616	-
Stage 2	-	-	-	-	-	-	725	573	-	816	654	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.6	14.5	9.3
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	461	1185	-	-	1193	-	-	838
HCM Lane V/C Ratio	0.182	0.005	-	-	0.021	-	-	0.006
HCM Control Delay (s)	14.5	8.1	0	-	8.1	0.1	-	9.3
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0