
TRAFFIC & PARKING STUDY

BETHANY ARTS COMMUNITY

**40 SOMERSTOWN ROAD
TOWN OF OSSINING, NEW YORK**

Prepared for:

Bethany Arts Community
40 Somerstown Road
Ossining, NY 10562

Prepared by:



120 Bedford Road
Armonk, NY 10504
JMC Project **16146**

Date:

August 22, 2016

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I. INTRODUCTION

This Traffic Study has been prepared to assess existing conditions as well as future traffic operations in association with the proposed Bethany Arts Community redevelopment located at 40 Somerstown Road in the Town of Ossining, NY. The location of the site is illustrated on the figures included in Appendix B. This traffic study has been revised based on comments from Frederick P. Clark Associates, Inc. (FPCA) in their memorandum dated September 21, 2016.

The proposed redevelopment incorporates the re-utilization of an existing three story building located on the property. The redevelopment proposes a mediation trail around the property as well as 98 parking spaces.

Access to the property is currently provided via a two one-way full movement driveways from Somerstown Road. Site Driveway A is an entrance only driveway while Site Driveway B is an exit only driveway. The applicant proposes to re-utilize the existing driveway locations and reconstruct Site Driveway B to provide two-way traffic with one lane in each direction (entering and exiting traffic).

II. EXISTING CONDITIONS

A. Existing Roadway Network

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

Somerstown Road (NY 133) is generally an east/west roadway under the jurisdiction of the New York State Department of Transportation (NYSDOT). Somerstown Road provides one travel lane in each direction in the study area. It has a posted speed limit of 35 mph and on-street parking is prohibited within the study area.

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

1. Somerstown Road & Site Driveway A
2. Somerstown Road & Site Driveway B

The intersection of Somerstown Road and Site Driveway A is a three-legged unsignalized intersection. The Somerstown Road approaches provide one through lane with shared turning movements in both directions. Site Driveway A is an entrance only driveway into the subject property.

Site Driveway B intersects Somerstown Road at a three-legged unsignalized intersection. The Somerstown Road approaches provide one through lane in both directions. Site Driveway B is an exit only driveway which provide one travel lane with shared turning movements onto Somerstown Road. Under proposed conditions, Site Driveway B will provide two-way traffic and Somerstown Road will provide shared turning movements into the site driveway via the existing travel lanes.

B. Existing Volumes

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

Traffic counts were conducted from 7:00 – 9:00 AM and 4:00 – 6:00 PM for the Site Driveway A intersection on Thursday, July 21, 2016. The Site Driveway A intersection were also counted from 11:00 – 2:00 PM and 6:00 – 9:00 PM on Saturday, July 23, 2016. This study analyzes four different peak hours which include peak weekday AM, weekday PM hours, Saturday midday as well as a peak Saturday PM hour. The peak hour volumes occurred between 7:15-8:15 AM during the weekday morning, 4:30-5:30 PM during the

weekday PM, 12:45-1:45 PM during the Saturday midday, and 6:45-7:45 PM during the Saturday PM. The intersection traffic count data is included in Appendix D.

There was no traffic volume entering or exiting the subject property. The peak hour volumes are shown on Figures 1 through 4 "2016 Existing Volumes". All figures are included in Appendix B.

Since the traffic counts were conducted in July, we increased the existing July volumes by 10% to account for school related traffic. The existing volumes were increased based on comments from FPCA. The increased existing volumes are shown on Figures 4A through 4D located in Appendix B.

Our office also requested accident reports for the studied intersections for the last three years. There was only one accident which occurred at Site Driveway A. The accident involved a distracted driver who was attempting to remove a cobweb from the passenger side of their vehicle which cause them to swerve and hit a mailbox. The accident report data has been tabulated and depicted in Table AR1 located in Appendix A.

C. Intersection Analysis Methodology

The intersections have been analyzed based on the methodologies of the 2010 Highway Capacity Manual. Information derived from the manual relative to the level of service criteria is provided below.

1. Level of Service for Unsignalized Intersections

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

<i>Unsignalized Level of Service Criteria</i>	
Level of Service	Delay Range (Seconds/Vehicle)
A	≤ 10
B	>10 and ≤ 15
C	>15 and ≤ 25
D	>25 and ≤ 35
E	>35 and ≤ 50
F	>50

Average control delay less than 10 seconds/vehicle are defined as LOS A. Follow-up times of less than 5 seconds/vehicle have been measured when there is no conflicting traffic, so control delays of less than 10 seconds/vehicle are appropriate for low flow conditions.

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

D. Existing Operations

The intersection capacity analyses based on increased existing volumes and conditions are shown on Tables 2 through 5. The specific volume/capacity ratios, delay for average vehicle in seconds and the associated levels of service are summarized for each lane group as applicable on Tables 2 through 5. All tables are included in Appendix A.

The studied intersections operate at a level of service A since there were no traffic volumes turning into or out of the property.

III. PROJECTED CONDITIONS

A. No-Build Volumes

In order to project future traffic increases to the 2021 design year, the existing volumes were increased by a general growth rate of 1% per year compounded annually. We have included the latest Traffic Volume Report for NY 133 published by the New York State Department of Transportation (NYSDOT) within Appendix D. The Traffic Volume Report depicts a downward trend of the total volume along NY 133 since 2005. Since the recent volumes along NY 133 have been decreasing, the utilization of a 1% annual growth rate provides a conservative analysis for this study. Based on discussions with the Town's Building Inspector, we have incorporated the traffic volumes associated with the potential Highview Farms development located at on Tavano Road which is a 24 Lot subdivision. The resulting 2021 no-build volumes represent traffic operations in 2021 without the redevelopment of the site.

Under no-build conditions, the intersections operate at the same levels of service as existing conditions.

B. Build Volumes

The projected traffic associated with the proposed redevelopment is based on information published by the Institute of Transportation Engineers (ITE) in its publication “Trip Generation Manual, 9th Edition.” Table 1 shows the traffic volumes associated with the proposed redevelopment.

The net additional driveway volumes were routed through the studied intersections based on existing traffic volumes as well as consideration of the arrival & departure patterns of the site traffic. A snapshot of the NYSDOT Traffic Data Viewer which depicts the average daily traffic on the state roadways in area has been provided in Appendix D. Additionally, we have included latest Traffic Count Hourly Report along NY 133 from NYSDOT within Appendix D. Both of these sources support the distributions utilized within the study and that higher traffic volumes travel to/from areas located east of the subject property.

Adding the proposed redevelopment related traffic results in 2021 Build Volumes which reflect projected volumes after the completion of the redevelopment.

C. Sight Distance

Additionally, our office reviewed the egress site driveway location as it relates to sight distances. Tables S-1 and S-2 contained in Appendix A depict the observed travel speeds on Somerstown Road as well as the posted and 85th percentile speed. The tables calculate the desirable stopping and intersection sight distances based on the 85th percentile speed. The sight distance calculations are based on information contained in the American Association of State Highway and Transportation Officials (AASHTO) publication “A Policy on Geometric Design of Highways and Streets, 6th Edition” which is utilized by the New York State Department of Transportation. For the vehicles turning right out of the site, the available sight distance can accommodate the desirable intersection sight distance. For vehicles turning left out of the site, there is existing trees/vegetation within the State’s right-of-way which encroaches into the sight distance. In order to achieve the intersection sight

distance, the existing vegetation/trees located between Site Driveway B and Tavano Road on the east side of Somerstown Road should be removed/pruned.

Drawing SD-1 contained in Appendix F depicts the stopping and intersection sight distances for a vehicle making a left turn from the proposed site driveway. The drawing provides a plan and profile view of the sight distances. As shown on the drawing, existing vegetation/trees should be removed/pruned along the east side of Somerstown Road to achieve these sight distances.

D. Parking

Our office performed a shared parking analysis as it relates to the proposed uses for the proposed redevelopment. The development proposes uses which have varying hours of peak parking demand. The site plan proposes 98 parking spaces for the various uses on the property. The shared parking analysis incorporates the proposed uses and considers that the proposed uses have different parking demands during different times which allows for parking spaces to be utilized for two different uses during different times of the day. In our parking analysis, we assumed the proposed community center and museum uses as an office use since it would be representative of their parking demands. Our shared parking analysis is contained within Appendix E. Based on our analysis, the peak parking demand on a weekday is 80 parking spaces and on a weekend the demand is 82 parking spaces. Since the redevelopment proposes 98 parking spaces, the redevelopment can accommodate the shared parking demand mentioned in our analysis.

IV. FINDINGS & CONCLUSION

Intersection capacity analysis computed based on the Build Volumes indicate that the intersections will essentially operate at the same levels of service as projected for the No-Build Volumes. Projected operations with the proposed redevelopment are shown on Tables 2 through 5.

Site Driveway B is projected to operate at a level of service B during all studied peak hours. Somerstown Road is projected to operate at a level of service A during all studied hours at both site driveways.

Based on the above, it is the professional opinion of JMC that the redevelopment of the site will not have a significant impact on traffic operations in the study area.

Respectfully submitted,

JMC Planning Engineering Landscape Architecture & Land Surveying, PLLC

A blue ink signature consisting of several sweeping, horizontal strokes.

Richard J. Pearson, PE, PTOE
Senior Associate Principal

A blue ink signature consisting of a stylized 'M' followed by a horizontal line.

Marc Petraro, PE
Project Manager

APPENDIX A

TABLES

TABLE 1**PROPOSED DEVELOPMENT VOLUMES⁽¹⁾**

LAND USE	PEAK WEEKDAY AM HOUR			PEAK WEEKDAY PM HOUR			PEAK SATURDAY MIDDAY HOUR			PEAK SATURDAY PM HOUR		
	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
a. Proposed 25 Unit Apartment Building Driveway Volumes (ITE Code 220)	3	13	16	10	6	16	7	6	13	7	6	13
b. Proposed 100 Seat Theater Driveway Volumes (ITE Code 443)	0	0	0	27	5	32	31	5	36	31	5	36
c . Proposed 2,800 s.f. Community Center Driveway Volumes (ITE Code 495)	4	2	6	4	4	8	2	1	3	1	2	3
d . Proposed 1,250 s.f. Museum Driveway Volumes (ITE Code 580)	1	0	1	0	1	1	1	0	1	0	1	1
e . Proposed 2,000 s.f. Office Building Driveway Volumes (ITE Code 710)	3	0	3	1	2	3	1	0	1	1	0	1
f. Total Development Volumes	11	15	26	42	18	60	42	12	54	40	14	54

Notes:

(1) The projected traffic is based on ITE (Institute of Transportation Engineers) Trip Generation Manual, 9th Edition.

TABLE 2**INTERSECTION OPERATIONS-PEAK WEEKDAY AM HOUR**

INTERSECTION	APPROACH	LANE GROUP	2016 EXISTING			2021 NO BUILD			2021 BUILD		
			V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎
1. Somerstown Road & Site Driveway A (Unsignalized)	NORTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT/THRU	-	-	A	-	-	A	0.00	9.1	A
2. Somerstown Road & Site Driveway B (Unsignalized)	WESTBOUND	LEFT/RIGHT	-	-	A	-	-	A			
	NORTHBOUND	THRU	-	-	-	-	-	-		N/A	
	SOUTHBOUND	THRU	-	-	-	-	-	-			
2a. Somerstown Road & Site Driveway B (Unsignalized)	WESTBOUND	LEFT/RIGHT							0.05	14.8	B
	NORTHBOUND	THRU/RIGHT		N/A			N/A		-	-	-
	SOUTHBOUND	LEFT/THRU							0.01	9.1	A

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

INTERSECTION	APPROACH	LANE GROUP	2016 EXISTING			2021 NO BUILD			2021 BUILD		
			V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎
1. Somerstown Road & Site Driveway A (Unsignalized)	NORTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT/THRU	-	-	A	-	-	A	0.01	7.7	A
2. Somerstown Road & Site Driveway B (Unsignalized)	WESTBOUND	LEFT/RIGHT	-	-	A	-	-	A			
	NORTHBOUND	THRU	-	-	-	-	-	-		N/A	
	SOUTHBOUND	THRU	-	-	-	-	-	-			
2a. Somerstown Road & Site Driveway B (Unsignalized)	WESTBOUND	LEFT/RIGHT							0.03	11.1	B
	NORTHBOUND	THRU/RIGHT		N/A			N/A		-	-	-
	SOUTHBOUND	LEFT/THRU							0.02	7.7	A

Notes:

- (1) V/C represents volume/capacity ratio
- (2) Delay is average seconds delay per vehicle
- (3) LOS represents level of service

TABLE 4**INTERSECTION OPERATIONS-PEAK SATURDAY MIDDAY HOUR**

INTERSECTION	APPROACH	LANE GROUP	2016 EXISTING			2021 NO BUILD			2021 BUILD		
			V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎
1. Somerstown Road & Site Driveway A (Unsignalized)	NORTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT/THRU	-	-	A	-	-	A	0.01	7.8	A
2. Somerstown Road & Site Driveway B (Unsignalized)	WESTBOUND	LEFT/RIGHT	-	-	A	-	-	A			
	NORTHBOUND	THRU	-	-	-	-	-	-		N/A	
	SOUTHBOUND	THRU	-	-	-	-	-	-			
2a. Somerstown Road & Site Driveway B (Unsignalized)	WESTBOUND	LEFT/RIGHT							0.02	10.7	B
	NORTHBOUND	THRU/RIGHT		N/A			N/A		-	-	-
	SOUTHBOUND	LEFT/THRU							0.02	7.9	A

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

INTERSECTION	APPROACH	LANE GROUP	2016 EXISTING			2021 NO BUILD			2021 BUILD		
			V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎	V/C ₍₁₎	DELAY ₍₂₎	LOS ₍₃₎
1. Somerstown Road & Site Driveway A (Unsignalized)	NORTHBOUND	THRU/RIGHT	-	-	-	-	-	-	-	-	-
	SOUTHBOUND	LEFT/THRU	-	-	A	-	-	A	0.01	7.6	A
2. Somerstown Road & Site Driveway B (Unsignalized)	WESTBOUND	LEFT/RIGHT	-	-	A	-	-	A			
	NORTHBOUND	THRU	-	-	-	-	-	-		N/A	
	SOUTHBOUND	THRU	-	-	-	-	-	-			
2a. Somerstown Road & Site Driveway B (Unsignalized)	WESTBOUND	LEFT/RIGHT							0.02	10.0	B
	NORTHBOUND	THRU/RIGHT		N/A			N/A		-	-	-
	SOUTHBOUND	LEFT/THRU							0.02	7.6	A

Notes:

- (1) V/C represents volume/capacity ratio
- (2) Delay is average seconds delay per vehicle
- (3) LOS represents level of service

TABLE AR1

INTERSECTION NAME: Somerstown Road & Site Driveway A

TOTAL ACCIDENTS: 1

INTERSECTION NUMBER: 1

TIME PERIOD: 07/21/2013 - 07/20/2016

Day of Week	Number	%
Sunday		
Monday		
Tuesday	1	100
Wednesday		
Thursday		
Friday		
Saturday		
Time of Day	Number	%
6 am-10 am		
10 am-4 pm	1	100
4 pm-7 pm		
7 pm-12 Mid		
12 Mid-6 am		
Weather	Number	%
Clear	1	100
Cloudy		
Fog		
Rain		
Sleet/Snow		
Pavement	Number	%
Dry	1	100
Snow/Ice		
Wet		
Light Conditions	Number	%
Day	1	100
Night		
Dawn/Dusk		

Accident Type	Number	%
Rear End		
Sideswipe		
Left Turn		
Right Turn		
Right Angle		
Head On		
Bicyclist		
Pedestrian		
Fixed Object (Mailbox)	1	100
Unknown		
Severity	Number	%
Fatal Injury		
Non-Fatal Injury		
Property-Damage Only	1	100
Time of Year	Number	%
Winter (Dec-Feb)		
Spring (Mar-May)		
Summer (June-Aug)	1	100
Fall (Sep-Nov)		
Contributing Factors	Number	%
Driver Inattention /Distraction	1.00	100
Following Too Closely		
Traffic Control Disregard		
Unsafe Speed		
Pavement Slippery		
Unknown		

Accident Rate Calculations

Total Volume:	6,480	vehicles per day (AADT Source: JMC base counts)
	2.37	Million Vehicles per Year
	0.3	Average number of accidents per year
	0.14	Accident Rate in accidents per Million entering vehicles (MEV)
	0.16	NYSDOT Mean collision rate (Urban 3-leg unsignalized intersection)

TABLE S-1

TRAVEL SPEED SURVEY

LOCATION: Somertown Road (NY 133)

DATE: 7/21/2016

AT: 40 Somertown Road Driveway

DIRECTION: Southbound

TIME: 9:00 - 9:50 AM

#	MPH	#	MPH	#	MPH	#	MPH
1	41	26	18	51	42	76	42
2	38	27	45	52	42	77	42
3	42	28	46	53	41	78	39
4	42	29	52	54	39	79	35
5	42	30	43	55	42	80	41
6	39	31	43	56	44	81	40
7	40	32	39	57	43	82	42
8	40	33	41	58	44	83	43
9	39	34	42	59	39	84	48
10	39	35	42	60	35	85	49
11	45	36	38	61	36	86	53
12	43	37	39	62	48	87	42
13	41	38	40	63	44	88	42
14	42	39	41	64	37	89	43
15	38	40	42	65	38	90	42
16	38	41	42	66	41	91	42
17	39	42	41	67	40	92	38
18	43	43	43	68	40	93	39
19	43	44	44	69	42	94	42
20	38	45	39	70	40	95	44
21	41	46	39	71	41	96	42
22	45	47	41	72	42	97	41
23	47	48	43	73	46	98	38
24	37	49	42	74	46	99	39
25	38	50	44	75	41	100	43

Posted Speed Limit: 35 mph

85th Percentile Speed: 44 mph

Desirable Stopping Sight Distance for Left Turn from Stop:

$$SSD = 1.47 V t + (1.075 V^2 / a) = 1.47 (44) (2.5) + (1.075 (44)^2 / 11.2) = 348 \text{ ft}$$

Desirable Intersection Sight Distance for Left Turn from Stop:

$$ISD = 1.47 V_{\text{major}} T_g = 1.47 (44) (6.5) = 485 \text{ ft}$$

Approximate Available Sight Distance for Left Turn from Stop: 170 ft

TABLE S-2

TRAVEL SPEED SURVEY

LOCATION: Somertown Road (NY 133)

DATE: 7/21/2016

AT: 40 Somertown Road Driveway

DIRECTION: Northbound

TIME: 10:00 - 10:30 AM

#	MPH	#	MPH	#	MPH	#	MPH
1	41	26	42	51	40	76	41
2	41	27	38	52	38	77	42
3	44	28	39	53	43	78	42
4	43	29	39	54	39	79	44
5	43	30	41	55	41	80	39
6	38	31	44	56	42	81	36
7	39	32	58	57	39	82	40
8	38	33	56	58	40	83	42
9	42	34	48	59	41	84	39
10	42	35	38	60	44	85	41
11	44	36	39	61	43	86	43
12	41	37	37	62	47	87	42
13	41	38	37	63	47	88	42
14	42	39	41	64	42	89	43
15	44	40	42	65	43	90	42
16	42	41	41	66	42	91	42
17	43	42	41	67	38	92	39
18	41	43	46	68	41	93	41
19	40	44	46	69	42	94	38
20	40	45	45	70	41	95	42
21	43	46	43	71	40	96	46
22	42	47	43	72	46	97	45
23	40	48	42	73	45	98	42
24	40	49	41	74	45	99	43
25	40	50	41	75	42	100	43

Posted Speed Limit: 35 mph

85th Percentile Speed: 44 mph

Desirable Stopping Sight Distance for Right Turn from Stop:

$$SSD = 1.47 V t + (1.075 V^2 / a) = 1.47 (44) (2.5) + (1.075 (44)^2 / 11.2) = 348 \text{ ft}$$

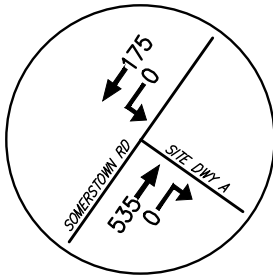
Desirable Intersection Sight Distance for Right Turn from Stop:

$$ISD = 1.47 V_{\text{major}} T_g = 1.47 (44) (7.5) = 420 \text{ ft}$$

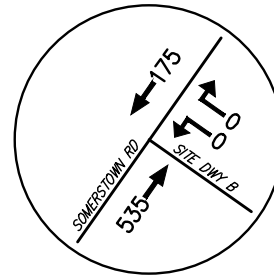
Approximate Available Sight Distance for Right Turn from Stop: 550 ft

APPENDIX B

FIGURES



1 SOMERSTOWN ROAD
& SITE DRIVEWAY A



2 SOMERSTOWN ROAD
& SITE DRIVEWAY B



BETHANY ARTS COMMUNITY

40 SOMERSTOWN ROAD

TOWN OF OSSINING, NEW YORK

2016 EXISTING VOLUMES

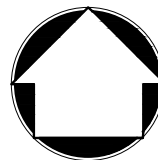
PEAK WEEKDAY AM HOUR (7:15 - 8:15)

DATE: 08/22/2016

JMC PROJECT: 16146

FIGURE: 01

SCALE: 1" = 500'



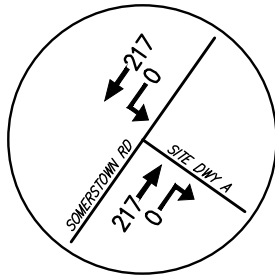
120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
fax 273-2102

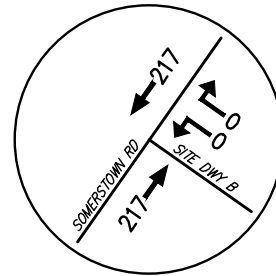
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BETHANY ARTS COMMUNITY

40 SOMERSTOWN ROAD

TOWN OF OSSINING, NEW YORK

2016 EXISTING VOLUMES

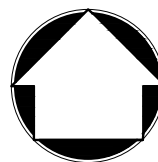
PEAK SATURDAY MIDDAY HOUR (12:45 - 1:45)

DATE: 08/22/2016

JMC PROJECT: 16146

FIGURE: 03

SCALE: 1" = 500'



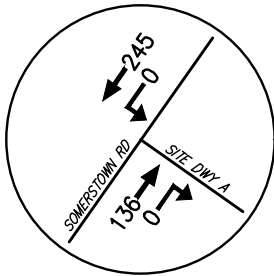
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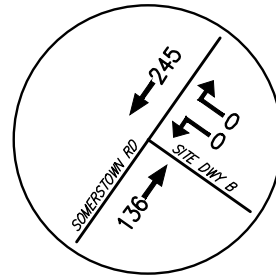


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2016 EXISTING VOLUMES

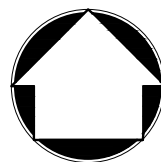
PEAK SATURDAY PM HOUR (6:45 - 7:45)

DATE: 08/22/2016

JMC PROJECT: 16146

FIGURE: 04

SCALE: 1" = 500'



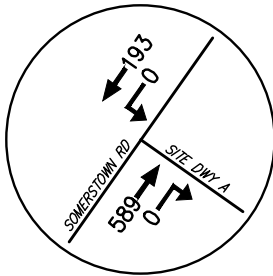
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ARMONK
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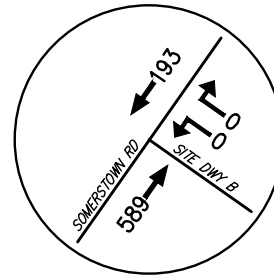
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2016 ADJUSTED EXISTING VOLUMES

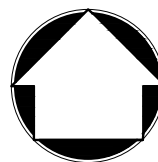
PEAK WEEKDAY AM HOUR (7:15 - 8:15)

DATE: 10/05/2016

JMC PROJECT: 16146

FIGURE: 04A

SCALE: 1" = 500'



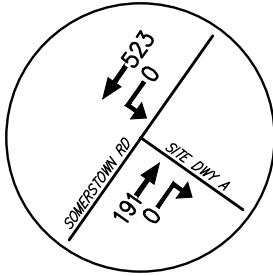
120 BEDFORD RD
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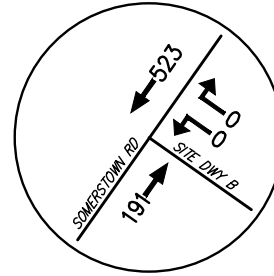
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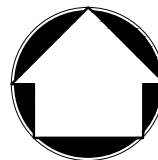
PEAK WEEKDAY PM HOUR (4:30 - 5:30)

DATE: 10/05/2016

JMC PROJECT: 16146

FIGURE: 04B

SCALE: 1" = 500'



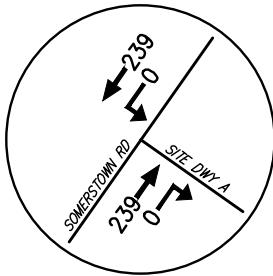
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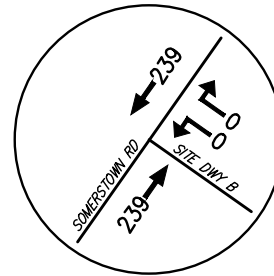
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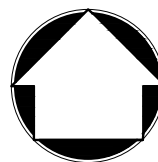
PEAK SATURDAY MIDDAY HOUR (12:45 - 1:45)

DATE: 10/05/2016

JMC PROJECT: 16146

FIGURE: 04C

SCALE: 1" = 500'



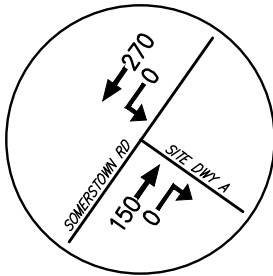
120 BEDFORD RD
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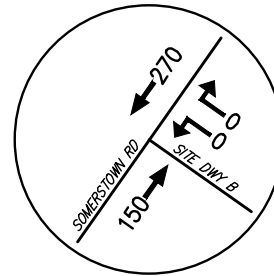
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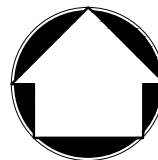
PEAK SATURDAY PM HOUR (6:45 - 7:45)

DATE: 10/05/2016

JMC PROJECT: 16146

FIGURE: 04D

SCALE: 1" = 500'



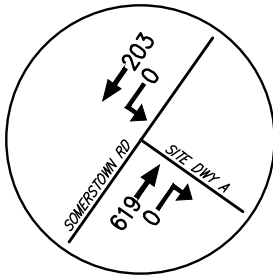
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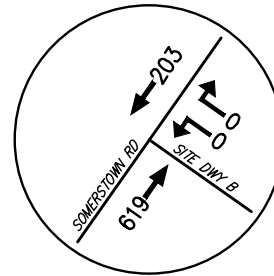
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2021 GENERAL GROWTH VOLUMES

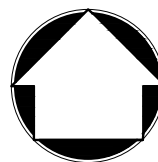
PEAK WEEKDAY AM HOUR

REVISED: 10/05/2016
DATE: 08/22/2016

JMC PROJECT: 16146

FIGURE: 05

SCALE: 1" = 500'



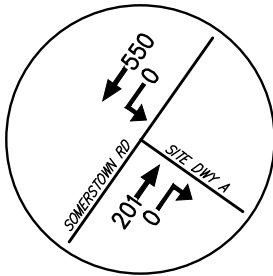
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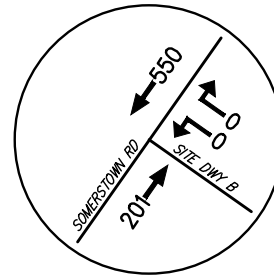
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2021 GENERAL GROWTH VOLUMES

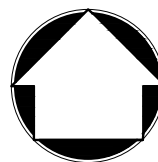
PEAK WEEKDAY PM HOUR

REVISED: 10/05/2016
DATE: 08/22/2016

JMC PROJECT: 16146

FIGURE: 06

SCALE: 1" = 500'



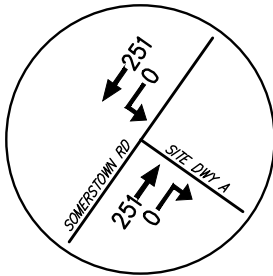
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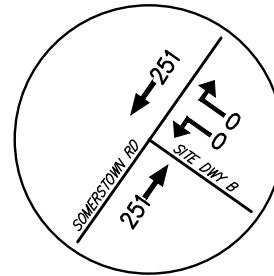
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2021 GENERAL GROWTH VOLUMES

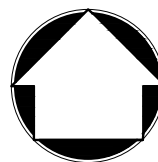
PEAK SATURDAY MIDDAY HOUR

REVISED: 10/05/2016
DATE: 08/22/2016

JMC PROJECT: 16146

FIGURE: 07

SCALE: 1" = 500'



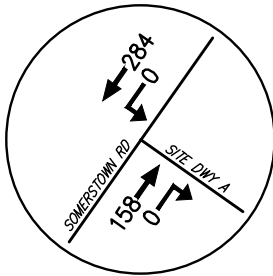
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NY 10504

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fax 273-2102

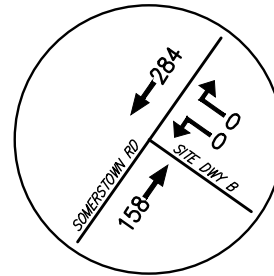
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2021 GENERAL GROWTH VOLUMES

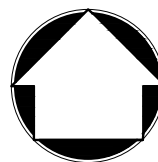
PEAK SATURDAY PM HOUR

REVISED: 10/05/2016
DATE: 08/22/2016

JMC PROJECT: 16146

FIGURE: 08

SCALE: 1" = 500'



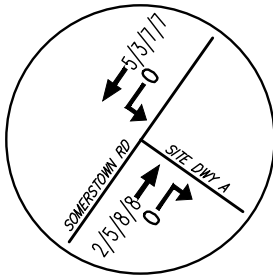
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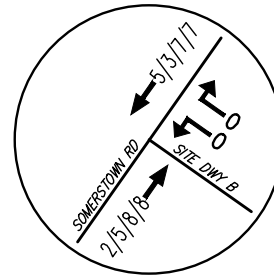


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LEGEND: PEAK WEEKDAY AM HOUR / PEAK WEEKDAY PM HOUR / PEAK SATURDAY MIDDAY HOUR / PEAK SATURDAY PM HOUR



BETHANY ARTS COMMUNITY

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TOWN OF OSSINING, NEW YORK

OTHER DEVELOPMENT VOLUMES

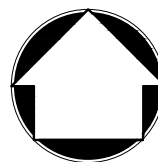
HIGHVIEW FARMS

DATE: 08/22/2016

JMC PROJECT: 16146

FIGURE: 09

SCALE: 1" = 500'



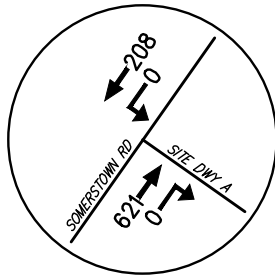
120 BEDFORD RD
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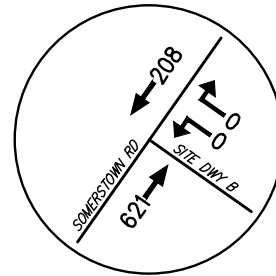
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2021 NO BUILD VOLUMES

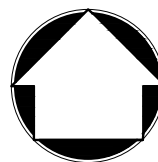
PEAK WEEKDAY AM HOUR (7:15 - 8:15)

REVISED: 10/05/2016
DATE: 08/22/2016

JMC PROJECT: 16146

FIGURE: 10

SCALE: 1" = 500'



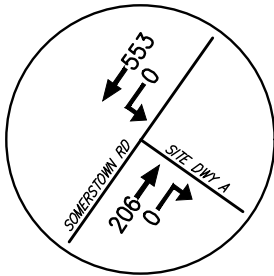
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(914) 273-5225
fax 273-2102

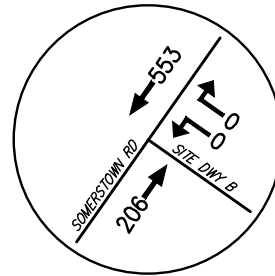
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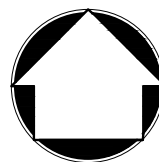
PEAK WEEKDAY PM HOUR (4:30 - 5:30)

REVISED: 10/05/2016
DATE: 08/22/2016

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FIGURE: 11

SCALE: 1" = 500'



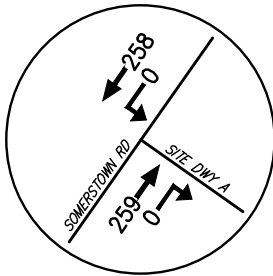
120 BEDFORD RD
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NY 10504

(914) 273-5225
fax 273-2102

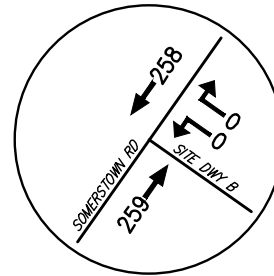
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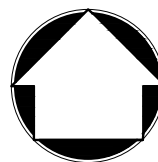
PEAK SATURDAY MIDDAY HOUR (12:45 - 1:45)

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DATE: 08/22/2016

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FIGURE: 12

SCALE: 1" = 500'



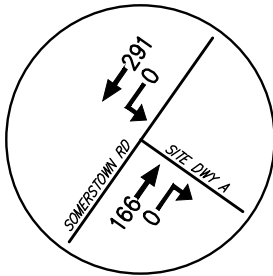
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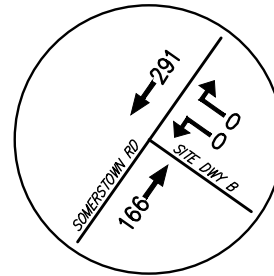
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& SITE DRIVEWAY A



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& SITE DRIVEWAY B



BETHANY ARTS COMMUNITY

40 SOMERSTOWN ROAD

TOWN OF OSSINING, NEW YORK

2021 NO BUILD VOLUMES

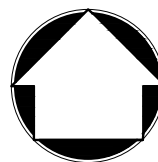
PEAK SATURDAY PM HOUR (6:45 - 7:45)

REVISED: 10/05/2016
DATE: 08/22/2016

JMC PROJECT: 16146

FIGURE: 13

SCALE: 1" = 500'



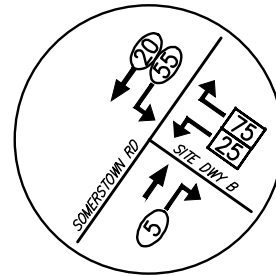
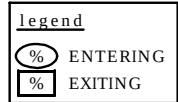
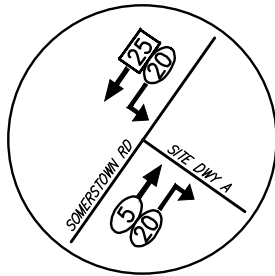
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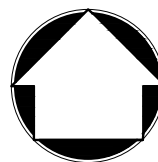
PRIMARY TRIP DISTRIBUTIONS

DATE: 08/22/2016

JMC PROJECT: 16146

FIGURE: 14

SCALE: 1" = 500'



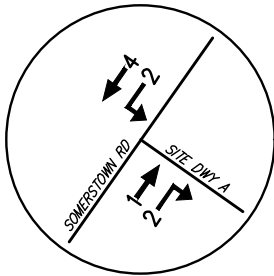
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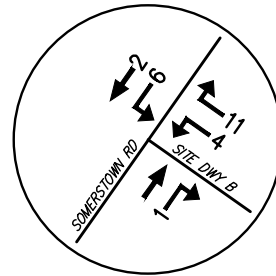


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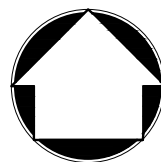
PEAK WEEKDAY AM HOUR

DATE: 08/22/2016

JMC PROJECT: 16146

FIGURE: 15

SCALE: 1" = 500'



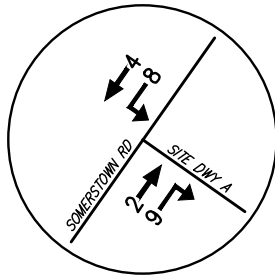
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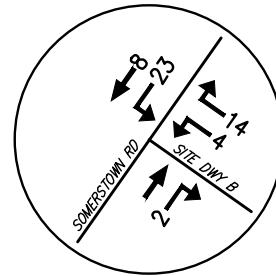
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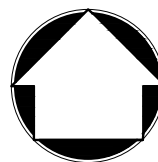
PEAK WEEKDAY PM HOUR

DATE: 08/22/2016

JMC PROJECT: 16146

FIGURE: 16

SCALE: 1" = 500'



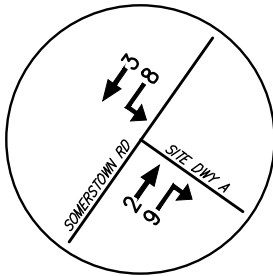
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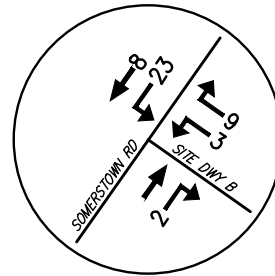
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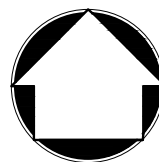
PEAK SATURDAY MIDDAY HOUR

DATE: 08/22/2016

JMC PROJECT: 16146

FIGURE: 17

SCALE: 1" = 500'



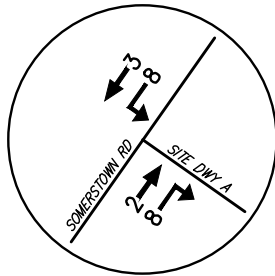
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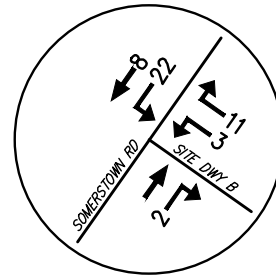
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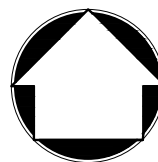
PEAK SATURDAY PM HOUR

DATE: 08/22/2016

JMC PROJECT: 16146

FIGURE: 18

SCALE: 1" = 500'



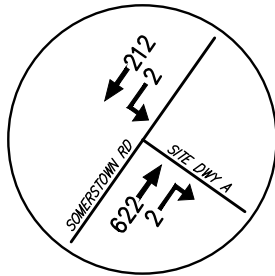
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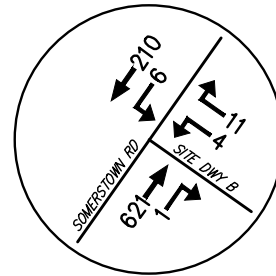
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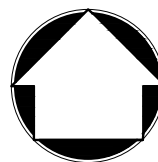
PEAK WEEKDAY AM HOUR (7:15 - 8:15)

REVISED: 10/05/2016
DATE: 08/22/2016

JMC PROJECT: 16146

FIGURE: 19

SCALE: 1" = 500'



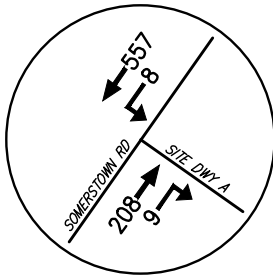
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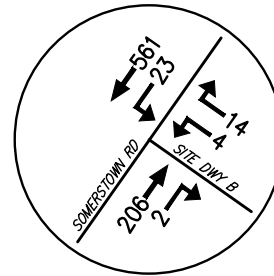
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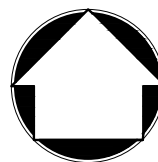
PEAK WEEKDAY PM HOUR (4:30 - 5:30)

REVISED: 10/05/2016
DATE: 08/22/2016

JMC PROJECT: 16146

FIGURE: 20

SCALE: 1" = 500'



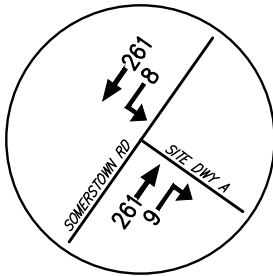
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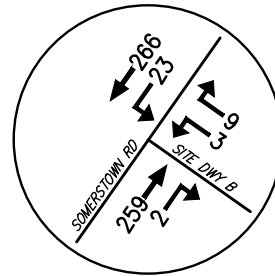
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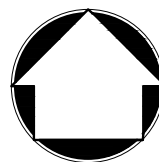
PEAK SATURDAY MIDDAY HOUR (12:45 - 1:45)

REVISED: 10/05/2016
DATE: 08/22/2016

JMC PROJECT: 16146

FIGURE: 21

SCALE: 1" = 500'



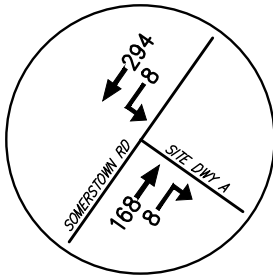
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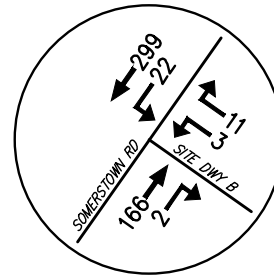
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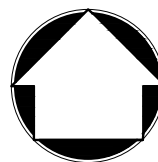
PEAK SATURDAY PM HOUR (6:45 - 7:45)

REVISED: 10/05/2016
DATE: 08/22/2016

JMC PROJECT: 16146

FIGURE: 22

SCALE: 1" = 500'



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APPENDIX C

CAPACITY ANALYSES

Lanes, Volumes, Timings
1: Somerstown Road & Site Dwy A

2016-EX-AM+10%

10/4/2016

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	589	0	0	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-1%		2%			-2%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1782	0	1783	0	0	1767
Flt Permitted						
Satd. Flow (perm)	1782	0	1783	0	0	1767
Link Speed (mph)	30		35			35
Link Distance (ft)	395		299			390
Travel Time (s)	9.0		5.8			7.6
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	2%	0%	0%	5%
Adj. Flow (vph)	0	0	685	0	0	224
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	685	0	0	224
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.06	1.06	1.03	1.03
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	34.3%		ICU Level of Service A			
Analysis Period (min)	15					

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	589	0	0	193
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, %	-1	-	2	-	-	-2
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	2	0	0	5
Mvmt Flow	0	0	685	0	0	224

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	909	685	0
Stage 1	685	-	-
Stage 2	224	-	-
Critical Hdwy	6.2	6.1	4.1
Critical Hdwy Stg 1	5.2	-	-
Critical Hdwy Stg 2	5.2	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	324	460	918
Stage 1	524	-	-
Stage 2	828	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	324	460	918
Mov Cap-2 Maneuver	324	-	-
Stage 1	524	-	-
Stage 2	828	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	918	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	0	-
HCM Lane LOS	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	-

Lanes, Volumes, Timings
2: Somerstown Road & Site Dwy B

2016-EX-AM+10%

10/4/2016

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	589	0	0	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-1%		0%			0%
Storage Length (ft)	0	0		1	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1782	0	1801	0	0	1749
Flt Permitted						
Satd. Flow (perm)	1782	0	1801	0	0	1749
Link Speed (mph)	30		35			35
Link Distance (ft)	298		390			347
Travel Time (s)	6.8		7.6			6.8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	2%	0%	0%	5%
Adj. Flow (vph)	0	0	685	0	0	224
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	685	0	0	224
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	34.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	589	0	0	193
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, %	-1	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	2	0	0	5
Mvmt Flow	0	0	685	0	0	224
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	909	685	0	0	685	0
Stage 1	685	-	-	-	-	-
Stage 2	224	-	-	-	-	-
Critical Hdwy	6.2	6.1	-	-	4.1	-
Critical Hdwy Stg 1	5.2	-	-	-	-	-
Critical Hdwy Stg 2	5.2	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	324	460	-	-	918	-
Stage 1	524	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	324	460	-	-	918	-
Mov Cap-2 Maneuver	324	-	-	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	0		0		0	
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	918	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Lanes, Volumes, Timings
1: Somerstown Road & Site Dwy A

2016-EX-PM+10%

10/4/2016

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	191	0	0	523
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-1%		2%			-2%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1782	0	1748	0	0	1837
Flt Permitted						
Satd. Flow (perm)	1782	0	1748	0	0	1837
Link Speed (mph)	30		35			35
Link Distance (ft)	395		299			390
Travel Time (s)	9.0		5.8			7.6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	4%	0%	0%	1%
Adj. Flow (vph)	0	0	212	0	0	581
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	212	0	0	581
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.06	1.06	1.03	1.03
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	30.9%		ICU Level of Service A			
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	191	0	0	523
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, %	-1	-	2	-	-	-2
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	4	0	0	1
Mvmt Flow	0	0	212	0	0	581
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	793	212	0	0	212	0
Stage 1	212	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Critical Hdwy	6.2	6.1	-	-	4.1	-
Critical Hdwy Stg 1	5.2	-	-	-	-	-
Critical Hdwy Stg 2	5.2	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	377	838	-	-	1370	-
Stage 1	838	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	377	838	-	-	1370	-
Mov Cap-2 Maneuver	377	-	-	-	-	-
Stage 1	838	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	-	1370	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Lanes, Volumes, Timings
2: Somerstown Road & Site Dwy B

2016-EX-PM+10%

10/4/2016

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	191	0	0	523
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-1%		0%			0%
Storage Length (ft)	0	0		1	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1782	0	1766	0	0	1818
Flt Permitted						
Satd. Flow (perm)	1782	0	1766	0	0	1818
Link Speed (mph)	30		35			35
Link Distance (ft)	298		390			347
Travel Time (s)	6.8		7.6			6.8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	4%	0%	0%	1%
Adj. Flow (vph)	0	0	212	0	0	581
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	212	0	0	581
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	30.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	191	0	0	523
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, %	-1	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	4	0	0	1
Mvmt Flow	0	0	212	0	0	581
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	793	212	0	0	212	0
Stage 1	212	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Critical Hdwy	6.2	6.1	-	-	4.1	-
Critical Hdwy Stg 1	5.2	-	-	-	-	-
Critical Hdwy Stg 2	5.2	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	377	838	-	-	1370	-
Stage 1	838	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	377	838	-	-	1370	-
Mov Cap-2 Maneuver	377	-	-	-	-	-
Stage 1	838	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	1370	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Lanes, Volumes, Timings
1: Somerstown Road & Site Dwy A

2016-EX-SAT-MID+10%

10/4/2016

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	239	0	0	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-1%		2%			-2%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1782	0	1800	0	0	1819
Flt Permitted						
Satd. Flow (perm)	1782	0	1800	0	0	1819
Link Speed (mph)	30		35			35
Link Distance (ft)	395		299			390
Travel Time (s)	9.0		5.8			7.6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	0	0	266	0	0	266
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	266	0	0	266
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.06	1.06	1.03	1.03
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	15.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	239	0	0	239
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, %	-1	-	2	-	-	-2
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	0	266	0	0	266

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	532	266	0
Stage 1	266	-	-
Stage 2	266	-	-
Critical Hdwy	6.2	6.1	4.1
Critical Hdwy Stg 1	5.2	-	-
Critical Hdwy Stg 2	5.2	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	527	783	1310
Stage 1	795	-	-
Stage 2	795	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	527	783	1310
Mov Cap-2 Maneuver	527	-	-
Stage 1	795	-	-
Stage 2	795	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	1310	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	0	-
HCM Lane LOS	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	-

Lanes, Volumes, Timings
2: Somerstown Road & Site Dwy B

2016-EX-SAT-MID+10%

10/4/2016

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	239	0	0	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-1%		0%			0%
Storage Length (ft)	0	0		1	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1782	0	1818	0	0	1801
Flt Permitted						
Satd. Flow (perm)	1782	0	1818	0	0	1801
Link Speed (mph)	30		35			35
Link Distance (ft)	298		390			347
Travel Time (s)	6.8		7.6			6.8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	0	0	266	0	0	266
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	266	0	0	266
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	15.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	239	0	0	239
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, %	-1	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	0	266	0	0	266
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	532	266	0	0	266	0
Stage 1	266	-	-	-	-	-
Stage 2	266	-	-	-	-	-
Critical Hdwy	6.2	6.1	-	-	4.1	-
Critical Hdwy Stg 1	5.2	-	-	-	-	-
Critical Hdwy Stg 2	5.2	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	527	783	-	-	1310	-
Stage 1	795	-	-	-	-	-
Stage 2	795	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	527	783	-	-	1310	-
Mov Cap-2 Maneuver	527	-	-	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	795	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	1310	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Lanes, Volumes, Timings
1: Somerstown Road & Site Dwy A

2016-EX-SAT-PM+10%

10/4/2016

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	150	0	0	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-1%		2%			-2%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1782	0	1800	0	0	1837
Flt Permitted						
Satd. Flow (perm)	1782	0	1800	0	0	1837
Link Speed (mph)	30		35			35
Link Distance (ft)	395		299			390
Travel Time (s)	9.0		5.8			7.6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	0	0	172	0	0	310
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	172	0	0	310
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.06	1.06	1.03	1.03
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	17.5%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	150	0	0	270
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, %	-1	-	2	-	-	-2
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	0	0	172	0	0	310

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	482	172	0
Stage 1	172	-	-
Stage 2	310	-	-
Critical Hdwy	6.2	6.1	4.1
Critical Hdwy Stg 1	5.2	-	-
Critical Hdwy Stg 2	5.2	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	562	881	1417
Stage 1	871	-	-
Stage 2	761	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	562	881	1417
Mov Cap-2 Maneuver	562	-	-
Stage 1	871	-	-
Stage 2	761	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1417
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Lanes, Volumes, Timings
2: Somerstown Road & Site Dwy B

2016-EX-SAT-PM+10%

10/4/2016

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	150	0	0	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-1%		0%			0%
Storage Length (ft)	0	0		1	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1782	0	1818	0	0	1818
Flt Permitted						
Satd. Flow (perm)	1782	0	1818	0	0	1818
Link Speed (mph)	30		35			35
Link Distance (ft)	298		390			347
Travel Time (s)	6.8		7.6			6.8
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	0	0	172	0	0	310
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	172	0	0	310
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	17.5%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	150	0	0	270
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, %	-1	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	0	0	172	0	0	310
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	482	172	0	0	172	0
Stage 1	172	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Critical Hdwy	6.2	6.1	-	-	4.1	-
Critical Hdwy Stg 1	5.2	-	-	-	-	-
Critical Hdwy Stg 2	5.2	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	562	881	-	-	1417	-
Stage 1	871	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	562	881	-	-	1417	-
Mov Cap-2 Maneuver	562	-	-	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	1417	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Lanes, Volumes, Timings
1: Somerstown Road & Site Dwy A

2021-NB-AM

10/4/2016

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	621	0	0	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-1%		2%			-2%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1782	0	1783	0	0	1767
Flt Permitted						
Satd. Flow (perm)	1782	0	1783	0	0	1767
Link Speed (mph)	30		35			35
Link Distance (ft)	395		299			390
Travel Time (s)	9.0		5.8			7.6
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	2%	0%	0%	5%
Adj. Flow (vph)	0	0	722	0	0	242
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	722	0	0	242
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.06	1.06	1.03	1.03
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 36.0%			ICU Level of Service A			
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	621	0	0	208
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, %	-1	-	2	-	-	-2
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	2	0	0	5
Mvmt Flow	0	0	722	0	0	242
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	964	722	0	0	722	0
Stage 1	722	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	6.2	6.1	-	-	4.1	-
Critical Hdwy Stg 1	5.2	-	-	-	-	-
Critical Hdwy Stg 2	5.2	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	301	439	-	-	889	-
Stage 1	504	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	301	439	-	-	889	-
Mov Cap-2 Maneuver	301	-	-	-	-	-
Stage 1	504	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	0		0		0	
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	-	889	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Lanes, Volumes, Timings
2: Somerstown Road & Site Dwy B

2021-NB-AM

10/4/2016

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	621	0	0	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-1%		0%			0%
Storage Length (ft)	0	0		1	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1782	0	1801	0	0	1749
Flt Permitted						
Satd. Flow (perm)	1782	0	1801	0	0	1749
Link Speed (mph)	30		35			35
Link Distance (ft)	298		390			347
Travel Time (s)	6.8		7.6			6.8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	2%	0%	0%	5%
Adj. Flow (vph)	0	0	722	0	0	242
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	722	0	0	242
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	36.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	621	0	0	208
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, %	-1	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	2	0	0	5
Mvmt Flow	0	0	722	0	0	242
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	964	722	0	0	722	0
Stage 1	722	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	6.2	6.1	-	-	4.1	-
Critical Hdwy Stg 1	5.2	-	-	-	-	-
Critical Hdwy Stg 2	5.2	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	301	439	-	-	889	-
Stage 1	504	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	301	439	-	-	889	-
Mov Cap-2 Maneuver	301	-	-	-	-	-
Stage 1	504	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	0		0		0	
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	-	889	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Lanes, Volumes, Timings
1: Somerstown Road & Site Dwy A

2021-NB-PM

10/4/2016

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	206	0	0	553
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-1%		2%			-2%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1782	0	1748	0	0	1837
Flt Permitted						
Satd. Flow (perm)	1782	0	1748	0	0	1837
Link Speed (mph)	30		35			35
Link Distance (ft)	395		299			390
Travel Time (s)	9.0		5.8			7.6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	4%	0%	0%	1%
Adj. Flow (vph)	0	0	229	0	0	614
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	229	0	0	614
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.06	1.06	1.03	1.03
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	32.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	206	0	0	553
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, %	-1	-	2	-	-	-2
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	4	0	0	1
Mvmt Flow	0	0	229	0	0	614
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	843	229	0	0	229	0
Stage 1	229	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Critical Hdwy	6.2	6.1	-	-	4.1	-
Critical Hdwy Stg 1	5.2	-	-	-	-	-
Critical Hdwy Stg 2	5.2	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	353	820	-	-	1351	-
Stage 1	824	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	353	820	-	-	1351	-
Mov Cap-2 Maneuver	353	-	-	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	0		0		0	
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	-	1351	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Lanes, Volumes, Timings
2: Somerstown Road & Site Dwy B

2021-NB-PM

10/4/2016

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	206	0	0	553
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-1%		0%			0%
Storage Length (ft)	0	0		1	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1782	0	1766	0	0	1818
Flt Permitted						
Satd. Flow (perm)	1782	0	1766	0	0	1818
Link Speed (mph)	30		35			35
Link Distance (ft)	298		390			347
Travel Time (s)	6.8		7.6			6.8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	4%	0%	0%	1%
Adj. Flow (vph)	0	0	229	0	0	614
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	229	0	0	614
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	32.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	206	0	0	553
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, %	-1	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	4	0	0	1
Mvmt Flow	0	0	229	0	0	614
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	843	229	0	0	229	0
Stage 1	229	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Critical Hdwy	6.2	6.1	-	-	4.1	-
Critical Hdwy Stg 1	5.2	-	-	-	-	-
Critical Hdwy Stg 2	5.2	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	353	820	-	-	1351	-
Stage 1	824	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	353	820	-	-	1351	-
Mov Cap-2 Maneuver	353	-	-	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	0		0		0	
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	-	1351	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Lanes, Volumes, Timings
1: Somerstown Road & Site Dwy A

2021-NB-SAT-MID

10/4/2016

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	259	0	0	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-1%		2%			-2%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1782	0	1800	0	0	1819
Flt Permitted						
Satd. Flow (perm)	1782	0	1800	0	0	1819
Link Speed (mph)	30		35			35
Link Distance (ft)	395		299			390
Travel Time (s)	9.0		5.8			7.6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	0	0	288	0	0	287
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	288	0	0	287
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.06	1.06	1.03	1.03
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 17.0%			ICU Level of Service A			
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	259	0	0	258
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, %	-1	-	2	-	-	-2
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	0	288	0	0	287
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	575	288	0	0	288	0
Stage 1	288	-	-	-	-	-
Stage 2	287	-	-	-	-	-
Critical Hdwy	6.2	6.1	-	-	4.1	-
Critical Hdwy Stg 1	5.2	-	-	-	-	-
Critical Hdwy Stg 2	5.2	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	499	762	-	-	1286	-
Stage 1	778	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	499	762	-	-	1286	-
Mov Cap-2 Maneuver	499	-	-	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	-	1286	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Lanes, Volumes, Timings
2: Somerstown Road & Site Dwy B

2021-NB-SAT-MID

10/4/2016

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	259	0	0	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-1%		0%			0%
Storage Length (ft)	0	0		1	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1782	0	1818	0	0	1801
Flt Permitted						
Satd. Flow (perm)	1782	0	1818	0	0	1801
Link Speed (mph)	30		35			35
Link Distance (ft)	298		390			347
Travel Time (s)	6.8		7.6			6.8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	0	0	288	0	0	287
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	288	0	0	287
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	17.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	259	0	0	258
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, %	-1	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	0	0	288	0	0	287
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	575	288	0	0	288	0
Stage 1	288	-	-	-	-	-
Stage 2	287	-	-	-	-	-
Critical Hdwy	6.2	6.1	-	-	4.1	-
Critical Hdwy Stg 1	5.2	-	-	-	-	-
Critical Hdwy Stg 2	5.2	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	499	762	-	-	1286	-
Stage 1	778	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	499	762	-	-	1286	-
Mov Cap-2 Maneuver	499	-	-	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	0		0		0	
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	-	1286	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Lanes, Volumes, Timings
1: Somerstown Road & Site Dwy A

2021-NB-SAT-PM

10/4/2016

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	166	0	0	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-1%		2%			-2%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1782	0	1800	0	0	1837
Flt Permitted						
Satd. Flow (perm)	1782	0	1800	0	0	1837
Link Speed (mph)	30		35			35
Link Distance (ft)	395		299			390
Travel Time (s)	9.0		5.8			7.6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	0	0	191	0	0	334
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	191	0	0	334
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.06	1.06	1.03	1.03
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	18.6%		ICU Level of Service A			
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR		NBT	NBR	SBL SBT
Vol, veh/h	0	0		166	0	0 291
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, %	-1	-		2	-	- -2
Peak Hour Factor	87	87		87	87	87 87
Heavy Vehicles, %	0	0		1	0	0 1
Mvmt Flow	0	0		191	0	0 334
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	525	191	0	0	191	0
Stage 1	191	-	-	-	-	-
Stage 2	334	-	-	-	-	-
Critical Hdwy	6.2	6.1	-	-	4.1	-
Critical Hdwy Stg 1	5.2	-	-	-	-	-
Critical Hdwy Stg 2	5.2	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	532	860	-	-	1395	-
Stage 1	855	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	532	860	-	-	1395	-
Mov Cap-2 Maneuver	532	-	-	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	0		0		0	
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	-	1395	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Lanes, Volumes, Timings
2: Somerstown Road & Site Dwy B

2021-NB-SAT-PM

10/4/2016

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	166	0	0	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-1%		0%			0%
Storage Length (ft)	0	0		1	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1782	0	1818	0	0	1818
Flt Permitted						
Satd. Flow (perm)	1782	0	1818	0	0	1818
Link Speed (mph)	30		35			35
Link Distance (ft)	298		390			347
Travel Time (s)	6.8		7.6			6.8
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	0	0	191	0	0	334
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	191	0	0	334
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	18.6%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	166	0	0	291
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, %	-1	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	0	0	191	0	0	334

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	525	191	0
Stage 1	191	-	-
Stage 2	334	-	-
Critical Hdwy	6.2	6.1	4.1
Critical Hdwy Stg 1	5.2	-	-
Critical Hdwy Stg 2	5.2	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	532	860	1395
Stage 1	855	-	-
Stage 2	744	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	532	860	1395
Mov Cap-2 Maneuver	532	-	-
Stage 1	855	-	-
Stage 2	744	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1395
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Lanes, Volumes, Timings
1: Somerstown Road & Site Dwy A

2021-BD-AM

10/4/2016

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	622	2	2	212
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-1%		2%			-2%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1782	0	1783	0	0	1767
Flt Permitted						
Satd. Flow (perm)	1782	0	1783	0	0	1767
Link Speed (mph)	30		35			35
Link Distance (ft)	395		299			390
Travel Time (s)	9.0		5.8			7.6
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	2%	0%	0%	5%
Adj. Flow (vph)	0	0	723	2	2	247
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	725	0	0	249
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.06	1.06	1.03	1.03
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization 36.2%			ICU Level of Service A			
Analysis Period (min) 15						

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	0	0	622	2	2	212
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, %	-1	-	2	-	-	-2
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	2	0	0	5
Mvmt Flow	0	0	723	2	2	247

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	975	724	0 0 726 0
Stage 1	724	-	- - - -
Stage 2	251	-	- - - -
Critical Hdwy	6.2	6.1	- - 4.1 -
Critical Hdwy Stg 1	5.2	-	- - - -
Critical Hdwy Stg 2	5.2	-	- - - -
Follow-up Hdwy	3.5	3.3	- - 2.2 -
Pot Cap-1 Maneuver	297	438	- - 886 -
Stage 1	503	-	- - - -
Stage 2	807	-	- - - -
Platoon blocked, %			- - - -
Mov Cap-1 Maneuver	296	438	- - 886 -
Mov Cap-2 Maneuver	296	-	- - - -
Stage 1	503	-	- - - -
Stage 2	805	-	- - - -

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	886
HCM Lane V/C Ratio	-	-	-	0.003
HCM Control Delay (s)	-	-	0	9.1
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Lanes, Volumes, Timings
2: Somerstown Road & Site Dwy B

2021-BD-AM
10/4/2016

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	4	11	621	1	6	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	11	11	11	11
Grade (%)	-1%		0%			0%
Storage Length (ft)	0	0		1	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902					
Flt Protected	0.986					0.999
Satd. Flow (prot)	1755	0	1801	0	0	1750
Flt Permitted	0.986					0.999
Satd. Flow (perm)	1755	0	1801	0	0	1750
Link Speed (mph)	30		35			35
Link Distance (ft)	298		390			347
Travel Time (s)	6.8		7.6			6.8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	2%	0%	0%	5%
Adj. Flow (vph)	5	13	722	1	7	244
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	723	0	0	251
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	13		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	42.7%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	4	11	621	1	6	210
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, %	-1	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	0	2	0	0	5
Mvmt Flow	5	13	722	1	7	244

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	981	723	0
Stage 1	723	-	-
Stage 2	258	-	-
Critical Hdwy	6.2	6.1	4.1
Critical Hdwy Stg 1	5.2	-	-
Critical Hdwy Stg 2	5.2	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	295	438	889
Stage 1	504	-	-
Stage 2	801	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	292	438	889
Mov Cap-2 Maneuver	292	-	-
Stage 1	504	-	-
Stage 2	794	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.8	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	386	889
HCM Lane V/C Ratio	-	-	0.045	0.008
HCM Control Delay (s)	-	-	14.8	9.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Lanes, Volumes, Timings
1: Somerstown Road & Site Dwy A

2021-BD-PM

10/4/2016

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	208	9	8	557
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-1%		2%			-2%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994			
Flt Protected						0.999
Satd. Flow (prot)	1782	0	1741	0	0	1835
Flt Permitted						0.999
Satd. Flow (perm)	1782	0	1741	0	0	1835
Link Speed (mph)	30		35			35
Link Distance (ft)	395		299			390
Travel Time (s)	9.0		5.8			7.6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	4%	0%	0%	1%
Adj. Flow (vph)	0	0	231	10	9	619
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	241	0	0	628
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.06	1.06	1.03	1.03
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	39.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR		NBT	NBR	SBL SBT
Vol, veh/h	0	0		208	9	8 557
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, %	-1	-		2	-	- -2
Peak Hour Factor	90	90		90	90	90 90
Heavy Vehicles, %	0	0		4	0	0 1
Mvmt Flow	0	0		231	10	9 619
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	873	236		0	0	241 0
Stage 1	236	-		-	-	- -
Stage 2	637	-		-	-	- -
Critical Hdwy	6.2	6.1		-	-	4.1 -
Critical Hdwy Stg 1	5.2	-		-	-	- -
Critical Hdwy Stg 2	5.2	-		-	-	- -
Follow-up Hdwy	3.5	3.3		-	-	2.2 -
Pot Cap-1 Maneuver	339	813		-	-	1337 -
Stage 1	819	-		-	-	- -
Stage 2	550	-		-	-	- -
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	336	813		-	-	1337 -
Mov Cap-2 Maneuver	336	-		-	-	- -
Stage 1	819	-		-	-	- -
Stage 2	545	-		-	-	- -
Approach	WB		NB		SB	
HCM Control Delay, s	0		0		0.1	
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	-	1337	-	
HCM Lane V/C Ratio	-	-	-	0.007	-	
HCM Control Delay (s)	-	-	0	7.7	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Lanes, Volumes, Timings
2: Somerstown Road & Site Dwy B

2021-BD-PM

10/4/2016

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	4	14	206	2	23	561
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	11	11	11	11
Grade (%)	-1%		0%			0%
Storage Length (ft)	0	0		1	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.892		0.999			
Flt Protected	0.990					0.998
Satd. Flow (prot)	1742	0	1765	0	0	1816
Flt Permitted	0.990					0.998
Satd. Flow (perm)	1742	0	1765	0	0	1816
Link Speed (mph)	30		35			35
Link Distance (ft)	298		390			347
Travel Time (s)	6.8		7.6			6.8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	4%	0%	0%	1%
Adj. Flow (vph)	4	16	229	2	26	623
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	0	231	0	0	649
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	13		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	55.1%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR		NBT	NBR	SBL SBT
Vol, veh/h	4	14		206	2	23 561
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, %	-1	-		0	-	- 0
Peak Hour Factor	90	90		90	90	90 90
Heavy Vehicles, %	0	0		4	0	0 1
Mvmt Flow	4	16		229	2	26 623
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	904	230	0	0	231	0
Stage 1	230	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Critical Hdwy	6.2	6.1	-	-	4.1	-
Critical Hdwy Stg 1	5.2	-	-	-	-	-
Critical Hdwy Stg 2	5.2	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	326	819	-	-	1349	-
Stage 1	823	-	-	-	-	-
Stage 2	530	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	317	819	-	-	1349	-
Mov Cap-2 Maneuver	317	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	515	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	11.1		0		0.3	
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	606	1349	-	
HCM Lane V/C Ratio	-	-	0.033	0.019	-	
HCM Control Delay (s)	-	-	11.1	7.7	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

Lanes, Volumes, Timings
1: Somerstown Road & Site Dwy A

2021-BD-SAT-MID

10/4/2016

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	261	9	8	261
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-1%		2%			-2%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.995			
Flt Protected						0.998
Satd. Flow (prot)	1782	0	1792	0	0	1816
Flt Permitted						0.998
Satd. Flow (perm)	1782	0	1792	0	0	1816
Link Speed (mph)	30		35			35
Link Distance (ft)	395		299			390
Travel Time (s)	9.0		5.8			7.6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	0	0	290	10	9	290
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	300	0	0	299
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.06	1.06	1.03	1.03
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	23.5%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR		NBT	NBR	SBL SBT
Vol, veh/h	0	0		261	9	8 261
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, %	-1	-		2	-	- -2
Peak Hour Factor	90	90		90	90	90 90
Heavy Vehicles, %	0	0		1	0	0 2
Mvmt Flow	0	0		290	10	9 290
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	603	295		0	0	300 0
Stage 1	295	-		-	-	- -
Stage 2	308	-		-	-	- -
Critical Hdwy	6.2	6.1		-	-	4.1 -
Critical Hdwy Stg 1	5.2	-		-	-	- -
Critical Hdwy Stg 2	5.2	-		-	-	- -
Follow-up Hdwy	3.5	3.3		-	-	2.2 -
Pot Cap-1 Maneuver	481	755		-	-	1273 -
Stage 1	773	-		-	-	- -
Stage 2	763	-		-	-	- -
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	477	755		-	-	1273 -
Mov Cap-2 Maneuver	477	-		-	-	- -
Stage 1	773	-		-	-	- -
Stage 2	757	-		-	-	- -
Approach	WB		NB		SB	
HCM Control Delay, s	0		0		0.2	
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	-	1273	-	
HCM Lane V/C Ratio	-	-	-	0.007	-	
HCM Control Delay (s)	-	-	0	7.8	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Lanes, Volumes, Timings
2: Somerstown Road & Site Dwy B

2021-BD-SAT-MID

10/4/2016

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	3	9	259	2	23	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	11	11	11	11
Grade (%)	-1%		0%			0%
Storage Length (ft)	0	0		1	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.896		0.999			
Flt Protected	0.989					0.996
Satd. Flow (prot)	1748	0	1817	0	0	1796
Flt Permitted	0.989					0.996
Satd. Flow (perm)	1748	0	1817	0	0	1796
Link Speed (mph)	30		35			35
Link Distance (ft)	298		390			347
Travel Time (s)	6.8		7.6			6.8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%
Adj. Flow (vph)	3	10	288	2	26	296
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	290	0	0	322
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	13		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	42.4%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR		NBT	NBR	SBL SBT
Vol, veh/h	3	9		259	2	23 266
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, %	-1	-		0	-	- 0
Peak Hour Factor	90	90		90	90	90 90
Heavy Vehicles, %	0	0		1	0	0 2
Mvmt Flow	3	10		288	2	26 296
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	636	289		0	0	290 0
Stage 1	289	-		-	-	- -
Stage 2	347	-		-	-	- -
Critical Hdwy	6.2	6.1		-	-	4.1 -
Critical Hdwy Stg 1	5.2	-		-	-	- -
Critical Hdwy Stg 2	5.2	-		-	-	- -
Follow-up Hdwy	3.5	3.3		-	-	2.2 -
Pot Cap-1 Maneuver	461	761		-	-	1283 -
Stage 1	777	-		-	-	- -
Stage 2	734	-		-	-	- -
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	450	761		-	-	1283 -
Mov Cap-2 Maneuver	450	-		-	-	- -
Stage 1	777	-		-	-	- -
Stage 2	716	-		-	-	- -
Approach	WB		NB		SB	
HCM Control Delay, s	10.7		0		0.6	
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	649	1283	-	
HCM Lane V/C Ratio	-	-	0.021	0.02	-	
HCM Control Delay (s)	-	-	10.7	7.9	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

Lanes, Volumes, Timings
1: Somerstown Road & Site Dwy A

2021-BD-SAT-PM

10/4/2016

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	168	8	8	294
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-1%		2%			-2%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.994			
Flt Protected						0.999
Satd. Flow (prot)	1782	0	1790	0	0	1835
Flt Permitted						0.999
Satd. Flow (perm)	1782	0	1790	0	0	1835
Link Speed (mph)	30		35			35
Link Distance (ft)	395		299			390
Travel Time (s)	9.0		5.8			7.6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	0	0	193	9	9	338
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	202	0	0	347
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.06	1.06	1.03	1.03
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	25.2%		ICU Level of Service A			
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR		NBT	NBR	SBL SBT
Vol, veh/h	0	0		168	8	8 294
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, %	-1	-		2	-	- -2
Peak Hour Factor	87	87		87	87	87 87
Heavy Vehicles, %	0	0		1	0	0 1
Mvmt Flow	0	0		193	9	9 338
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	554	198	0	0	202	0
Stage 1	198	-	-	-	-	-
Stage 2	356	-	-	-	-	-
Critical Hdwy	6.2	6.1	-	-	4.1	-
Critical Hdwy Stg 1	5.2	-	-	-	-	-
Critical Hdwy Stg 2	5.2	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	512	853	-	-	1382	-
Stage 1	849	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	508	853	-	-	1382	-
Mov Cap-2 Maneuver	508	-	-	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	0		0		0.2	
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	-	1382	-	
HCM Lane V/C Ratio	-	-	-	0.007	-	
HCM Control Delay (s)	-	-	0	7.6	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Lanes, Volumes, Timings
2: Somerstown Road & Site Dwy B

2021-BD-SAT-PM

10/4/2016

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	3	11	166	2	22	299
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	11	11	11	11
Grade (%)	-1%		0%			0%
Storage Length (ft)	0	0		1	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.890		0.999			
Flt Protected	0.991					0.997
Satd. Flow (prot)	1740	0	1817	0	0	1814
Flt Permitted	0.991					0.997
Satd. Flow (perm)	1740	0	1817	0	0	1814
Link Speed (mph)	30		35			35
Link Distance (ft)	298		390			347
Travel Time (s)	6.8		7.6			6.8
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Adj. Flow (vph)	3	13	191	2	25	344
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	193	0	0	369
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	13		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	0.95	0.95	1.04	1.04	1.04	1.04
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	39.1%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR		NBT	NBR	SBL SBT
Vol, veh/h	3	11		166	2	22 299
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, %	-1	-		0	-	- 0
Peak Hour Factor	87	87		87	87	87 87
Heavy Vehicles, %	0	0		1	0	0 1
Mvmt Flow	3	13		191	2	25 344
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	586	192		0	0	193 0
Stage 1	192	-		-	-	- -
Stage 2	394	-		-	-	- -
Critical Hdwy	6.2	6.1		-	-	4.1 -
Critical Hdwy Stg 1	5.2	-		-	-	- -
Critical Hdwy Stg 2	5.2	-		-	-	- -
Follow-up Hdwy	3.5	3.3		-	-	2.2 -
Pot Cap-1 Maneuver	492	859		-	-	1392 -
Stage 1	854	-		-	-	- -
Stage 2	701	-		-	-	- -
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	481	859		-	-	1392 -
Mov Cap-2 Maneuver	481	-		-	-	- -
Stage 1	854	-		-	-	- -
Stage 2	686	-		-	-	- -
Approach	WB		NB		SB	
HCM Control Delay, s	10		0		0.5	
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	735	1392	-	
HCM Lane V/C Ratio	-	-	0.022	0.018	-	
HCM Control Delay (s)	-	-	10	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

APPENDIX D

TURNING MOVEMENT COUNTS

ENTER COUNT DATA ON THIS PAGE

JOB NO:	16146
NAME:	HL
INT #:	1

DATE:	7/21/2016
PERIOD:	7-9AM & 4-6PM
LOCATION:	40 Somertown Rd

CALCULATIONS - DO NOT EDIT THIS SHEET

JOB NO:	16146
NAME:	HL
INT #:	1

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PEDESTRIAN MOVEMENT				TOTAL PEDS	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 7:15 AM	TOTAL	27	79	0	0	0	0	0	0	0	0	0	0	106						
	TRUCK	0	4	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
7:15 - 7:30 AM	TOTAL	34	141	0	0	0	0	0	0	0	0	0	0	175						
	TRUCK	3	1	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
7:30 - 7:45 AM	TOTAL	44	149	0	0	0	0	0	0	0	0	0	0	193						
	TRUCK	1	3	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
7:45 - 8:00 AM	TOTAL	37	99	0	0	0	0	0	0	0	0	0	0	136						
	TRUCK	3	4	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
8:00 - 8:15 AM	TOTAL	60	146	0	0	0	0	0	0	0	0	0	0	206						
	TRUCK	2	2	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
8:15 - 8:30 AM	TOTAL	48	83	4	0	0	0	0	0	0	0	0	0	135						
	TRUCK	1	1	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
8:30 - 8:45 AM	TOTAL	47	68	0	0	0	0	0	0	0	0	0	0	115						
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
8:45 - 9:00 AM	TOTAL	51	69	1	0	0	0	0	0	0	0	0	0	121						
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
4:00 - 4:15 PM	TOTAL	62	84	0	0	0	0	0	0	0	0	0	0	146						
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
4:15 - 4:30 PM	TOTAL	86	41	0	0	0	0	0	0	0	0	0	0	127						
	TRUCK	0	1	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
4:30 - 4:45 PM	TOTAL	103	47	0	0	0	0	0	0	0	0	0	0	150						
	TRUCK	2	1	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
4:45 - 5:00 PM	TOTAL	124	49	0	0	0	0	0	0	0	0	0	0	173						
	TRUCK	3	2	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
5:00 - 5:15 PM	TOTAL	107	38	0	0	0	0	0	0	0	0	0	0	145						
	TRUCK	0	3	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
5:15 - 5:30 PM	TOTAL	141	39	0	0	0	0	0	0	0	0	0	0	180						
	TRUCK	2	1	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
5:30 - 5:45 PM	TOTAL	122	27	0	0	0	0	0	0	0	0	0	0	149						
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	
5:45 - 6:00 PM	TOTAL	98	37	0	0	0	0	0	0	0	0	0	0	135						
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	

DATE:	7/21/2016
PERIOD:	7-9AM & 4-6PM
LOCATION:	40 Somertown Rd

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

JOB NO:	16146
NAME:	HL
INT #:	1

TIME	CLASS	VEHICLE MOVEMENT												TOTAL VEHICLES	PEDESTRIAN MOVEMENT				TOTAL PEDS	INT. PHF
		1	2	3	4	5	6	7	8	9	10	11	12		A	B	C	D		
7:00 - 8:00 AM	TOTAL	142	468	0	0	0	0	0	0	0	0	0	0	610	0	0	0	0	0	0.79
	TRUCK	5%	3%	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####		0	0	0	0	0	
7:15 - 8:15 AM	TOTAL	175	535	0	0	0	0	0	0	0	0	0	0	710	0	0	0	0	0	0.86
	TRUCK	5%	2%	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####		0	0	0	0	0	
7:30 - 8:30 AM	TOTAL	189	477	4	0	0	0	0	0	0	0	0	0	670	0	0	0	0	0	0.81
	TRUCK	4%	2%	0%	#####	#####	#####	#####	#####	#####	#####	#####	#####		0	0	0	0	0	
7:45 - 8:45 AM	TOTAL	192	396	4	0	0	0	0	0	0	0	0	0	592	0	0	0	0	0	0.72
	TRUCK	3%	2%	0%	#####	#####	#####	#####	#####	#####	#####	#####	#####		0	0	0	0	0	
8:00 - 9:00 AM	TOTAL	206	366	5	0	0	0	0	0	0	0	0	0	577	0	0	0	0	0	0.70
	TRUCK	1%	1%	0%	#####	#####	#####	#####	#####	#####	#####	#####	#####		0	0	0	0	0	
4:00 - 5:00 PM	TOTAL	375	221	0	0	0	0	0	0	0	0	0	0	596	0	0	0	0	0	0.86
	TRUCK	1%	2%	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####		0	0	0	0	0	
4:15 - 5:15 PM	TOTAL	420	175	0	0	0	0	0	0	0	0	0	0	595	0	0	0	0	0	0.86
	TRUCK	1%	4%	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####		0	0	0	0	0	
4:30 - 5:30 PM	TOTAL	475	173	0	0	0	0	0	0	0	0	0	0	648	0	0	0	0	0	0.90
	TRUCK	1%	4%	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####		0	0	0	0	0	
4:45 - 5:45 PM	TOTAL	494	153	0	0	0	0	0	0	0	0	0	0	647	0	0	0	0	0	0.90
	TRUCK	1%	4%	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####		0	0	0	0	0	
5:00 - 6:00 PM	TOTAL	468	141	0	0	0	0	0	0	0	0	0	0	609	0	0	0	0	0	0.85
	TRUCK	0%	3%	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####		0	0	0	0	0	

1: Somertown Rd - SB Thru
2: Somertown Rd - NB Thru
3: Somertown Rd - SB Left
4:
5:
6:

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

A:
B:
C:
D:

ENTER COUNT DATA ON THIS PAGE

JOB NO:	16146
NAME:	DTS/HL
INT #:	
	1

6:00 - 6:15 PM	TOTAL	65	42															
	TRUCK		1															
6:15 - 6:30 PM	TOTAL	112	91															
	TRUCK																	
6:30 - 6:45 PM	TOTAL	153	122															
	TRUCK	2																
6:45 - 7:00 PM	TOTAL	205	168															
	TRUCK	1																
7:00 - 7:15 PM	TOTAL	271	200															
	TRUCK																	
7:15 - 7:30 PM	TOTAL	345	235															
	TRUCK	2																
7:30 - 7:45 PM	TOTAL	398	258															
	TRUCK		1															
7:45 - 8:00 PM	TOTAL	441	292															
	TRUCK																	
8:00 - 8:15 PM	TOTAL	483	329															
	TRUCK																	
8:15 - 8:30 PM	TOTAL	521	356															
	TRUCK		1															
8:30 - 8:45 PM	TOTAL	568	382															
	TRUCK																	
8:45 - 9:00 PM	TOTAL	603	408															
	TRUCK																	

1: Somertown Rd - SB Thru
2: Somertown Rd - NB Thru
3:
4:
5:
6:

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

A:
B:
C:
D:

CALCULATIONS - DO NOT EDIT THIS SHEET

JOB NO:	16146
NAME:	DTS/HL
INT #:	1

[illegible]

6:00 - 6:15 PM	TOTAL	65	42	0	0	0	0	0	0	0	0	0	0	0	107	0	0	0	0	0	
	TRUCK	0	1	0	0	0	0	0	0	0	0	0	0	0							
6:15 - 6:30 PM	TOTAL	47	49	0	0	0	0	0	0	0	0	0	0	0	96	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0	0							
6:30 - 6:45 PM	TOTAL	41	31	0	0	0	0	0	0	0	0	0	0	0	72	0	0	0	0	0	
	TRUCK	2	0	0	0	0	0	0	0	0	0	0	0	0							
6:45 - 7:00 PM	TOTAL	52	46	0	0	0	0	0	0	0	0	0	0	0	98	0	0	0	0	0	
	TRUCK	1	0	0	0	0	0	0	0	0	0	0	0	0							
7:00 - 7:15 PM	TOTAL	66	32	0	0	0	0	0	0	0	0	0	0	0	98	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0	0							
7:15 - 7:30 PM	TOTAL	74	35	0	0	0	0	0	0	0	0	0	0	0	109	0	0	0	0	0	
	TRUCK	2	0	0	0	0	0	0	0	0	0	0	0	0							
7:30 - 7:45 PM	TOTAL	53	23	0	0	0	0	0	0	0	0	0	0	0	76	0	0	0	0	0	
	TRUCK	0	1	0	0	0	0	0	0	0	0	0	0	0							
7:45 - 8:00 PM	TOTAL	43	34	0	0	0	0	0	0	0	0	0	0	0	77	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0	0							
8:00 - 8:15 PM	TOTAL	42	37	0	0	0	0	0	0	0	0	0	0	0	79	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0	0							
8:15 - 8:30 PM	TOTAL	38	27	0	0	0	0	0	0	0	0	0	0	0	65	0	0	0	0	0	
	TRUCK	0	1	0	0	0	0	0	0	0	0	0	0	0							
8:30 - 8:45 PM	TOTAL	47	26	0	0	0	0	0	0	0	0	0	0	0	73	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0	0							
8:45 - 9:00 PM	TOTAL	35	26	0	0	0	0	0	0	0	0	0	0	0	61	0	0	0	0	0	
	TRUCK	0	0	0	0	0	0	0	0	0	0	0	0	0							

1: Somertown Rd - SB Thru
2: Somertown Rd - NB Thru
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A:
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C:
D:

DATE:	7/23/2016
PERIOD:	
LOCATION:	40 Somertown Rd

JOB NO:	16146
NAME:	DTS/HL
INT #:	1

[illegible]

6:00 - 7:00 PM	TOTAL	205	168	0	0	0	0	0	0	0	0	0	0	373	0	0	0	0	0	0.87
	TRUCK	1%	1%	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####						
6:15 - 7:15 PM	TOTAL	206	158	0	0	0	0	0	0	0	0	0	0	364	0	0	0	0	0	0.93
	TRUCK	1%	0%	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####						
6:30 - 7:30 PM	TOTAL	233	144	0	0	0	0	0	0	0	0	0	0	377	0	0	0	0	0	0.86
	TRUCK	2%	0%	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####						
6:45 - 7:45 PM	TOTAL	245	136	0	0	0	0	0	0	0	0	0	0	381	0	0	0	0	0	0.87
	TRUCK	1%	1%	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####						
7:00 - 8:00 PM	TOTAL	236	124	0	0	0	0	0	0	0	0	0	0	360	0	0	0	0	0	0.83
	TRUCK	1%	1%	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####						
7:15 - 8:15 PM	TOTAL	212	129	0	0	0	0	0	0	0	0	0	0	341	0	0	0	0	0	0.78
	TRUCK	1%	1%	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####						
7:30 - 8:30 PM	TOTAL	176	121	0	0	0	0	0	0	0	0	0	0	297	0	0	0	0	0	0.94
	TRUCK	0%	2%	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####						
7:45 - 8:45 PM	TOTAL	170	124	0	0	0	0	0	0	0	0	0	0	294	0	0	0	0	0	0.93
	TRUCK	0%	1%	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####						
8:00 - 9:00 PM	TOTAL	162	116	0	0	0	0	0	0	0	0	0	0	278	0	0	0	0	0	0.88
	TRUCK	0%	1%	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####						

1: Somertown Rd - SB Thru
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***2014
TRAFFIC DATA
REPORT FOR
NEW YORK STATE***



NEW YORK
STATE OF
OPPORTUNITY.

**Department of
Transportation**

New York State Department of Transportation

Date: 7/22/2015

Traffic Volume Report

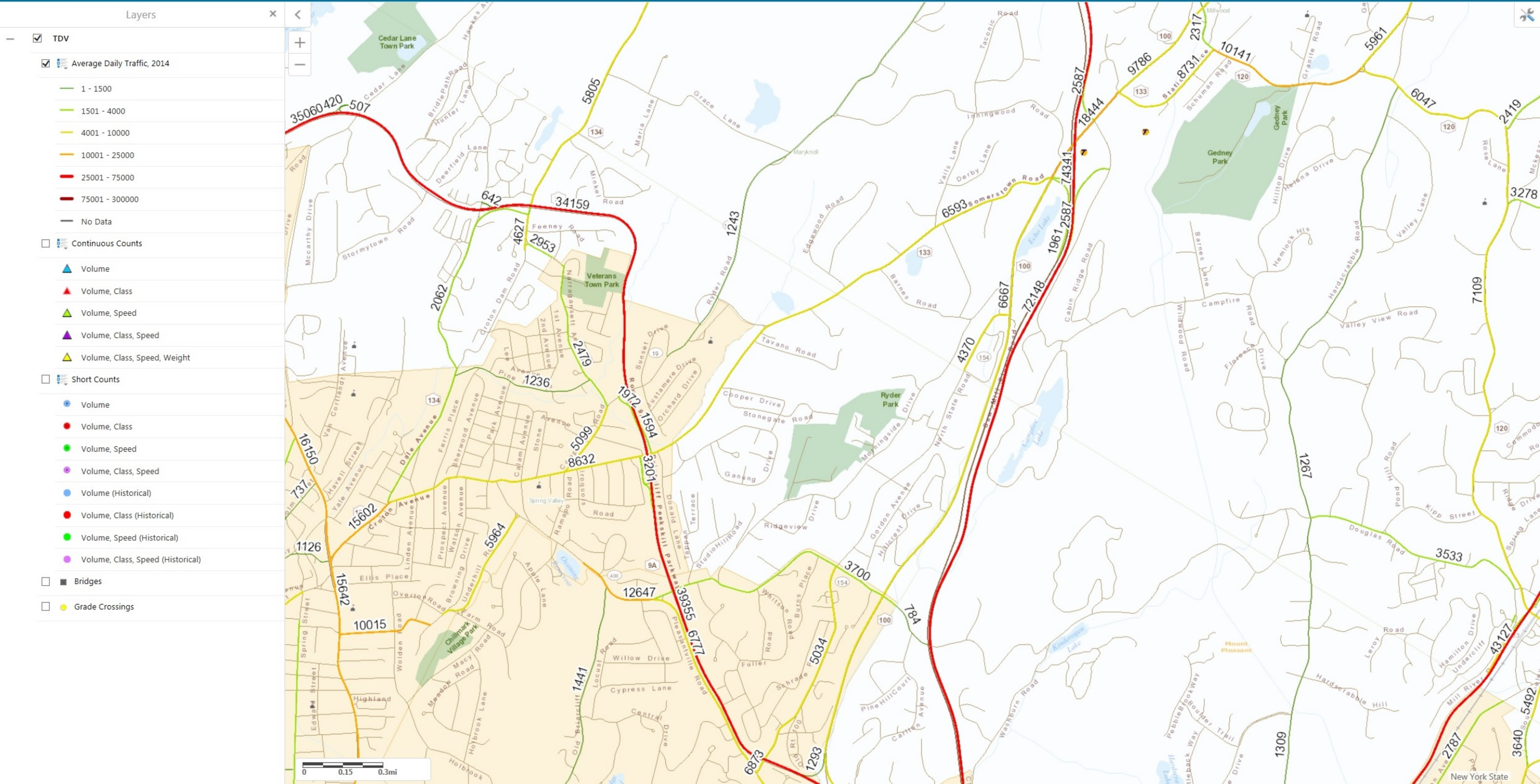
		LATEST COUNT					-----PREVIOUS COUNTS-----							
County			Section			EST		EST		EST		EST		
Order	EMP	Ref Marker	Length	End Description		AADT	YR	AADT	YR	AADT	YR	AADT	YR	Station CC Station
		Route NY126		County 049 LEWIS		Region 07								
02	9.89	126 74021099	3.65	RAILROAD GRADE CROSSING		3629	14	3653	09	2097	03	2059	00	0449
02	11.82	126 74021118	1.93	TOWN OF NEW BREMEN & VILLAGE OF CROGHAN		2241	14	2255	09	2389	06	2788	03	0448
		Route NY127		County 119 WESTCHESTER		Region 08								
01	1.26	127 87011011	1.26	VILLAGE OF MAMARONECK & VILLAGE OF HARRISON		7229	14	7223	08	7231	05	7027	02	0081
01	1.98	127 87011018	0.72	RT 95I UNDER		11249	14	11172	07	13687	04	11840	00	0455
01	3.86	127 87012000	1.88	WHITE PLAINS S CITY LN		16931	14	16120	10	16097	07	16048	97	0456
01	5.61	127 87012018	1.75	ROSEDALE AVE		11699	14	11620	11	11168	08	12870	05	0075
01	6.38	127 87012025	0.77	RT 287I END RT 127		12689	14	12689	14	11115	11	11049	08	0457
		Route NY128		County 119 WESTCHESTER		Region 08								
01	1.19	128 87011009	1.19	LEISURE FARM RD		7419	14	7463	13	7782	09	8567	06	0461
01	5.52	128 87011055	4.33	RT 117 END RT 128		4127	14	4151	13	4382	09	4587	06	0459
		Route NY129		County 119 WESTCHESTER		Region 08								
01	1.35	129 87011013	1.35	QUAKER BRIDGE RD		6219	14	6219	14	7674	08	6215	05	0135
01	5.51	129 87011055	4.16	UNDERHILL RD		7446	14	6997	12	6396	08	6572	05	0136
01	7.73	129 87022077	2.22	RT 118 END RT 129		4121	14	3873	12	3824	07	4165	04	0640
		Route NY130		County 029 ERIE		Region 05								
01	0.77		0.77	BUFFALO CL / CHEEKTOWAGA TL		14744	14	14744	14	14137	11	10829	10	0355
01	1.54	130 53012008	0.77	RT 240 HARLEM RD OVER		13911	14	13735	11	15163	08	17346	05	0199
01	3.08	130 53012024	1.54	RT 90I UNDER		14755	14	14572	11	14438	08	18923	05	0356
01	4.42	130 53012036	1.34	CR 317 DICK RD		17173	14	17173	14	16415	11	14721	08	0205
01	5.58	130 53012048	1.16	BORDEN RD		23010	14	23010	14	22459	11	21602	08	0464
01	6.08	130 53012054	0.50	RTS 20 & 78 - SOUTH OF DEPEW END RT 130		18590	14	18590	14	16460	11	15661	08	0465
		Route NY131		County 089 ST LAWRENCE		Region 07								
01	6.28	131 75011062	6.28	JCT RT 971J		640	14	643	13	713	10	1020	07	0351
01	10.87	131 75011107	4.59	TOWN OF LOUISVILLE / TOWN OF MASSENA		1160	14	1161	13	1011	07	980	04	0352
01	12.48	131 75011125	1.61	RT 37 END RT 131		1371	14	1348	08	1247	05	1547	02	0459
		Route NY132		County 119 WESTCHESTER		Region 08								
01	2.47	132 87011024	2.47	RT 987G UNDER TACONIC STATE PKWY		6946	14	6946	14	6102	11	5217	08	0463
01	2.78	132 87011027	0.31	RT 6 END RT 132		5983	14	5983	14	6765	11	6858	07	0464
		Route NY133		County 119 WESTCHESTER		Region 08								
01	0.32	133 87011003	0.32	RT 134 W OF OSSINING		15457	14	15878	11	14329	08	16009	05	0645
01	1.34	133 87011013	1.02	RT 9A OVER		8632	14	8632	14	9333	11	9657	08	0646

New York State Department of Transportation

Date: 7/22/2015

Traffic Volume Report

						LATEST COUNT		-----PREVIOUS COUNTS-----							
County	Order	EMP	Ref Marker	Section Length	End Description	EST AADT	YR	EST AADT	YR	EST AADT	YR	EST AADT	YR	Station	CC Station
		Route NY133		County 119 WESTCHESTER		Region 08									
01		3.25	133 87011033	1.91	VILLAGE OF OSSINING TOWN OF OSSINING	6754	14	6789	09	7598	06	7446	03	0467	
01		3.41		0.16	RT 987G OVER TACONIC STATE PKWY OVER	18090	14	18197	13	19873	05	18500	02	0388	
01		3.66	100 87014126	0.25	END 100/133 OLAP	18442	14	18551	13	21644	06	20280	02	0468	
01		4.14		0.48	START 120/133 OLAP	8731	14	8731	14	8129	11	9649	08	0469	
01		4.75		0.61	END 120/133 OLAP	10141	14	10141	14	9242	11	11292	08	0092	
01		6.27	133 87011063	1.52	CR 5 SEVEN BRIDGES RD	5961	14	5996	13	6185	09	7096	06	0470	
01		8.10	133 87011081	1.83	TOWN OF NEW CASTLE VILLAGE OF MT KISCO	8401	14	8451	13	12129	10	9647	06	0471	
01		8.66	133 87011087	0.56	RT 117 END RT 133	16526	14	16313	06	19361	03	16970	00	0472	
		Route NY134		County 119 WESTCHESTER		Region 08									
01		1.43	134 87011014	1.43	VILLAGE OF OSSINING & TOWN OF OSSINING	2062	14	2062	14	1978	11	2326	09	0473	
01		4.47	134 87011044	3.04	TWN NEW CASTLE & TWN YORKTOWN	5805	14	5839	13	6441	09	6266	06	0474	
01		5.94	134 87011059	1.47	CR 1323 PINES BR RD	3660	14	3660	14	3415	11	3609	08	0475	
01		6.42	134 87011063	0.48	RT 100 END RT 134	4223	14	4258	11	4483	08	5149	05	0476	
		Route NY135		County 059 NASSAU		Region 10									
01		0.24		0.24	WAVERLY AVE									0030	
01		0.63		0.39	RT 27 SUNRISE HWY OVER	23354	14	23192	09	25757	08	25264	06	0028	
01		1.80	135 03011028	1.17	NY 27 RAMP	55882	14	53616	09	51784	08	51438	06	0103	
01		2.53		0.73	INT 4 RT 908M UNDER SOUTHERN STATE PKWY	64239	14	58716	05	53936	02	56405	01	0294	
01		3.34	135 03011044	0.81	TOWN OF HEMPSTEAD AND TOWN OF OYSTER BAY	68868	14	63702	06	63637	02	73057	01	0295	
01		3.86	135 03011049	0.52	INT 6 BOUNDARY AVE UNDER	89837	14	81153	04	79937	02	76483	01	0296	
01		4.48	135 03011055	0.62	INT 7 RT 24 UNDER	73456	14	67944	06	79763	05	77546	01	0293	
01		5.68	135 03011067	1.20	INT 8 POWELL AVE OVER	81694	14	77421	08	88075	06	87058	05	0049	
01		6.53	135 03011076	0.85	INT 9 BROADWAY UNDER	100914	14	95635	08	96555	06	98947	02	0048	
01		7.84	135 03011089	1.31	INT 10 OLD COUNTRY RD OVER									0297	
01		9.34	135 03011104	1.50	INT 12 RT 908G UNDER NORTHERN STATE PARKWAY	83106	14	82982	13	85404	12	84590	11	0291	399
01		9.65	135 03011107	0.31	INT 13 I495 LIE UNDER	76354	14	68972	04	45966	80	47604	77	0292	
01		10.18		0.53	RAMP	50295	14	46522	06	46048	05	45016	01	0289	
01		10.78	135 03011115	0.60	JCT RT 25 END RT 135									0288	
		Route NY136		County 083 RENSSELAER		Region 01									
01		0.89	136 14011109	0.89	CR 74 WINTER ST EXTENSION	9620	14	9534	09	11377	03	7887	02	0083	
01		1.73	136 14011008	0.84	CR 74 CAMERON RD	9961	14	9943	10	10040	07	11655	04	0135	
01		2.62	136 14011018	0.89	RT 150 END RT 136	10167	14	10149	10	10950	07	10881	05	0136	
		Route NY137		County 119 WESTCHESTER		Region 08									



STATION: **870467**

New York State Department of Transportation
Traffic Count Hourly Report

Page 1 of 2

ROUTE #: **NY 133** ROAD NAME: **133** FROM: **ACC RT 9A** TO: **START 100 OLAP** COUNTY: **Westchester**
DIRECTION: **Eastbound** FACTOR GROUP: **30** REC. SERIAL #: **0438** FUNC. CLASS: **16** TOWN: **NEW CASTLE**
STATE DIR CODE: **1** WK OF YR: **18** PLACEMENT: **.8 S of Taconic State Pkwy** NHS: **no** LION#:
DATE OF COUNT: **04/28/2009** @ REF MARKER: **133 87011024** JURIS: **NYSDOT** BIN:
NOTES LANE 1: **Week 17-Eb** ADDL DATA: CC Stn: RR CROSSING:
COUNT TAKEN BY: **ORG CODE: TST INITIALS: JSV** COUNT TYPE: **VEHICLES** BATCH ID: **DOT-r8contractor17** HPMS SAMPLE: **30713800**
PROCESSED BY: **ORG CODE: DOT INITIALS: TGB**

DATE	DAY	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO	TO			
		1	2	3	4	5	6	7	8	9	10	11	12		1	2	3	4	5	6	7	8	9	10	11	12		
28	T														197	224	247	256	249	175	144	105	74	41	31			
29	W	9	9	11	24	11	53	179	456	374	254	189	166	188	180	223	229	228	200	205	147	116	84	44	23	3602	456	7
30	T	12	8	15	21	16	49	181	448	390	285	187	226	206	186	210	262	237	252	172	163	116	60	55	34	3791	448	7
1	F	15	6	13	21	13	46	146	425	379	261	198	177	220	196	203	231	251	212	174	146	101	100	88	54	3676	425	7
2	S	19	14	26	17	11	20	66	197	226	190	223	225	232	227	205	199	198	222	162	154	114	97	73	71	3188	232	12
3	S	33	32	19	19	17	22	39	82	98	145	174	184	185	178	176	171	138	143	99	103	78	70	47	18	2270	185	12
4	M	6	7	13	21	14	43	175	418	385	224	198	182	185	174	203	241	210	225	154	110	102	67	42	20	3419	418	7
5	T	18	5	20	16	20	49	174	412	384																		

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																							ADT	
14	7	15	20	15	49	171	432	382	256	193	188	193	184	215	245	233	232	176	141	110	71	46	27	3615
DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY		Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)																
				High Hour	% of day																			
8	164	5	98	432	12%	1.000	1.056	AADT 3423																

ROUTE # **NY 133** ROAD NAME: **133** FROM: **ACC RT 9A** TO: **START 100 OLAP** COUNTY: **Westchester**
STATION: **870467** STATE DIR CODE: **1** PLACEMENT: **.8 S of Taconic State Pkwy** DATE OF COUNT: **04/28/2009**

STATION: **870467****New York State Department of Transportation**
Traffic Count Hourly Report

Page 2 of 2

ROUTE #: **NY 133** ROAD NAME: **133** FROM: **ACC RT 9A** TO: **START 100 OLAP** COUNTY: **Westchester**
DIRECTION: **Westbound** FACTOR GROUP: **30** REC. SERIAL #: **2624** FUNC. CLASS: **16** TOWN: **NEW CASTLE**
STATE DIR CODE: **2** WK OF YR: **18** PLACEMENT: **.8 S of Taconic State Pkwy** NHS: **no** LION#:
DATE OF COUNT: **04/28/2009** @ REF MARKER: **133 87011024** JURIS: **NYSDOT** BIN:
NOTES LANE 1: **Week 17-Wb** ADDL DATA: CC Stn: RR CROSSING:
COUNT TYPE: **VEHICLES** BATCH ID: **DOT-r8contractor17** HPMS SAMPLE: **30713800**
COUNT TAKEN BY: **ORG CODE: TST INITIALS: JSV** PROCESSED BY: **ORG CODE: DOT INITIALS: TGB**

		12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		TO 1	TO 2	TO 3	TO 4	TO 5	TO 6	TO 7	TO 8	TO 9	TO 10	TO 11	TO 12	TO 1	TO 2	TO 3	TO 4	TO 5	TO 6	TO 7	TO 8	TO 9	TO 10	TO 11	TO 12			
DATE	DAY	AM												PM														
28	T																											
29	W	18	6	4	6	11	17	85	158	226	162	149	168	203	188	217	298	388	446	305	195	142	95	83	44	3522	417	17
30	T	21	9	5	8	12	20	80	163	193	192	181	175	214	204	250	243	349	461	301	210	120	110	64	52	3637	461	17
1	F	20	15	9	6	8	16	71	152	213	193	165	164	207	208	249	291	380	401	274	174	131	101	85	77	3610	401	17
2	S	38	19	14	7	10	19	49	110	116	180	182	243	225	221	189	260	260	278	184	143	128	97	87	90	3149	278	17
3	S	49	31	11	11	18	10	23	34	84	120	132	160	162	164	178	199	161	154	119	109	99	72	44	19	2163	199	15
4	M	13	6	5	7	9	20	67	147	202	189	138	141	174	169	226	298	362	398	272	176	118	87	64	39	3327	398	17
5	T	10	6	6	6	7	20	77	147	178																		

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																							ADT		
17	9	6	6	10	18	76	153	202	184	158	162	197	186	230	282	352	430	302	192	127	98	74	44	3515	
DAYS		HOURS		WEEKDAYS		WEEKDAY		AVERAGE WEEKDAY								Axle Adj.		Seasonal/Weekday		ESTIMATED (one way)					
Counted		Counted		Counted		Hours		High Hour				% of day				Factor		Adjustment Factor							
8		164		5		98		430				12%				1.000		1.056		AADT					

ROUTE # **NY 133** ROAD NAME: **133** FROM: **ACC RT 9A** TO: **START 100 OLAP** COUNTY: **Westchester**
STATION: **870467** STATE DIR CODE: **2** PLACEMENT: **.8 S of Taconic State Pkwy** DATE OF COUNT: **04/28/2009**

APPENDIX E
PARKING ANALYSIS

ksf = thousand square feet

Projected Parking Supply: 98					Mode Adjustment				Noncaptive Ratio			
Land Use	Quantity	Max Parking Spaces		Weekday		Weekend		Weekday		Weekend		
		Weekday	Weekend	Daytime	Evening	Daytime	Evening	Daytime	Evening	Daytime	Evening	
Community Shopping Center (<400 ksf)	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Regional Shopping Center (400 to 600 ksf)	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Super Regional Shopping Center (>600 ksf)	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Fine/Casual Dining Restaurant	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Family Restaurant	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Fast Food Restaurant	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Nightclub	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Cinplex	seats	0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Performing Arts Theater	100 seats	30	33	100%	100%	100%	100%	100%	100%	100%	100%	
Employee		7	7	100%	100%	100%	100%	100%	100%	100%	100%	
Arena	seats	0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Pro Football Stadium	seats	0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Pro Baseball Stadium	seats	0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Health Club	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Convention Center	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Hotel-Business	rooms	0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Hotel-Leisure	rooms	0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Restaurant/Lounge	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Conference Ctr/Banquet (20 to 50 sq ft/guest room)	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Convention Space (>50 sq ft/guest room)	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Residential, Rental, Shared Spaces	25 units	13	13	100%	100%	100%	100%	100%	100%	100%	100%	
Reserved	1 sp/unit	25	25	100%	100%	100%	100%	100%	100%	100%	100%	
Guest	25 units	4	4	100%	100%	100%	100%	100%	100%	100%	100%	
Residential, Owned, Shared Spaces	units	0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Reserved	1 sp/unit	0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Guest	units	0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Office <25 ksf	6,050 sf GLA	2	0	100%	100%	100%	100%	100%	100%	100%	100%	
Employee		21	2	100%	100%	100%	100%	100%	100%	100%	100%	
Office 25 to 100 ksf	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Office 100 to 500 ksf	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Office >500 ksf	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Data Processing Office	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Medical/Dental Office	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Bank (Branch) with Drive-In	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%	
Subtotal Customer/Guest Spaces		36	37									
Subtotal Employee/Resident Spaces		41	22									
Subtotal Reserved Spaces		25	25									
Total Parking Spaces		102	84									

Table
Project: 16146 - Bethany Arts Community
Description:

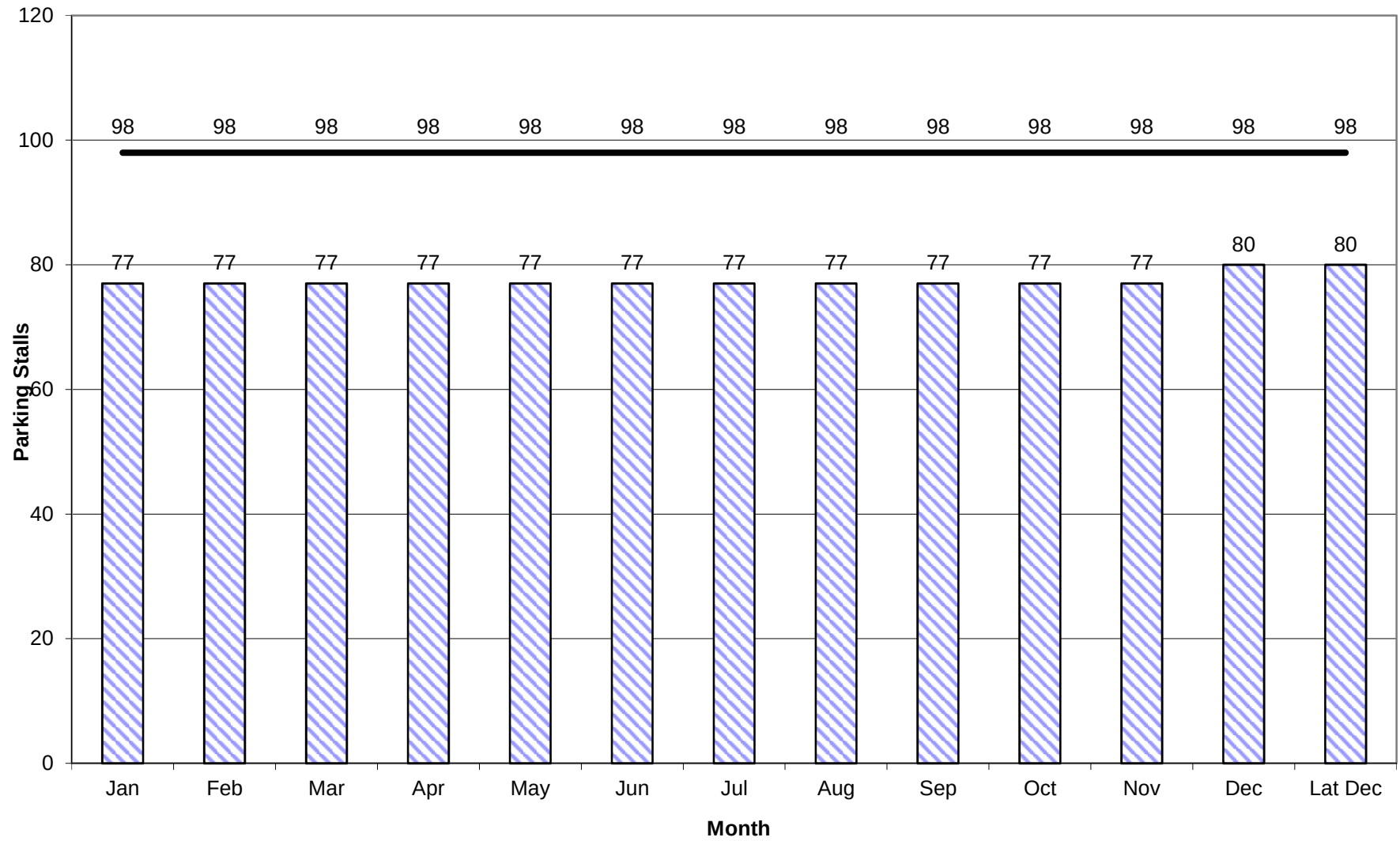
8/22/2016

SHARED PARKING DEMAND SUMMARY

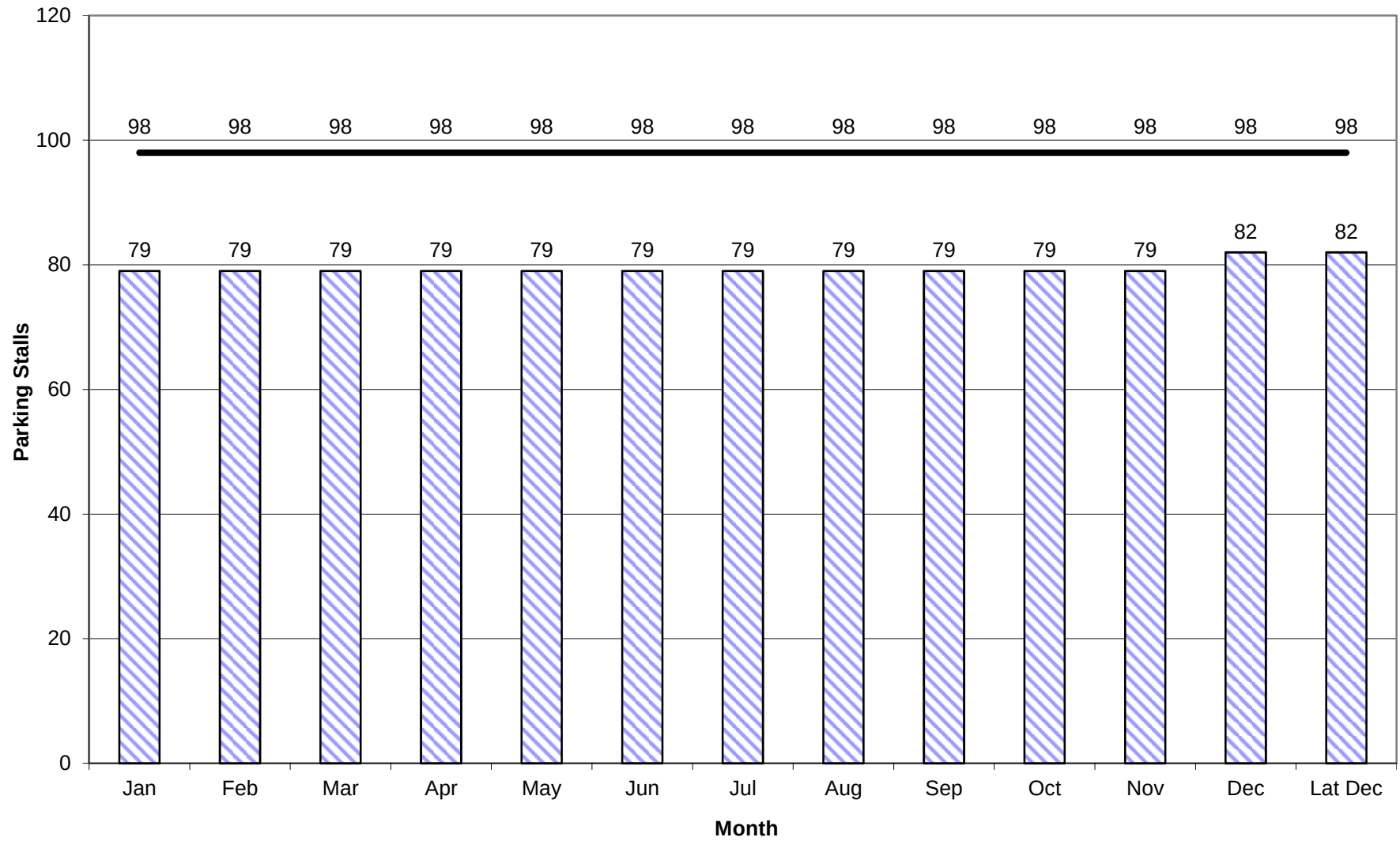
PEAK MONTH: DECEMBER -- PEAK PERIOD: 8 PM, WEEKEND

		Weekday						Weekend						Weekday			Weekend		
Land Use	Project Data		Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Base Rate	Mode Adj	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	
	Quantity	Unit											8 PM	December		8 PM	December		
Performing Arts Theater Employee	100	seats	0.30 0.07	1.00 1.00	1.00 1.00	0.30 0.07	/seat /seat	0.33 0.07	1.00 1.00	1.00 1.00	0.33 0.07	/seat /seat	1.00 1.00	1.00 1.00	30 7	1.00 1.00	1.00 1.00	33 7	
Residential, Rental, Shared Spaces Reserved	25	units	0.50	1.00	1.00	0.50	/unit	0.50	1.00	1.00	0.50	/unit	0.98	1.00	13	0.98	1.00	13	
Guest	1	sp/unit	1	1.00	1.00	1	/unit	1	1.00	1.00	1	/unit	1.00	1.00	25	1.00	1.00	25	
	25	units	0	1.00	1.00	0	/unit	0	1.00	1.00	0	/unit	1.00	1.00	4	1.00	1.00	4	
Office <25 ksf	6,050	sf GLA	0.30	1.00	1.00	0.30	/unit	0.03	1.00	1.00	0.03	/unit	0.01	1.00	0	0.00	1.00	0	
													Customer Employee Reserved Total		34 21 25 80	Customer Employee Reserved Total		37 20 25 82	

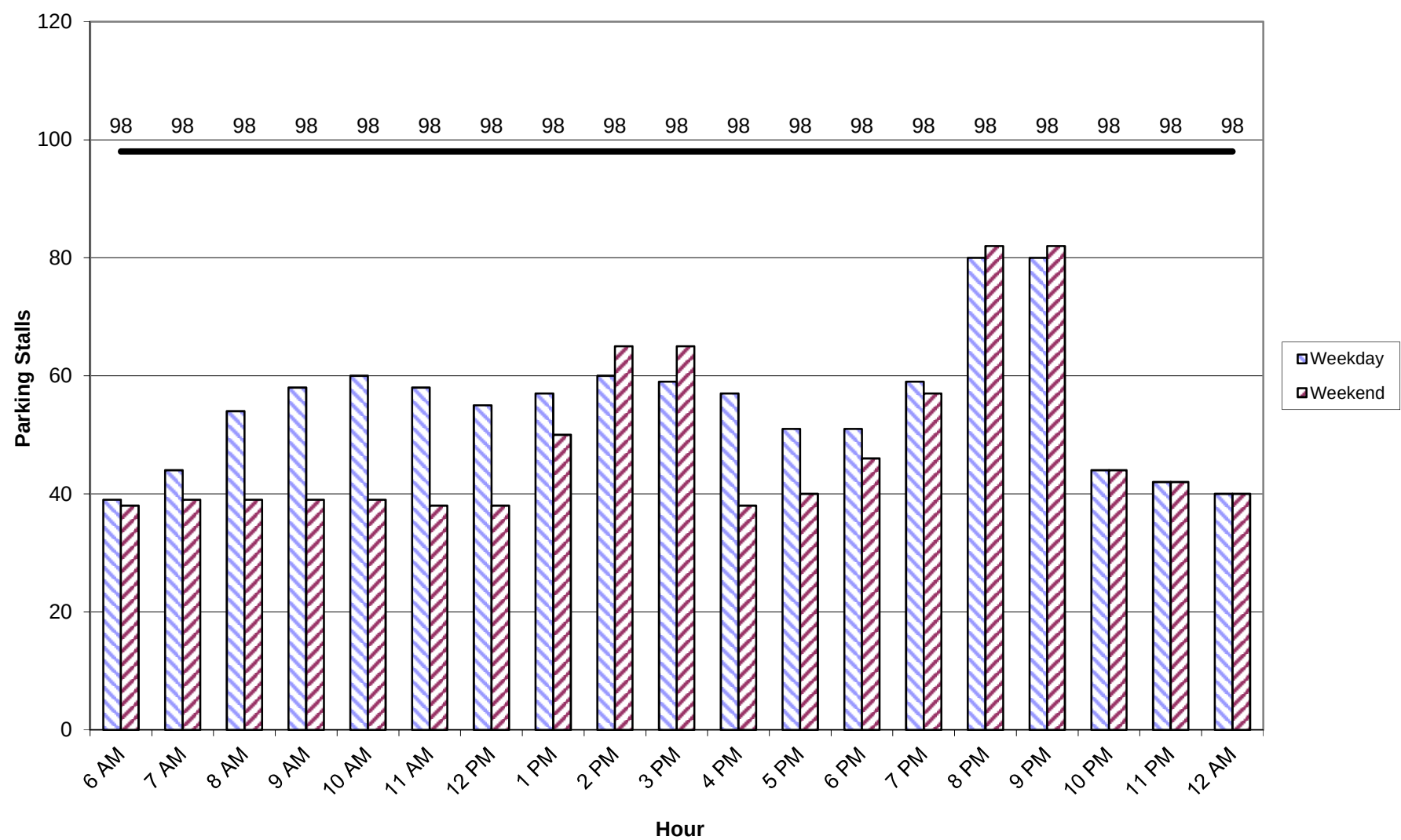
Weekday Month-by-Month Estimated Parking Demand



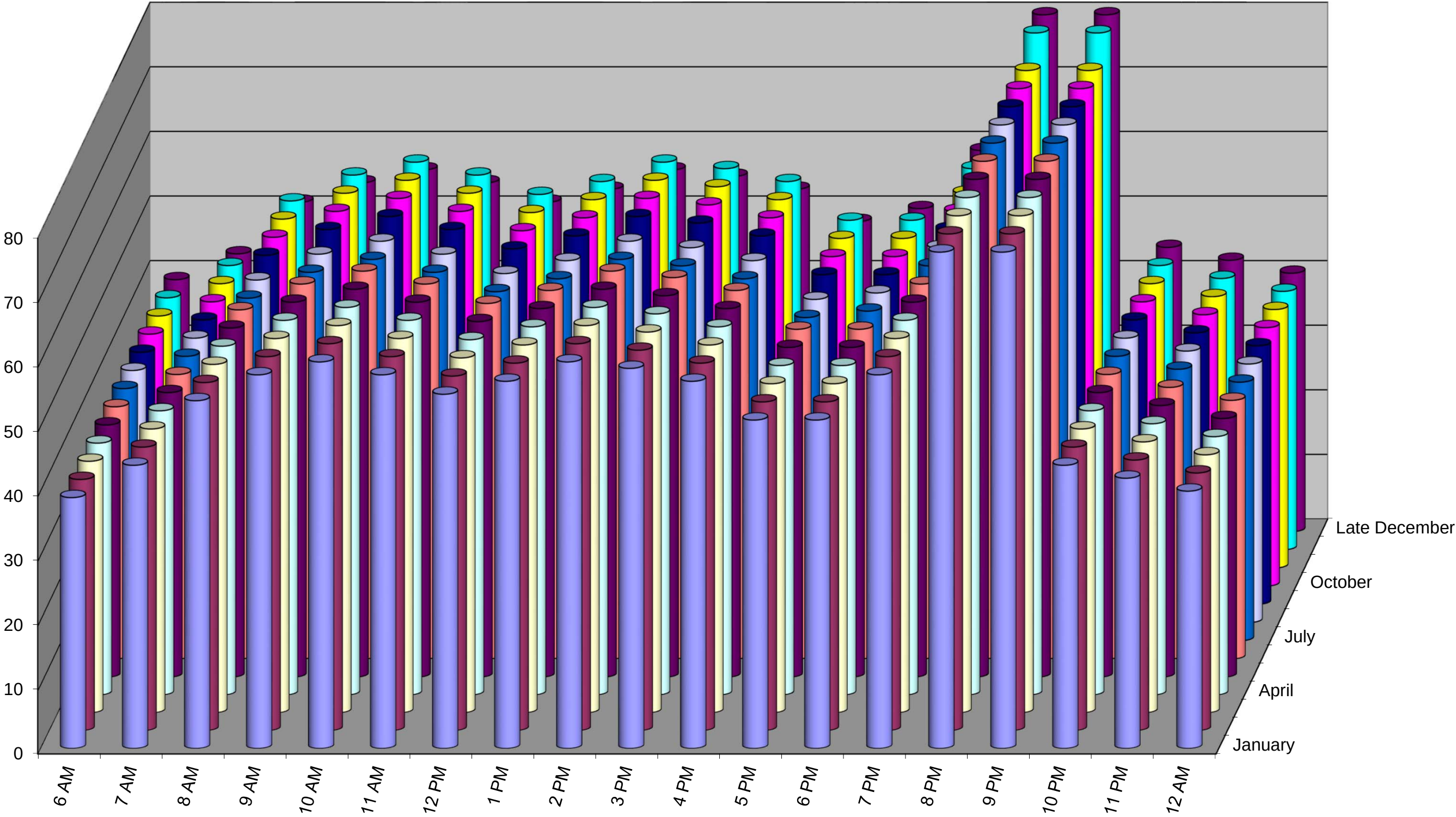
Weekend Month-by-Month Estimated Parking Demand



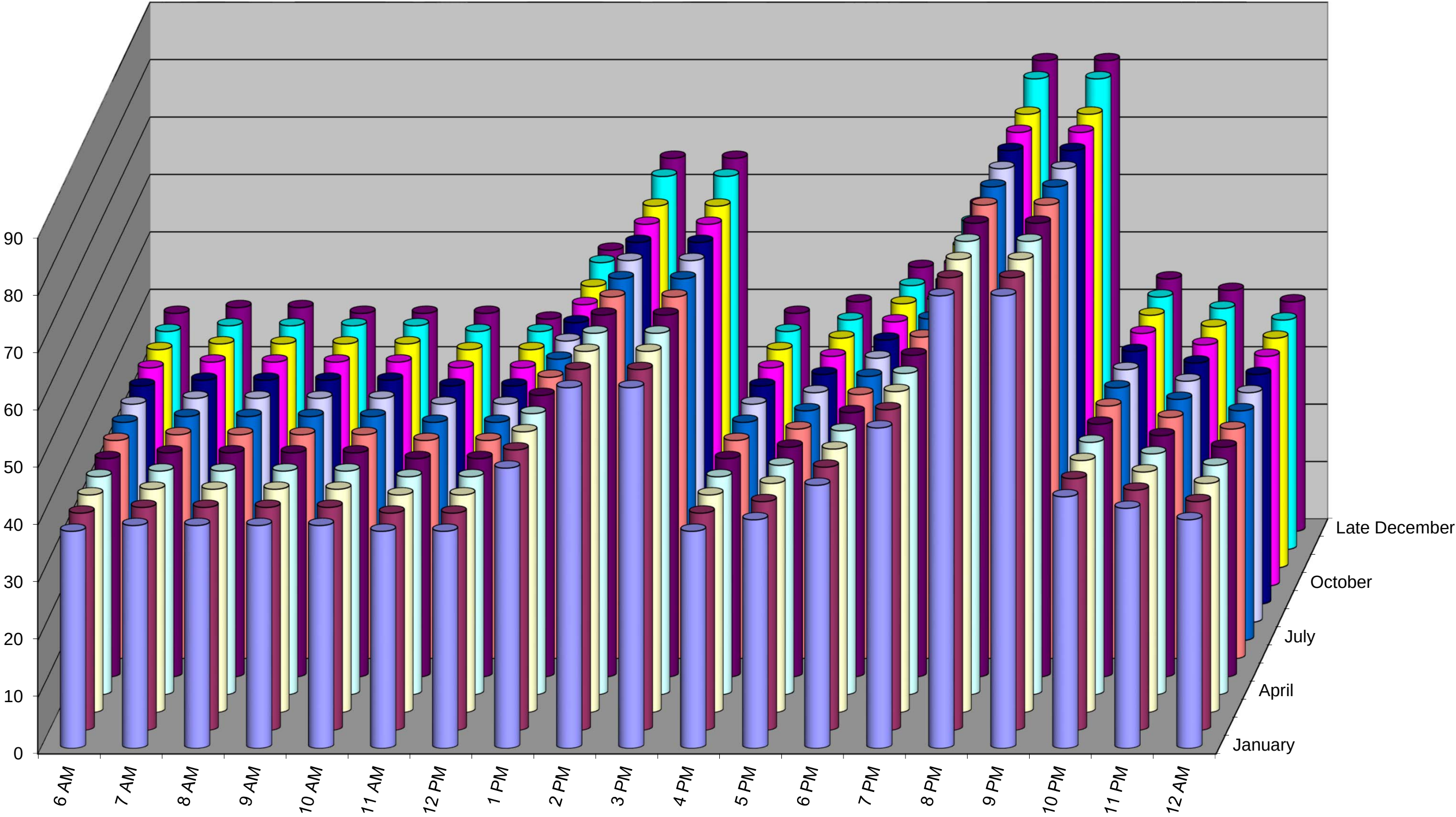
Peak Month Daily Parking Demand by Hour



Weekday Comparison by Month and by Hour

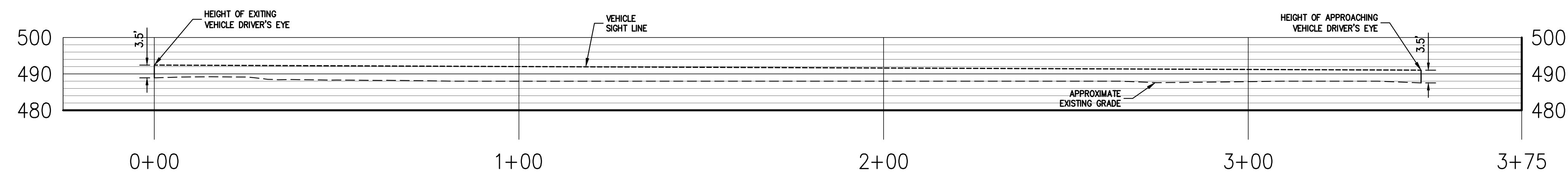
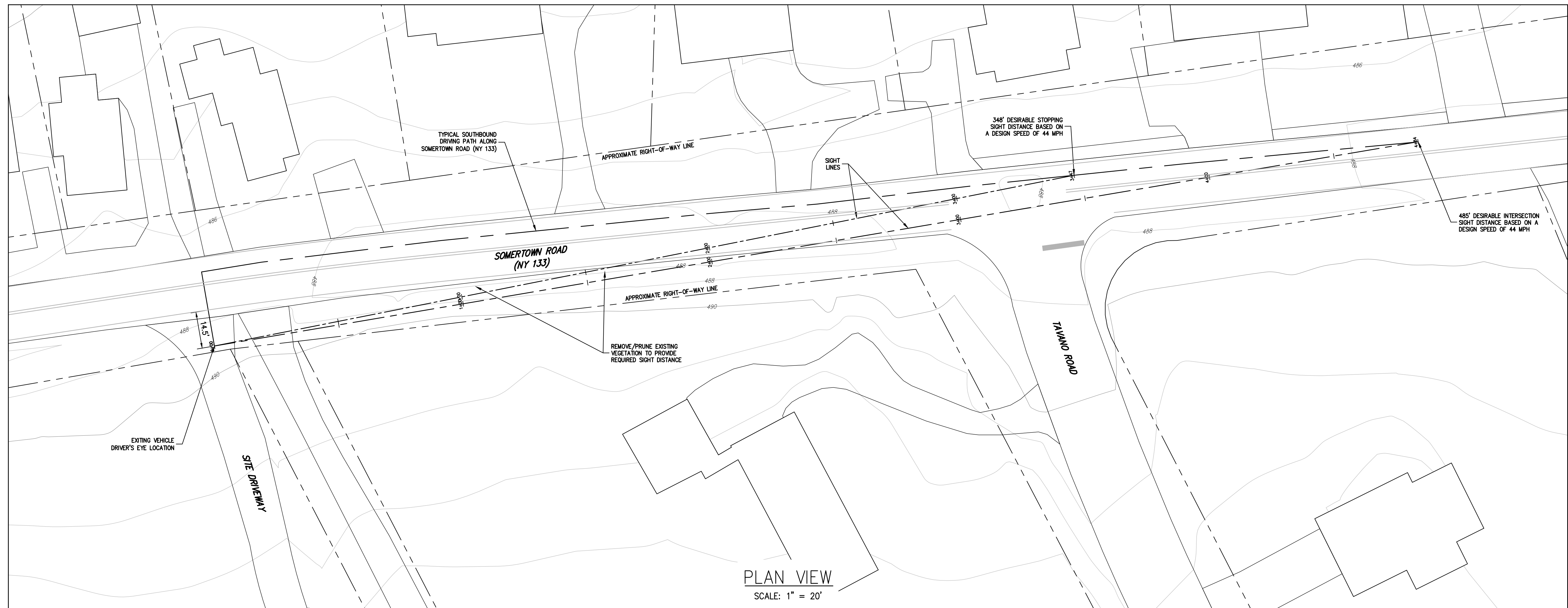


Weekend Comparison by Month and by Hour



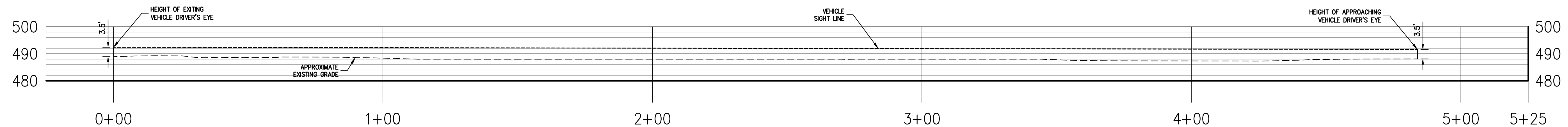
APPENDIX F

DRAWING



LEFT TURN FROM STOP (LOOKING RIGHT) – STOPPING SIGHT DISTANCE PROFILE

SCALE: 1" = 20' HORIZONTAL & 1" = 20' VERTICAL



LEFT TURN FROM STOP (LOOKING RIGHT) – INTERSECTION SIGHT DISTANCE PROFILE

SCALE: 1" = 20' HORIZONTAL & 1" = 20' VERTICAL



THE TWO-FOOT CONTOURS DEPICTED ON THIS PLAN ARE INTENDED TO BE USED FOR PLANNING & PRELIMINARY ENGINEERING APPLICATIONS. THEY ARE NOT INTENDED TO BE USED FOR CONSTRUCTION DESIGN AND DO NOT NEGATE THE NEED FOR A FIELD SURVEY. THE WESTCHESTER COUNTY GIS DATASET CONTAINS CONTOUR LINES MODELED AT A TWO FOOT INTERVAL. THE SOURCE INFORMATION USED IN THE COLLECTION OF THE DATASET WAS PART OF THE NEW YORK STATE DIGITAL ORTHOMAGNERY PROGRAM; PHOTOS TAKEN IN APRIL 2004. VERTICAL DATUM IS NAVD83.

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Architecture & Land Surveying, PLLC
JMC Site Development Consultants, LLC

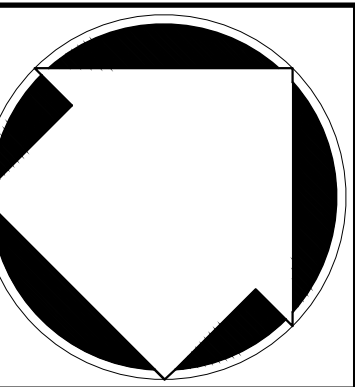
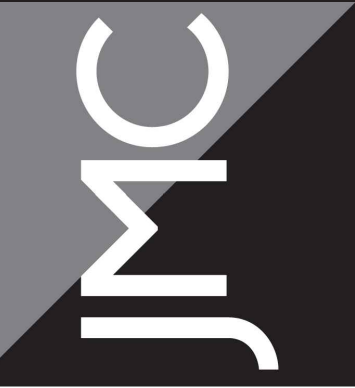
JMC Site Development Consultants, LLC
John Meyer Consulting, Inc.

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DFORD ROAD • ARMONK, NY 10504

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SIGHT DISTANCE PLAN
(LEFT TURN FROM STOP)

BETHANY ARTS COMMUNITY
40 SOMERSTOWN ROAD
TOWN OF OSSINING, NEW YORK

[illegible]