MAYOR
Caroline Simmons

DIRECTOR OF OPERATIONS
Matthew Quiñones

Land Use Bureau Chief
Ralph Blessing

Principal Planner
Vineeta Mathur
(203) 977-4716
vmathur@stamfordct.gov

Associate Planner
Lindsey Cohen
(203) 977-4388
lcohen@stamfordct.gov

CITY OF STAMFORD
ZONING BOARD
LAND USE BUREAU
888 WASHINGTON BOULEVARD
STAMFORD, CT 06904 -2152

March 17, 2023

Ms. Theresa Dell, Chair, Planning Board
Land Use Bureau, City of Stamford
888 Washington Blvd.
Stamford, CT 06904

RE: **Application 223-15 – Sweetspot Stamford LLC and A &F High Ridge LLC, 111-123 High Ridge Road, Stamford, CT –Special Permit.** Applicant is seeking approval to operate a boutique hybrid cannabis dispensary providing service to both qualified medical cannabis patients and adult-use consumers. Property is located in the C-N Zone.

Dear Ms. Dell:

In accordance with Section C6-40-10 of the Charter of the City of Stamford, the above captioned Application for a Special Permit is hereby referred to the Planning Board of the City of Stamford for its advisory report.

A public hearing has not yet been scheduled. Referral comments should be filed with the Zoning Board Office by ***April 21, 2023.***

If you have any questions, please feel free to contact me at (203) 977-4716.

Sincerely,

Vineeta Mathur
Principal Planner

CARMODY
TORRANCE | SANDAK | HENNESSEY LLP

Lisa L. Feinberg

Partner
Phone: 203.252.2677
Fax: 203.325.8608
LFeinberg@carmodylaw.com

1055 Washington Blvd.
4th Floor
Stamford, CT 06901

March 15, 2023

VIA HAND & ELECTRONIC DELIVERY

Ms. Vineeta Mathur
Principal Planner, Land Use Bureau
City of Stamford
888 Washington Boulevard
Stamford, CT 06901
VMathur@StamfordCT.gov

Re: Special Permit Application
111-123 High Ridge Road, Stamford, CT (Parcel ID 000-0932) (the "Property")
Sweetspot Stamford, LLC ("Sweetspot") and A&F High Ridge, LLC (collectively, the "Applicants")

Dear Ms. Mathur:

Our firm represents the applicant Sweetspot, a prospective tenant of approximately 2,412± square feet of office/retail space on the above-referenced Property. The Property is owned by the applicant A&F High Ridge, LLC. The Property is located in the Neighborhood Business District (C-N) and Master Plan Category 7 (Commercial – Arterial). It is 46,361± square feet (1.06± acres) and improved with a 31,846± square foot, two-story, multitenant retail building and a 14,310±, three-story, multitenant retail building.

Pursuant to Section 5.E of the Zoning Regulations of the City of Stamford, and as required by Section 148(c) of Public Act 21-1, An Act Concerning Responsible and Equitable Regulation of Adult-Use Cannabis, the Applicants seek Special Permit approval to allow Sweetspot to operate a Hybrid Cannabis Retailer on the portion of the Property it seeks to lease.[1] There are no site improvements associated with this request.

[1]The Stamford Zoning Regulations do not specifically identify this use, which only became legal in Connecticut in 2021. In such circumstances, the legislation provides that the municipality must analogize the proposed use with another similar use in existence in the City's regulations. Specifically, Section 148(c) of the Act states: "Unless otherwise provided for by a municipality through its zoning regulations or ordinances, a cannabis establishment shall be zoned as if for any other similar use, other than a cannabis establishment, would be zoned." ZONING REGS. Sec. 4.E ("Medical Marijuana Dispensaries are allowed by Special Permit approval of the Zoning Board only within certain commercial and manufacturing Zoning Districts of the City of Stamford, as shown in Appendix A, Table II of these Regulations."); Appx. A, Table II, Use 133.1. Because the Zoning Regulations do not currently provide regulations for Hybrid Retailers, the Land Use Bureau has determined the next closest use is Medical Marijuana Dispensary.

The Applicants also request Special Permit approval pursuant to Section 12.K.4.e of the Zoning Regulations to be exempt from the sidewalk requirements contained in Section 12.K.[2] First, because High Ridge Road is a State highway, a sidewalk is not required on the portion of the Property that borders this road.[3] Additionally, the enclosed Statement of Findings details why installing a sidewalk on Halpin Avenue would (1) not be appropriate in light of the existing conditions of the site, (2) not further the goal of providing a pedestrian network, and (3) create safety hazards for pedestrians.

Moreover, due to the small size of the space to be leased by Sweetspot and the absence of proposed site improvements, the Applicants are not subject to certain mobility requirements in Section 12 of the Zoning Regulations. Specifically, bicycle parking is not required because no changes of use, additions, and/or substantial renovations involving 5,000 square feet or more of Gross Floor Area are proposed. See Section 12.J.1. Lastly, because no additional off-street parking is required in connection with this Application, the Applicants are not required to provide electric vehicle charging stations. See Section 12.L.1.

In connection with the attached application, enclosed please find:

- Letters of Authority from Sweetspot Stamford, LLC and A&F High Ridge, LLC
- Application fees in the amount of $1,460 ($460 Special Permit application fee and $1,000 Public Hearing fee)
- Twenty-one (21) copies of the following application form and associated schedules:
    - Application for Special Permit Approval;
    - Schedule A – List of Plans;
    - Schedule B – Introduction and Project Overview;
    - Schedule C – Statement of Findings;
    - Schedule D – Legal Description of Property;
    - Schedule E – Zoning Data Chart;

[2]The sidewalk requirements in Section 12.K may not be applicable to the Applicants. Pursuant to Sweetspot's estimated costs based on other buildouts, renovations and alterations are not anticipated to exceed $250,000. However, because the ultimate determination of the final cost of renovations and alterations will be made by the Building Department at the time it issues a building permit, the Applicants do not yet know this total. Accordingly, it is necessary for them to seek Special Permit approval at this juncture.

[3]It should also be noted that there is already a sidewalk on this portion of the Property. It is unclear if the sidewalk complies with the requirements set forth in Section 12.K of the zoning regulations.

- Schedule F – Existing Zoning Map; and

- Schedule G – Aerial Photograph of Property.

- One (1) full-size and twenty (20) half-size copies of the following plans:

  - Zoning Location Survey prepared by Edward J. Frattaroli, Inc., entitled, "Zoning Location Survey Prepared for LDG Properties, 111-123 High Ridge Road, Stamford Connecticut," dated December 20, 2016, and revised through March 3, 2023;

  - Floor Plans prepared by Katie Schrider Design, dated March 7, 2023, with the plan titles listed on Schedule A; and

  - Security Layout Plan prepared by Sweetspot Stamford, LLC, dated March 8, 2023, with the plan titles listed on Schedule A.

- Twenty-one (21) copies of the Traffic and Parking Study Prepared by SLR, dated March 3, 2023, entitled "Traffic and Parking Study."

Please let me know if you have any questions or require additional materials. As always, thank you for your time and attention regarding this matter.

Very truly yours,

Lisa Feinberg

Lisa L. Feinberg

Enclosures.

cc: R. Blessing
Sweetspot Stamford, LLC

CARMODY
TORRANCE | SANDAK | HENNESSEY LLP

Lisa L. Feinberg

Partner
Phone: 203.252.2677
Fax: 203.325.8608
LFeinberg@carmodylaw.com

1055 Washington Blvd.
4th Floor
Stamford, CT 06901

March 15, 2023

VIA HAND & ELECTRONIC DELIVERY

Ms. Lindsey Cohen
Associate Planner, Land Use Bureau
City of Stamford
888 Washington Boulevard
Stamford, CT 06901
LCohen@StamfordCT.gov

Re: Request to be Heard by Planning Board
111-123 High Ridge Road, Stamford, CT (Parcel ID 000-0932) (the "Property")
Sweetspot Stamford, LLC ("Sweetspot") and A&F High Ridge, LLC (collectively, the "Applicants")

Dear Ms. Cohen:

Our firm represents the applicant Sweetspot, a prospective tenant of approximately 2,412± square feet of office/retail space on the above-referenced Property. The Property is owned by the applicant A&F High Ridge, LLC. The Property is located in the Neighborhood Business District (C-N) and Master Plan Category 7 (Commercial – Arterial). It is 46,361± square feet (1.06± acres) and improved with a 31,846± square foot, two-story, multitenant retail building and a 14,310±, three-story, multitenant retail building.

In July, 2021, the Governor signed Public Act No. 21-1, entitled "An Act Concerning the Responsible and Equitable Regulation of Adult-Use Cannabis" (the "Cannabis Bill"), which allows for the sale of adult-use cannabis in the State of Connecticut. The Cannabis Bill establishes a "hybrid retailer" as "a person that is licensed to purchase cannabis and sell cannabis and medical marijuana products ("Hybrid Retailer"). The Applicants seek Special Permit approval to allow Sweetspot to operate a Hybrid Retailer on the portion of the Property it seeks to lease.[1] The

[1]The Stamford Zoning Regulations do not specifically identify this use, which only became legal in Connecticut in 2021. In such circumstances, the legislation provides that the municipality must analogize the proposed use with another similar use in existence in the City's regulations. Specifically, Section 148(c) of the Act states: "Unless otherwise provided for by a municipality through its zoning regulations or ordinances, a cannabis establishment shall be zoned as if for any other similar use, other than a cannabis establishment, would be zoned." ZONING REGS. Sec. 4.E ("Medical Marijuana Dispensaries are allowed by Special Permit approval of the Zoning Board only within certain commercial and manufacturing Zoning Districts of the City of Stamford, as shown in Appendix A, Table II of these Regulations."); Appx. A, Table II, Use 133.1. Because the Zoning Regulations do not currently provide regulations for Hybrid Retailers, the Land Use Bureau has determined the next closest use is Medical Marijuana Dispensary.

CARMODY
TORRANCE | SANDAK | HENNESSEY LLP

Applicants also request Special Permit approval pursuant to Section 12.K.4.e of the Zoning Regulations to be exempt from the sidewalk requirements contained in Section 12.K. There are no site improvements associated with this request.

In connection with the attached application, enclosed please find:

- Eight (8) copies of the Application for Special Permit Approval and associated schedules.
- Eight (8) half size copies of the following plans:
    - Zoning Location Survey prepared by Edward J. Frattaroli, Inc., entitled, "Zoning Location Survey Prepared for LDG Properties, 111-123 High Ridge Road, Stamford Connecticut," dated December 20, 2016, and revised through March 3, 2023;
    - Floor Plans prepared by Katie Schrider Design, dated March 7, 2023, with the plan titles listed on Schedule A; and
    - Security Layout Plan prepared by Sweetspot Stamford, LLC, dated March 8, 2023, with the plan titles listed on Schedule A.

I have also submitted an electronic copy of the following:

- The Traffic and Parking Study Prepared by SLR, dated March 3, 2023, entitled "Traffic and Parking Study."

We look forward to advice as to when the Planning Board will consider this proposal. At that time, I kindly ask that members of our development team and I be given an opportunity to briefly describe the proposal. Please contact me should you have any questions. As always, thank you for your time and attention regarding this matter.

Very truly yours,

Lisa Feinberg

Lisa L. Feinberg

Enclosures.

cc: Sweetspot Stamford, LLC

March 3, 2023

Vineeta Mathur
Principal Planner, Land Use Bureau
City of Stamford
888 Washington Blvd.
Stamford, CT 06901

Re: A&F High Ridge, LLC
Special Permit Application
111-123 High Ridge Road (the "Property")

Dear Ms. Mathur:

A&F High Ridge, LLC is the owner of the above-captioned Property, for which a special permit application to operate a Hybrid Cannabis Retailer will be filed. Please consider this letter as written confirmation that the undersigned has authorized the attorneys of Carmody Torrance Sandak & Hennessey, LLP, with offices located at 1055 Washington Boulevard, Stamford, Connecticut 06901, to file the enclosed special permit application with the City of Stamford on its behalf in connection with the Property. Thank you for your acknowledgement of said authority.

Sincerely,

A&F High Ridge, LLC

Anthony Longhitano
By:
Duly Authorized

Signature: Anthony Longhitano (Mar 3, 2023 09:59 EST)

Email: anthonylonghitano@mac.com

March _3_, 2023

Vineeta Mathur
Principal Planner, Land Use Bureau
City of Stamford
888 Washington Blvd.
Stamford, CT 06901

Re: Sweetspot Stamford, LLC
Special Permit Application
111-123 High Ridge Road (the "Property")

Dear Ms. Mathur:

Sweetspot Stamford, LLC is the prospective tenant of approximately 2,400 square feet of office/retail space on the Property, for which a special permit application to operate a Hybrid Cannabis Retailer will be filed. Please consider this letter as written confirmation that the undersigned has authorized the attorneys of Carmody Torrance Sandak & Hennessey, LLP, with offices located at 1055 Washington Boulevard, Stamford, Connecticut 06901, to file the enclosed special permit application with the City of Stamford on its behalf in connection with the Property. Thank you for your acknowledgement of said authority.

Sincerely,

Sweetspot Stamford, LLC

Benjamin Herbst
By: Benjamin Herbst
Duly Authorized

City of Stamford
Zoning Board · Land Use Bureau
Government Center · 888 Washington Boulevard · Stamford, CT 06904-2152
Phone: 203.977.4719 · Fax: 203.977.4100

APPLICATION FOR SPECIAL PERMIT

Complete, notorize, and forward **thirteen (13) hard copies and (1) electronic copy in PDF format** to Clerk of the Zoning Board with a **$1,000.00 Public Hearing Fee** and the required application filling fee **(see Fee Schedule below),** payable to the City of Stamford.

NOTE: Cost of required advertisements are payable by the Applicant and performance of required mailing to surrounding property owners is the sole responsibility of the applicant. **LAND RECORDS RECORDING FEE**: $60.00 for First page - $5.00 for each additional page)

Fee Schedule

Special Permit 20,000 sq. ft. or less	**$460.00**
Special Permit more than 20,000 sq. ft.	**$460.00 + $30 per 1,000 sq. ft. or portion thereof in excess of 20,000 sq. ft.**

APPLICANT NAME (S): Sweetspot Stamford, LLC and A&F High Ridge, LLC

APPLICANT ADDRESS: c/o Agent: Daniel Chapple, Carmody Torrance Sandak & Hennessey LLP, 1055 Washington Blvd., Stamford CT 06901

APPLICANT PHONE #: c/o Agent: (203) 252-2695

IS APPLICANT AN OWNER OF PROPERTY IN THE CITY OF STAMFORD? Yes - A&F High Ridge, LLC owns property in Stamford

LOCATION OF PROPERTY IN STAMFORD OWNED BY APPLICANT (S): 111-123 High Ridge Road (Parcel ID 000-0932)

Sweetspot Stamford, LLC is the prospective tenant of a portion of this property.

ADDRESS OF SUBJECT PROPERTY: 111-123 High Ridge Road (Parcel ID 000-0932)

PRESENT ZONING DISTRICT: C-N (Neighborhood Business)

TITLE OF SITE PLANS & ARCHITECTURAL PLANS: See Schedule A

REQUESTED SPECIAL PERMIT: (Attach written statement describing request)

Special Permit for a Hybrid Retailer pursuant to Sec. 5.E of the Stamford Zoning Regulations and Public Act 21-1; Special Permit pursuant to Section 12.K.4.e to be exempt from the sidewalk requirements of Section 12.K. Please find enclosed Project Narrative and Statement of Findings (Schedules B and C).

LOCATION: (Give boundaries of land affected, distance from nearest intersecting streets, lot depths and Town Clerk's Block Number)

See Schedule D

NAME AND ADDRESS OF OWNERS OF ALL PROPERTY INVOLVED IN REQUEST:

NAME & ADDRESS	LOCATION
A&F High Ridge, LLC 111 High Ridge Road Stamford, CT 06905	111-123 High Ridge Road

DOES ANY PORTION OF THE PREMISES AFFECTED BY THIS APPLICATION LIE WITHIN 500 FEET OF THE BORDER LINE WITH GREENWICH, DARIEN OR NEW CANAAN? No *(If yes, notification must be sent to Town Clerk of neighboring community by registered mail within 7 days of receipt of application – PA 87-307).*

DOES THE PROJECT RESULT IN THE CREATION OF 10 OR MORE UNITS OR 10,000 SF OR MORE IN FLOOR AREA OR DISTURBANCE OF 20,000 SF OR MORE IN LAND AREA, THROUGH NEW DEVELOPMENT, RECONSTRUCTION, ENLARGEMENT OR SUBSTANTIAL ALTERATIONS? No (If yes, then complete the Stamford Sustainability Scorecard per Section 15.F).

City of Stamford
Zoning Board · Land Use Bureau
Government Center · 888 Washington Boulevard · Stamford, CT 06904-2152
Phone: 203.977.4719 · Fax: 203.977.4100

DATED AT STAMFORD, CONNECTICUT, THIS 15th DAY OF March 20 23

SIGNED: Daniel Chapple

NOTE: Application cannot be scheduled for Public Hearing until 35 days have elapsed from the date of referral to the Stamford Planning Board. If applicant wishes to withdraw application, please notify the Zoning Board at least three (3) days prior to Public Hearing so that the Board may have sufficient time to publicize the withdrawal.

STATE OF CONNECTICUT
ss STAMFORD March 15 20 23
COUNTY OF FAIRFIELD

Personally appeared Daniel Chapple, signer of the foregoing application, who made oath to the truth of the contents thereof, before me.

Rachel Breslin
~~Notary Public~~ - Commissioner of the Superior Court

FOR OFFICE USE ONLY

APPL. #: _____ Received in the office of the Zoning Board: *Date:* _____

By: _____

Revised 09/02/2020

Schedule A
List of Plans

- Zoning Location Survey prepared by Edward J. Frattaroli, Inc., titled, "Zoning Location Survey Prepared for LDG Properties, 111-123 High Ridge Road, Stamford Connecticut," dated December 20, 2016, and revised through March 3, 2023.

- Floor Plans prepared by Katie Schrider Design, dated March 7, 2023, titled:
  - "C: Cover Page;"
  - "ID.1: Floor Plan;"
  - "ID.2: Store Front – Entry/Side Windows;"
  - "ID.3: Floor Plan – Client Queuing;" and
  - "ID.4: Floor Plan – Employee Path of Travel."

- Security Layout Plan prepared by Sweetspot Stamford, LLC, dated March 8, 2023, titled:
  - "Proposed Architectural Layout;"
  - "Security Overlay (Cameras, Access control, Security, etc.);" and
  - "Operational Zones overlay (Public, Ops, Limited Access, Restricted Access)."

Schedule B
Introduction & Project Overview

Sweetsp::t

Sweetspot Stamford

Sweetspot Stamford LLC
MARCH 9, 2023 | STAMFORD CT

Table of Contents

INTRODUCTION

PROJECT INFORMATION

Statement of Goals

Sweetspot Stamford LLC ("the Applicant") seeks approval to operate Sweetspot Stamford, a boutique hybrid cannabis dispensary providing service to both qualified medical cannabis patients and adult-use consumers in the City of Stamford at 111 High Ridge Road.

The Applicant is provisionally licensed by the State of Connecticut to operate an Adult-Use Cannabis Medical Hybrid Retail business in Stamford. The Applicant now seeks approval of the City of Stamford Planning Board and Zoning Board for the proposed cannabis retail facility outlined in this document. To receive final licensure from the State, the Applicant will require a Special Permit from the Stamford Zoning Board.

Sweetspot Stamford will provide Stamford residents with a distinct option to meet their needs as either medical cannabis patients or adult use consumers which improves upon the options currently available to residents from existing market participants. Smaller than the currently approved cannabis dispensary operations elsewhere in Stamford and featuring an intimate, consumer-oriented operations model, Sweetspot Stamford will provide residents with a level of personal service not currently available elsewhere. Sweetspot Stamford will also improve accessibility to customers and, most importantly, medical patients who reside in central and northern portions of Stamford.

Sweetspot Stamford's holistic design approach is informed by years of cannabis industry experience. Patients and customers will enjoy an unrivaled in-store experience and access to the highest quality products available in a sophisticated and welcoming space designed around the principles of safety, security, and sustainability. Sweetspot Stamford's proposed facility will safely integrate into the surrounding community and offer Stamford residents access to a combination of professionalism, service, and convenience unmatched by any other cannabis retailer in Connecticut.

This document will articulate the ways in which the Applicant's proposed facility and plans will serve the interests of the City of Stamford and its residents by providing a safe and secure hybrid retailer that will integrate seamlessly into the physical infrastructure and social fabric of the city.

Project Quick-Facts

Applicant Name	Sweetspot Stamford LLC
Proposed Business	Adult-Use Cannabis Medical Hybrid Retailer
Proposed Facility Location	111 High Ridge Road Stamford, CT 06905
Size of Proposed Facility	2,412 Square Feet
Zoning District	C-N (Neighborhood Business District)

BACKGROUND INFORMATION

The Connecticut Cannabis Industry

The establishment of first the legal medical use and subsequent adult-use cannabis markets in Connecticut represent two of the most significant economic and social policy developments in Connecticut in generations. These developments present governments with a challenge equal to the magnitude of the opportunity afforded by this profound change. It is crucial for municipalities across the State to entrust appropriate and experienced private sector partners to enter their communities as responsible market participants in order to realize the full scope of economic, social justice, healthcare, and quality of life benefits made possible by these new markets.

The proper partner will provide a plan to effectively address the healthcare needs of medical patients, maximize local economic benefits, provide a range of products and customer service expertise to educate and support adult use customers, and apply the principles of social justice and restorative justice in its operations to ensure that cannabis legalization benefits residents from communities disproportionately impacted by harmful superannuated cannabis prohibition policies. These goals must be achieved along with the practical requirements for long-term financial viability and while navigating real-world challenges relating to urban planning, public opinion, environmental responsibility, and public health & safety considerations. Sweetspot Stamford has such a plan.

The team behind Sweetspot Stamford and its parent company, Sweetspot Brands LLC ("Sweetspot") are uniquely qualified to deliver on the possibilities of this generational opportunity for the City of Stamford, its medical cannabis patients, and residents. The foundation of the Sweetspot Stamford team's suitability to excel in the operation of a hybrid cannabis retailer are the deep personal ties to Stamford amongst the company's senior leadership. Along with the unique commitment and focus afforded by the opportunity to make a lasting positive impact in their hometown, the Sweetspot team brings with it a depth of experience establishing cannabis businesses as early entrants into newly established cannabis markets in several states along the east coast. That invaluable experience is made more impactful by the team's experience establishing and operating multiple different types of cannabis businesses, including medical, adult-use, and hybrid cannabis retail businesses.

Corporate Structure

Sweetspot Stamford LLC ("Sweetspot Stamford") is a joint venture between CT Plant Based Compassionate Care LLC ("CT Plant") and CT SE Holding Company LLC ("CTSE"). Both CT Plant and CTSE are Social Equity Joint Ventures between Sweetspot Brands LLC ("Sweetspot") and Stamford resident John O'Leary. In accordance with Connecticut State requirements, John O'Leary, as the disproportionately impacted area ("DPI") social equity applicant, holds a 65% ownership stake of both CT Plant and CTSE with Sweetspot holding ownership of the remaining 35%.

Licensure & Eligibility

On September 16, 2022, CT Plant was awarded a provisional cannabis cultivation license (License No. ACCE.0000014) pursuant to Section 21a-420(o) of the Connecticut "Responsible and Equitable Regulation of Adult-Use Cannabis Act" or "RERACA."

Section 5 of Public Act 22-103, which amended and supplemented RERACA, provides that a cultivator licensed under Section 21a–420(o) of RERACA may create two equity joint ventures in any cannabis establishment licensed business other than cultivation. Effectively, this provision entitles licensees under Section 21a-420(o) to open two retail cannabis dispensaries in Connecticut, subject to local approval, approval by the CT Social Equity Council, and final state licensure from the CT Department of Consumer Protection. CT Plant has formed two equity joint ventures, Sweetspot West Hartford LLC and Sweetspot Stamford LLC, for the purpose of opening retail cannabis dispensaries in West Hartford, CT, and Stamford, CT.

COMPANY PROFILE

Sweetspot Brands LLC

The Applicant presents the City of Stamford a unique opportunity to partner with a business featuring not only a wealth of experience and demonstrable success in the cannabis industry but deep knowledge of and longstanding personal connections with Stamford.

Sweetspot's owners, principals, and team members bring a deep level of experience operating top-tier cannabis cultivation, manufacturing, and dispensary facilities with the highest levels of professionalism. Sweetspot currently has an interest in 11 cannabis licenses across five states in the Northeast. Sweetspot affiliates and subsidiaries currently operate a hybrid cannabis dispensary and cultivation & processing facility in Rhode Island, an adult-use dispensary in Maine, a medical cannabis dispensary in Maryland, and a medical-use Alternative Treatment Center in New Jersey, with additional fully licensed projects in development.

Key People

Jason Webski: Chief Executive Officer
As Sweetspot Brands LLC's founder, Jason has over five years of experience creating the business and operations frameworks for a variety of cannabis industry businesses including both adult use and medical use retailers, cultivation facilities, and manufacturing operations.

Carl Allison: Chief Financial Officer
Carl has over 30 years' experience in financial management, accounting, and strategic business operations management with five years of direct cannabis industry experience.

Blake Costa: Chief Operating Officer & Director of Security
Blake served for 12 years in the military where he specialized in security at high value locations worldwide including U.S. embassies. Based on military and Federal Government security protocols, Blake developed a comprehensive security plan specifically for cannabis facilities at operations along the East Coast.

Peter Franklin, Vice President of Retail Operations
Dispensary operations will be overseen by Peter Franklin. Peter has spent the past four years actively managing several licensed Cannabis Dispensary Facilities across several states. He has expertise in state mandated inventory tracking systems, detailed record keeping, efficient dispensing operations and employee training. He is currently overseeing management and operations at four highly rated cannabis retail facilities in Maine, Maryland, and New Jersey, and Rhode Island.

Ben Herbst: Chief Business Development Officer
With a professional background in real-estate, Ben has successfully secured municipal approvals for new cannabis business development projects in eight states.

Bryan Lucas: General Counsel & Director of Government Affairs
Bryan has served as a Deputy Attorney General and Special Assistant to the Director in the NJ Office of the Attorney General, Division of Law. Bryan developed a regulatory compliance and government affairs toolkit which he now utilizes as Sweetspot's in-house counsel.

Good Neighbor Policy

Sweetspot's highest priority when entering a new community is to become good neighbors and partners to the public. Sweetspot's overarching "Good Neighbor Policy" commits our cannabis businesses to meet or exceed requirements for security, transparency, accountability, and quality control. Sweetspot has made significant investments in technologies and practices to minimize our managed businesses' carbon footprints and reduce the consumption of energy, water, and other natural resources. Sweetspot also outlines best practices to minimize local environmental impact by properly managing odor, waste disposal, and both vehicular and pedestrian traffic. To best effect the Good Neighbor Policy, we establish strong relationships and open lines of communication with local law enforcement and emergency services. Sweetspot is also committed to being open and responsive to all concerns raised by public safety officials, local government, neighboring businesses, and the public. Our commitment to maintaining positive community relationships extends to hiring and staffing policy; we strive to hire locally and provide customers and non-customer locals alike with information and educational opportunities to ensure a safe and comfortable environment for all.

Sweetspot Stamford's policies, plans, and best practices are adapted from the lessons learned through real-world cannabis industry experience of Sweetspot and Sweetspot affiliates. Neither Sweetspot nor any Sweetspot affiliate has ever received a violation for failure to meet regulatory requirements, or any other reason, and proudly fosters meaningful working relationships with regulatory agencies, local governments, and public safety officials everywhere it does business.

Sweetspot Brands and its affiliates also regularly form university partnerships with institutions of higher education. These partnerships pursue a range of objectives that both benefit the local population and address important social concerns relating to the cannabis industry. Ongoing university partnerships include an internship program established at the University of Rhode Island and serving as a board member on the Eastern Connecticut State University Cannabis Sustainability Board.

Connections to Stamford

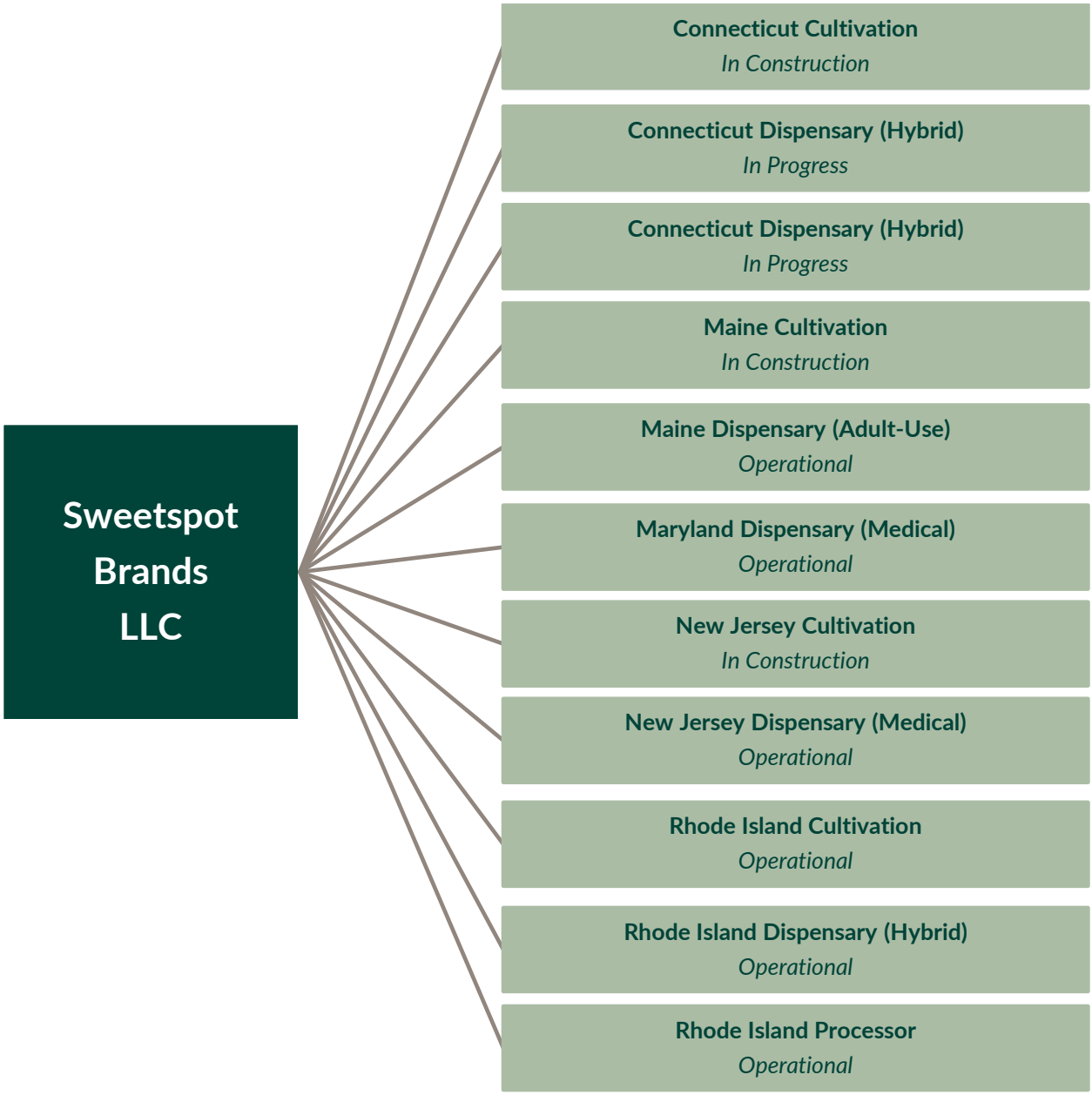
The opportunity to provide quality healthcare access and an unrivaled adult use customer service experience to the people of Stamford is especially meaningful to the Sweetspot team as nine key contributors to our efforts were born and raised in Stamford. Stamford residents will undoubtedly benefit from the commitment to excellence the Sweetspot leadership brings with it to this opportunity for putting their expertise to work for the benefit of their hometown.

Blake Costa	Chief Operating Officer & Director of Security
Ben Herbst	Chief Business Development Officer
Alex Michalowskij	Facilities Manager
John O"Leary	Social Equity Partner
Michael O'Leary	Founding Board Member
Jason Tucker	Director of Cultivation
Chris Tzoannopoulos	Social Equity Partner
Eugenia Tzoannopoulos	Franchise Development Director
Jason Webski	Chief Executive Officer
David Werdelin	Construction Manager

Cannabis Industry Experience

Sweetspot and Sweetspot affiliates possess unique insights garnered through years of experience operating cannabis businesses across multiple license types as early entrants in newly established state cannabis markets. This informative experience has produced a wealth of institutional knowledge concerning both refined and efficient management of cannabis business and the regulatory and practical challenges facing business, local government, and members of the public during the crucial and occasionally confusing early stages of market development. As a result, Sweetspot Stamford is fully prepared to execute proven business and operations strategies to provide patients and customers an unrivaled dispensary experience.

Sweetspot and affiliated subsidiaries hold an interest in eleven cannabis licenses across five states and outlined in the chart below.



Operational Excellence

Sweetspot Stamford will provide patients and customers with a boutique level of individual service while retaining the capacity to meet the robust market demand of Stamford and surrounding communities.

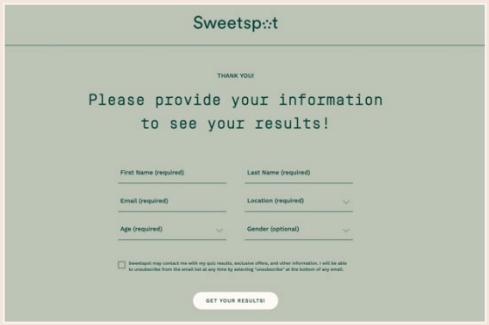
Boutique Retail Service

Sweetspot Stamford will offer adult-use customers Sweetspot's unique personalized retail experienced. Sweetspot's collaborative and educational service model is specifically designed to address the needs and concerns of customers who are either new to or returning to cannabis use as well as those frustrated by the experiences they have had with other cannabis products or just looking to ensure they maximize their personal use experience.

Sweetspot's unique approach to guiding customers towards an informed decision that will maximize their experience plays out over three steps.

1. Personalization Quiz

Customers fill out a brief quiz online (www.sweetspotfarms.com) to identify their specific concerns and goals. Sweetspot automatically generates a digital response with a personalized education brochure, identifying strains, products, and terpene blends.



2. Starter Kit

Customers then visit the store and receive a personalized Starter Kit featuring 6 small doses of different varieties curated by in-store guides. Customers track their experience with each varietal and return to the store for discussion with an in-store guide.

3. Personalized First Orders

Based on each customers' experience with their Starter Kit, in-store guides suggest customizable products for each customer's first full order.

Medical Professionalism

Medical cannabis patients who entrust Sweetspot Stamford to provide them with access to their care will always receive priority service. Medical patients will find a dedicated check-in area upon entering the facility and will never wait behind adult-use customers to either check in and verify their identity or for access to the retail area of the facility. Medical patients will also find a dedicated sales area in the retail space to ensure they retain priority considerations by staff.

A licensed pharmacist will be available at all operating hours to confer with any medical patient desiring consultation. A dedicated phone line will be established for medical patients to reach either the Dispensary Manager or Pharmacist directly to address any and all questions or problems relating to medical cannabis products or their use.

All staff members, not just the pharmacists, will be thoroughly trained and assessed on the regulatory requirements and standards of professionalism demanded of medical service providers before they ever interface with a member of the public as a Sweetspot Stamford Employee. Training is supplemented by ongoing continuous staff education and periodic reassessments. All staff will command a thorough knowledge of medical cannabis laws and regulations, products and product types, procedures relating to product recalls or adverse reactions, and professional conduct with patients and approved caregivers. Patient dignity and privacy rights, including HIPAA regulations, are of paramount concern to Sweetspot Stamford and Sweetspot Brands management.

In-Store Efficiency

Sweetspot Stamford will operate a facility roughly half the size of the two current approved cannabis retail businesses located in Stamford. The facility's moderate scale will provide sufficient space to serve the needs of Stamford residents while still allowing for staff to focus on the individual concerns of patients and adult-use customers for every transaction.

Efficient operations procedures are key to balancing the demands of Sweetspot's quality of service and a robust market of medical patients and adult use consumers. The best quantitative representation of such efficiency is the average transaction time for each visit. The efficacy of Sweetspot operations procedures is made evident by the swift transaction times seen at currently operating affiliate dispensaries.

The chart below displays the average transaction length in 2022 at the two Sweetspot affiliated dispensary facilities that operated for the entire year.

Dispensary Location	Dispensary Type	Total Transactions (2022)	Average Transaction Length [mm:ss]
Olney, Maryland	Medical	23,427	04:06
Portland, Maine	Adult-Use	20,115	04:19
Combined	Combined	43,542	04:12

Sweetspot Stamford will reproduce these outstanding efficiency metrics and enjoy the many positive implications they hold for related considerations ranging from customer sentiment to environmental impact matters including the flow of vehicular and pedestrian traffic.

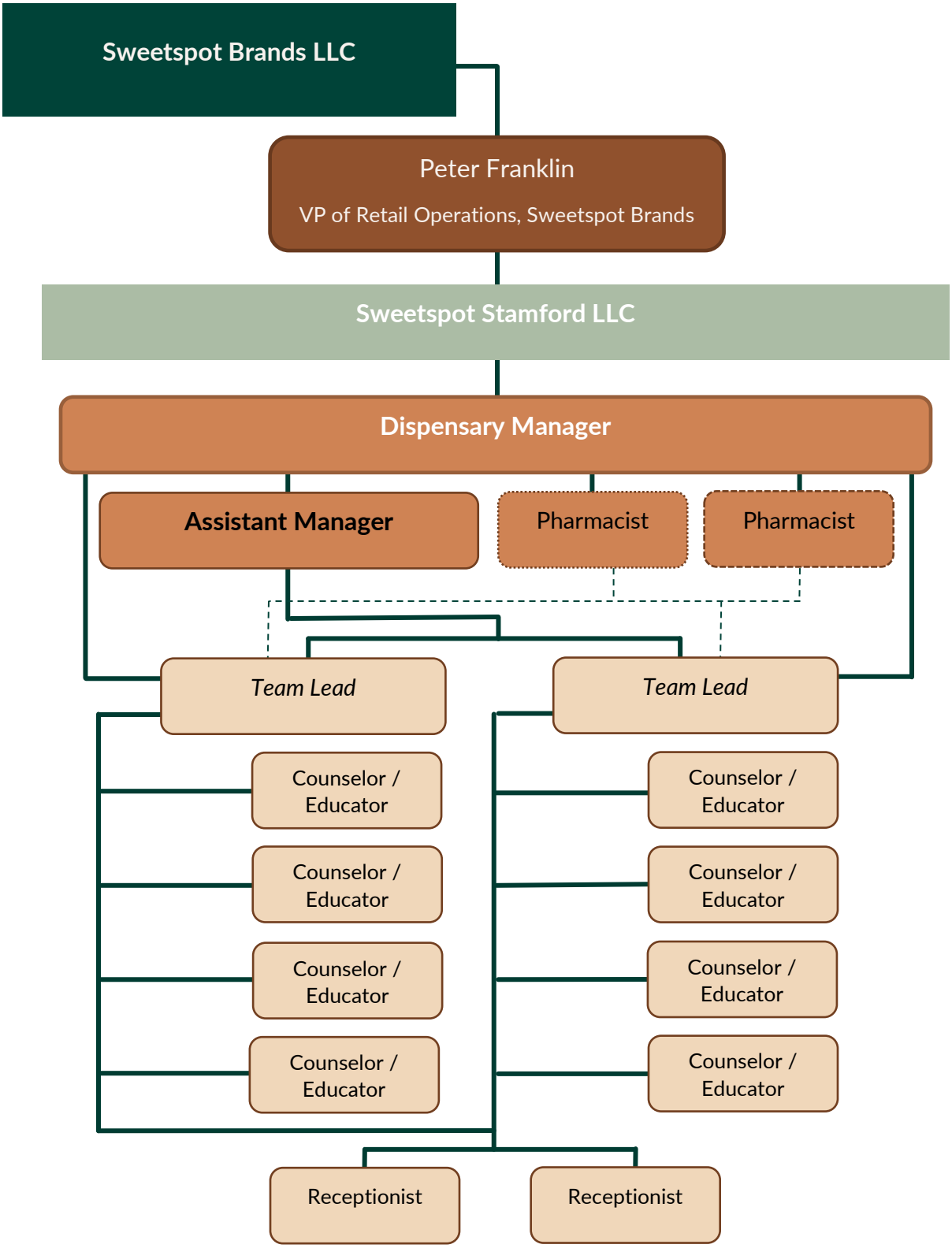
BUSINESS PLANS

OPERATING HOURS

Day	Hours	Duration
Monday	10:00 AM – 7:00 PM	9 Hours
Tuesday	10:00 AM – 7:00 PM	9 Hours
Wednesday	10:00 AM – 7:00 PM	9 Hours
Thursday	10:00 AM – 7:00 PM	9 Hours
Friday	10:00 AM – 7:00 PM	9 Hours
Saturday	10:00 AM – 7:00 PM	9 Hours
Sunday	11:00 AM – 5:00 PM	6 Hours

STAFFING CHART

DISPENSARY STAFFING & COMPENSATION PLAN				
Position	Status	Hourly Rate	Weekly Hours	Annual Salary/Wages
Dispensary Manager	Salaried	N/A	40	$75,000.00
Assistant Manager	Salaried	N/A	40	$50,000.00
Staff Pharmacist 1	Salaried	N/A	40	$85,000.00
Staff Pharmacist 2	Salaried	N/A	40	$85,000.00
Team Lead 1	Hourly	$20.00	40	$41,600.00
Team Lead 2	Hourly	$20.00	40	$41,600.00
Full Time Patient Counselor / Customer Educator 1	Hourly	$17.00	40	$35,360.00
Full Time Patient Counselor / Customer Educator 2	Hourly	$17.00	40	$35,360.00
Full Time Patient Counselor / Customer Educator 3	Hourly	$17.00	40	$35,360.00
Full Time Patient Counselor / Customer Educator 4	Hourly	$17.00	40	$35,360.00
Full Time Patient Counselor / Customer Educator 5	Hourly	$17.00	40	$35,360.00
Part Time Patient Counselor / Customer Educator 1	Hourly	$16.00	20	$16,640.00
Part Time Patient Counselor / Customer Educator 2	Hourly	$16.00	20	$16,640.00
Receptionist 1	Hourly	$15.00	35	$27,300.00
Receptionist 2	Hourly	$15.00	35	$27,300.00


Sweetspot Brands LLC
Peter Franklin
VP of Retail Operations, Sweetspot Brands
Sweetspot Stamford LLC
Dispensary Manager
Assistant Manager
Pharmacist
Pharmacist
Team Lead
Team Lead
Counselor / Educator
Counselor / Educator
Counselor / Educator
Counselor / Educator
Counselor / Educator
Counselor / Educator
Counselor / Educator
Counselor / Educator
Receptionist
Receptionist

ENVIRONMENTAL SUSTAINABILITY PLAN

Sweetspot Stamford is committed to honoring and respecting our neighbors, communities, and the planet by minimizing our environmental impact wherever we can. That means putting forward policies and practices to reduce our facility's carbon footprint, limit consumption of energy and scarce resources as much as possible, and to be mindful of our immediate impact on our surroundings and the people and businesses who call them home.

Sweetspot Stamford's commitment to conservation, sustainability, and environmental responsibility extend to all aspects of business operations.

Retail Sustainability

Waste in cannabis packaging has been all too common in this new industry. Sweetspot Brands has worked diligently over the years to achieve eco-friendly packaging while remaining compliant with state regulations. Sweetspot Stamford will minimize the use of petroleum, metal and non-replenishable materials when repackaging bulk flower product. We will likewise seek to partner with licensed cultivators and processors who strive to be eco-friendly in their production and packaging and will only use recyclable materials for exit bags, and educational materials. The Applicant will implement a packaging recycling program to minimize waste as much as possible. To incentivize customers to recycle their packaging, Sweetspot Stamford will create a credit program where customers will receive a percentage of the packaging cost as a store credit whenever they recycle their packaging.

Ecologically Conscious Operations

Sweetspot Stamford is committed to taking innovative approaches to reduce its environmental impact in all facets of operations. Sweetspot Stamford will employ energy efficiency operations policies developed by Sweetspot Brands through substantial investments in technologically sophisticated systems designed to reduce the carbon footprint of its business operations.

Sweetspot Stamford will limit energy and resource consumption through various efficiency strategies and technologies, including:

- Energy efficient LED lighting
- Energy Star (or equivalent) certified appliances and electronics
- Motion-censor controlled interior lighting
- Smart thermostats for interior heating and cooling systems
- Prioritization of vendors and service providers who demonstrate energy efficient practices

Sweetspot Stamford will utilize all these resource-minded strategies in its daily operations and constantly seek new ways to reduce our energy and resource consumption. We are also committed to sharing these best practices with other participants in the local cannabis market, because the health and safety of our community and the planet requires cooperation even amongst competitors.

Plastic-Free & Paperless Policies

Sweetspot Stamford will institute policies towards achieving the goal of being a fully plastic-free workplace. One representative policy is a ban on single-use plastic water bottles by employees in the workplace. Energy efficient water coolers will be provided in the facility and all employees will be gifted reusable water bottles for use both in the workplace and in their private lives.

Sweetspot Stamford will also limit the use of paper and paper goods to the extent possible. Policies aimed at achieving this goal include paperless Human Resources processes, fully digital permitted marketing campaigns, and enrollment in paperless banking and bill-pay options with all vendors.

Sustainable Construction Practices

During the Design & Construction phases of our facility buildout, the Sweetspot Stamford team will work with architects, engineers, and general contractors to minimize environmental impact during construction. This will include design features such as 100% energy efficient lighting, light motion sensors in all rooms and corridors to ensure lights are turned off when areas are unoccupied, purchase of recycled furniture and fixtures. Additionally, Applicant will use low Volatile Organic Compounds (VOC) building materials including minimally polluting paints, adhesives, solvents, caulks, wood products, flooring, and sealants. All environmental systems will have an Energy Star rating and utilize remote sensing technology to minimize wasteful use. All excess building materials will be donated to Habitat for Humanity.

Supporting Sustainable Agricultural Practices

Sweetspot Stamford will utilize its buying power to prioritize purchases from cultivators who employ industry-leading agricultural sustainability practices. Sweetspot Stamford will seek to purchase a significant percentage of its products from cultivators and wholesale suppliers who demonstrate that they:

- Minimize water consumption through irrigation recycling systems.
- Utilize energy efficient lighting and equipment such as LEDs.
- Implement sustainable energy sources into their cultivation operations such as solar and wind power.
- Exclude pesticides and other inorganic chemicals from cultivation operations.

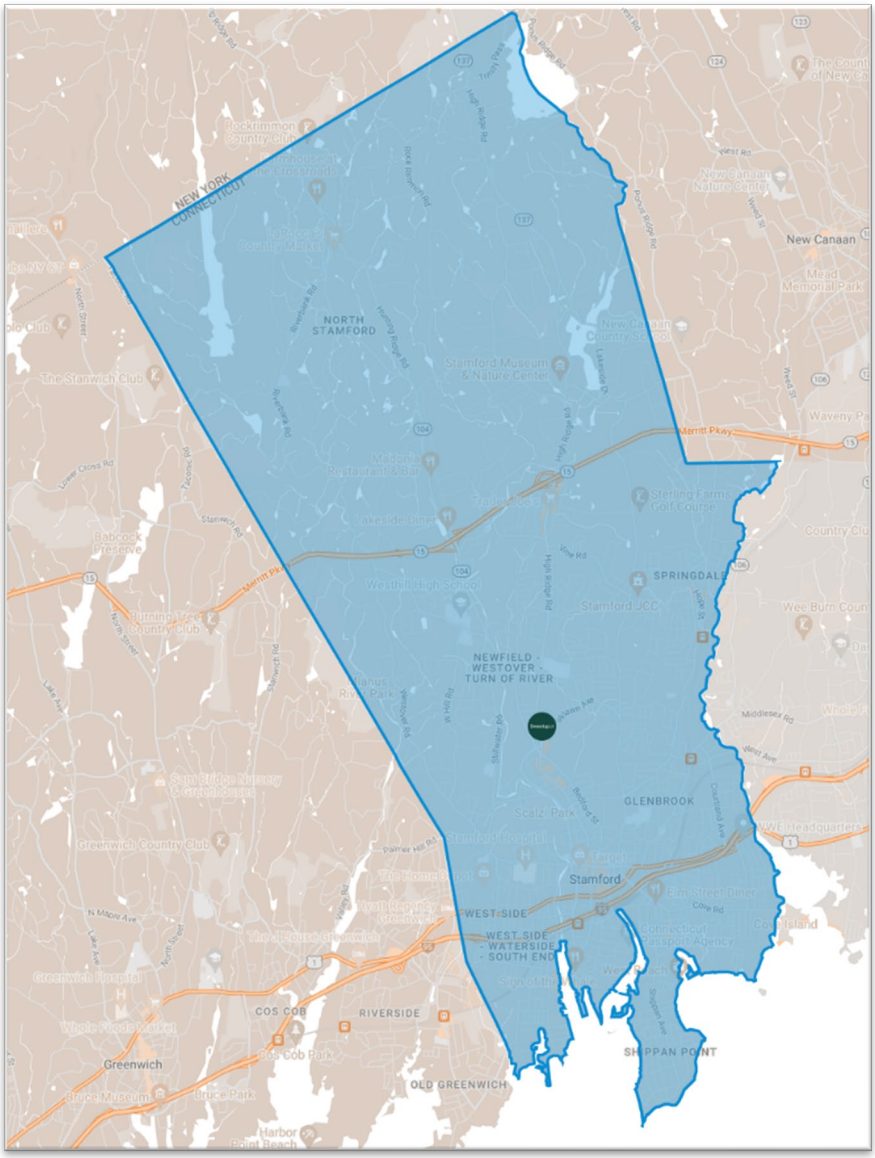
Sweetspot Stamford will also explore supporting local community garden projects and other initiatives which bring awareness to sustainable agricultural practices in the Stamford and Fairfield County. This practice is a continuation of efforts by other Sweetspot Brands affiliated companies to highlight sustainable community-based agriculture practices and initiatives in their respective communities.

SITE INFORMATION

The Applicant proposes to operate a hybrid cannabis retail facility located at:

111 High Ridge Road
Units 13, 14, 15
Stamford, Connecticut 06905

The applicant has a lease agreement in place with the owner of the property. Execution of the lease agreement is contingent upon final zoning approval by the City of Stamford and subsequent final licensure by the State of Connecticut.



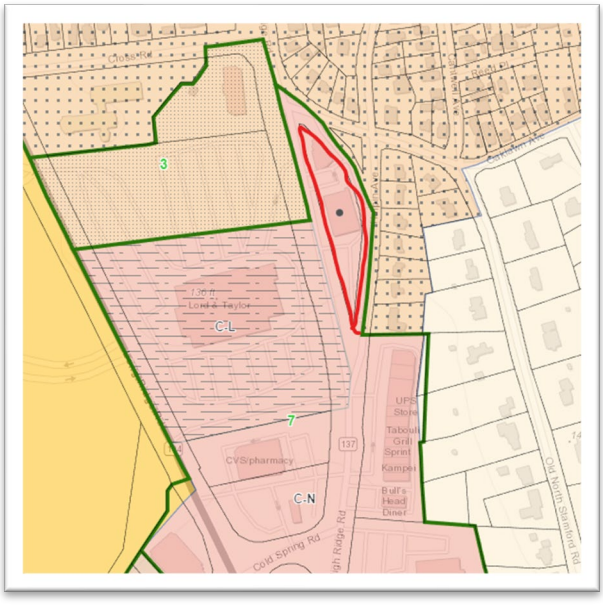
111 High Ridge Road

111 High Ridge Road ("111 High Ridge") is a multi-tenant office & retail building offering 31,300 square feet of leasable commercial space. Sweetspot Stamford will occupy 2,412 square feet on the ground floor.

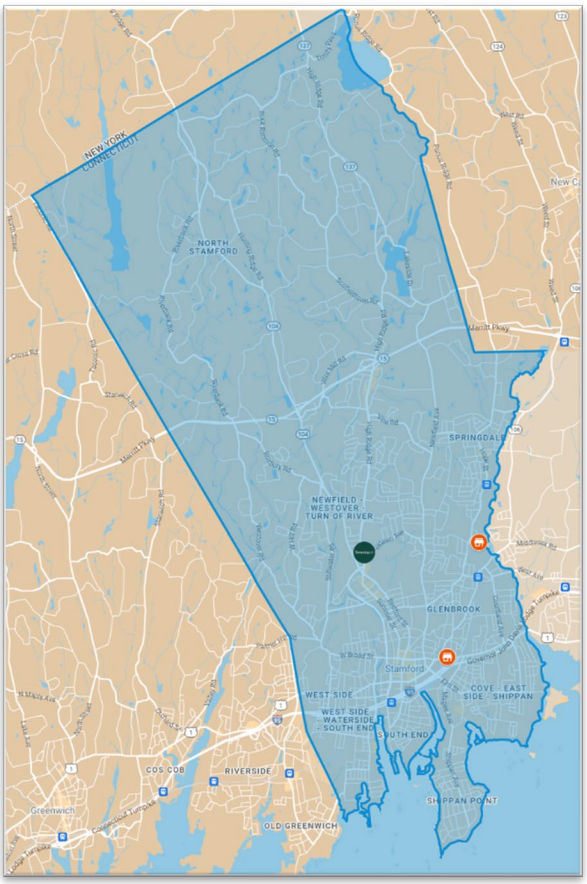
The remainder of the building is occupied by twelve existing tenants. Tenants include six medical offices, three salons, a liquor store, a learning center, and office space.

123 High Ridge Road is located on the same parcel as 111 High Ridge. The two structures share a large parking lot with driveways opening onto both High Ridge Road and Halpin Ave.

123 High Ridge is a three-story multi-unit office & retail building and features 11,626 square feet of leasable commercial space currently occupied by four tenants including two medical offices, a tutoring center, and an electronics repair shop.



ACCESSIBILITY



111 High Ridge offers convenient, equitable access for residents living in all areas of Stamford. Sweetspot Stamford improves accessibility compared to currently available options in two important ways. Current approved cannabis retailers are marked with red icons on the map to the left.

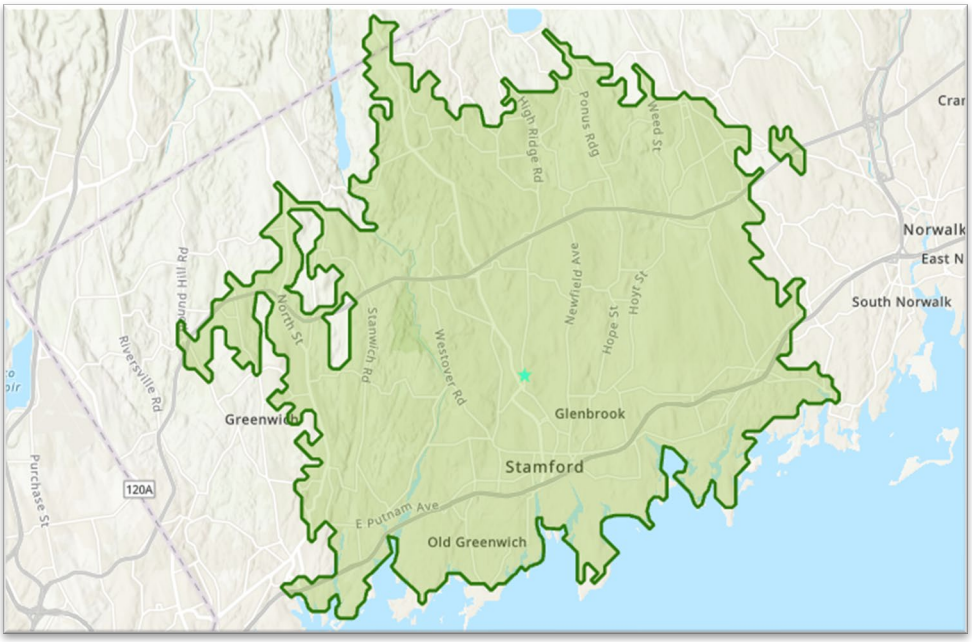
First, the facility's central location and excellent access to important arterial routes along the public road network reduce the drive time and distance between a dispensary option and significant portions of central and northern Stamford.

Second, nearby public transportation options equitably improve accessibility for residents who may not own cars or have the ability to drive.

More than a welcome convenience for some, Sweetspot Stamford will reduce barriers to care for many of the community's most vulnerable medical cannabis patients.

Automobile Access

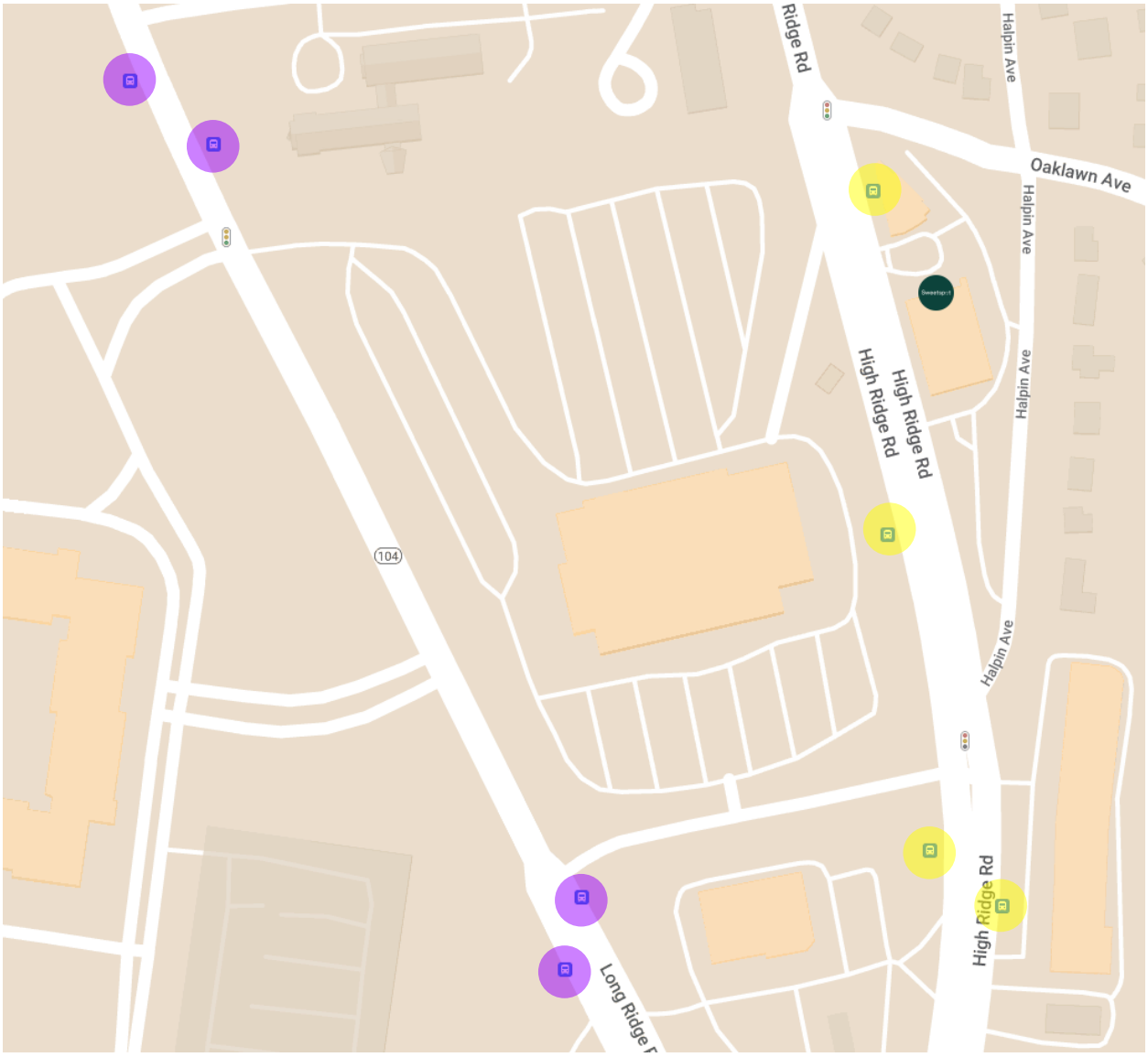
As demonstrated by the green-shaded zone of the map below, virtually of Stamford is within a 15-minute drive of 111 High Ridge.



Public Transit Access

Applicant's facility will enjoy direct access to existing CTtransit bus services. Stops in each direction along CTtransit Route 331 are located within 350 feet of the front entrance of Sweetspot Stamford. Stops along CTtransit Route 336 are also located within a five minute walk of the facility.

In the image below, stops along Route 331 are marked in yellow and stops along Route 336 in purple.



Pedestrian Access

Sidewalks located along High Ridge Road ensure the safety of those transiting to and from the facility on foot, including those accessing the nearby CTtransit bus stops as well as foot traffic to and from other points.

TRAFFIC IMPACT & SAFETY ANALYSIS

The Applicant contracted the services of SLR Consulting ("SLR"), a leading international engineering & environmental sustainability consultancy, to assess the traffic and road safety implications of this proposal. SLR's conclusion was that the increased traffic caused by Sweetspot Stamford can be accommodated by the surrounding roadway system and that no traffic mitigation efforts are necessary.

SLR's findings are supported by a sophisticated level-of-service (LOS) analysis used to assess traffic conditions at the intersections and driveway access points that will be utilized by cars traveling to and from the dispensary. SLR first conducted intersection capacity analysis and queue analysis of current conditions at the proposed site of Sweetspot Stamford. A model of peak hour conditions including traffic generated by Sweetspot Stamford was then developed based on statistical data published by ITE. SLR then compared the current ("Background") and expected ("Combined") conditions. SLRs analysis concluded there to be no expectation for any meaningful degradation of traffic conditions.

It should be noted that LOS conditions rated "D" or above are generally considered to be acceptable road conditions.

SLR

Table 3 Capacity Analysis Summary Future (2023) Conditions

Intersection/Lane Group	Level of Service			
	Weekday P.M. Peak Hour		Saturday Midday Peak Hour	
	Background	Combined	Background	Combined
Signalized				
High Ridge Road at Cross Road				
Eastbound Left/Right	B	B	B	B
Northbound Left/Through	C	C	B	B
Southbound Through/Right	B	B	B	B
Overall	***B***	***B***	***B***	***B***
High Ridge Road at Oaklawn Avenue				
Westbound Left/Right	D	D	D	D
Northbound Through/Right	C	C	C	C
Southbound Left	C	C	B	B
Southbound Through	A	A	A	A
Overall	***C***	***C***	***C***	***C***
Unsignalized				
Oaklawn Avenue at Halpin Avenue				
Northbound Left/Through/Right	C	C	B	B
Southbound Left/Right	C	C	C	C
High Ridge Road at Main Driveway				
Westbound Left/Right	D	D	C	C
Southbound Left	B	B	B	B
Halpin Avenue at Main Driveway				
Northbound Left	A	A	A	A
Eastbound Left	B	B	B	B

Notes: LOS calculations were performed using *Synchro 11*.

PARKING ANALYSIS

The existing parking on the site is legally nonconforming, as confirmed by the Zoning Enforcement Officer, James Lunney. A copy of the letter confirming the parking status is included with the application materials. Notwithstanding this, however, there is more than enough parking to support all of the businesses on the property.

SLR conducted an analysis of current and projected parking demand and the capacity of the lot shared by 111 and 123 High Ridge Road to accommodate the parking needs of current tenants and Sweetspot Stamford. SLR's conclusion is that the uses on the property naturally share parking with different peak demand hours and the existing parking supply is more than sufficient.

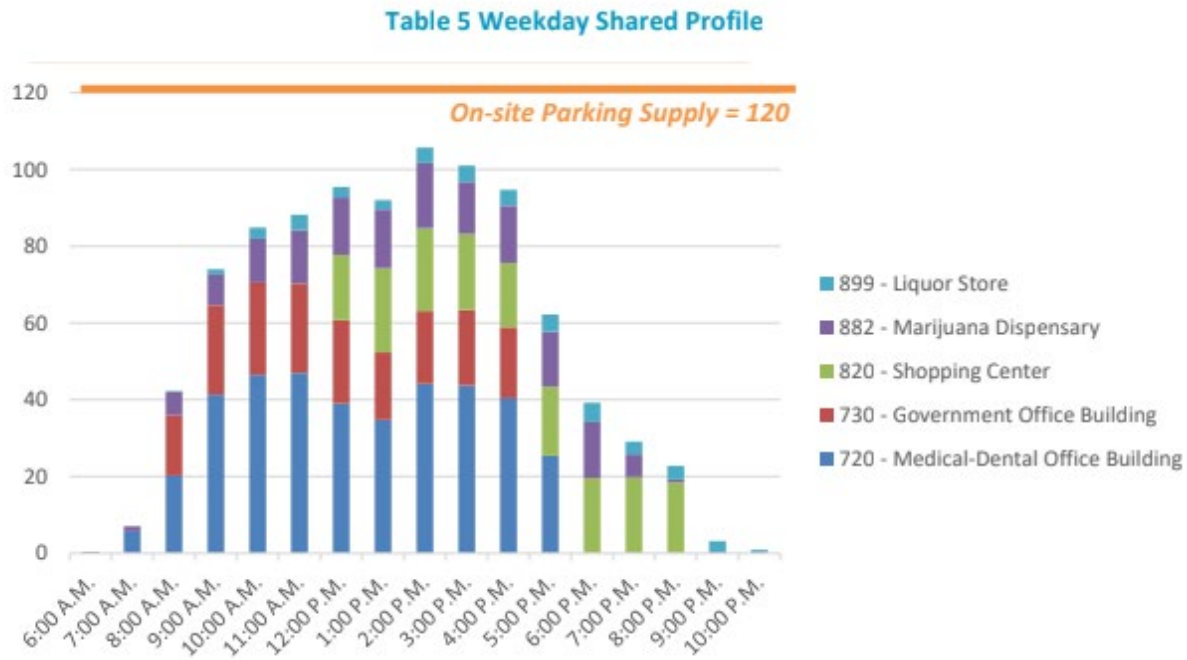
Full parking analysis methodologies and findings are included in the attached document prepared by SLR, *111 High Ridge Road Traffic And Parking Study*, but tables summarizing key datapoints are included below.

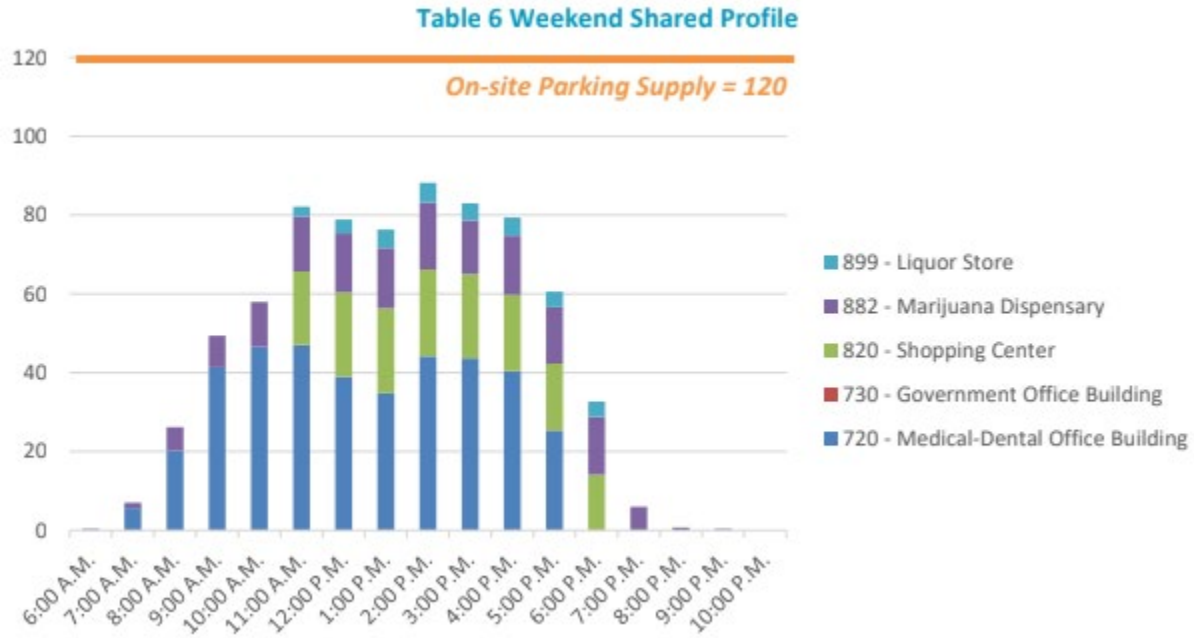
Table 4 summarizes observed parking capacity at 111 High Ridge.

Table 4 Existing On-Site Parking Counts

Time		On-Site Parking Spaces		Halpin Ave Parking Spaces	
		Occupied	Available	Occupied	Available
Weekday Afternoon	Before 4:00 p.m.	45	***75***	12	***0***
	After 6:30 p.m.	55	***65***	11	***1***
Saturday	Before 11:00 p.m.	36	***84***	9	***3***
	After 1:00 p.m.	42	***78***	8	***4***

Table 5 and *Table 6* demonstrate the modeled parking use on-site with the inclusion of Sweetspot Stamford on weekdays and weekends respectively.





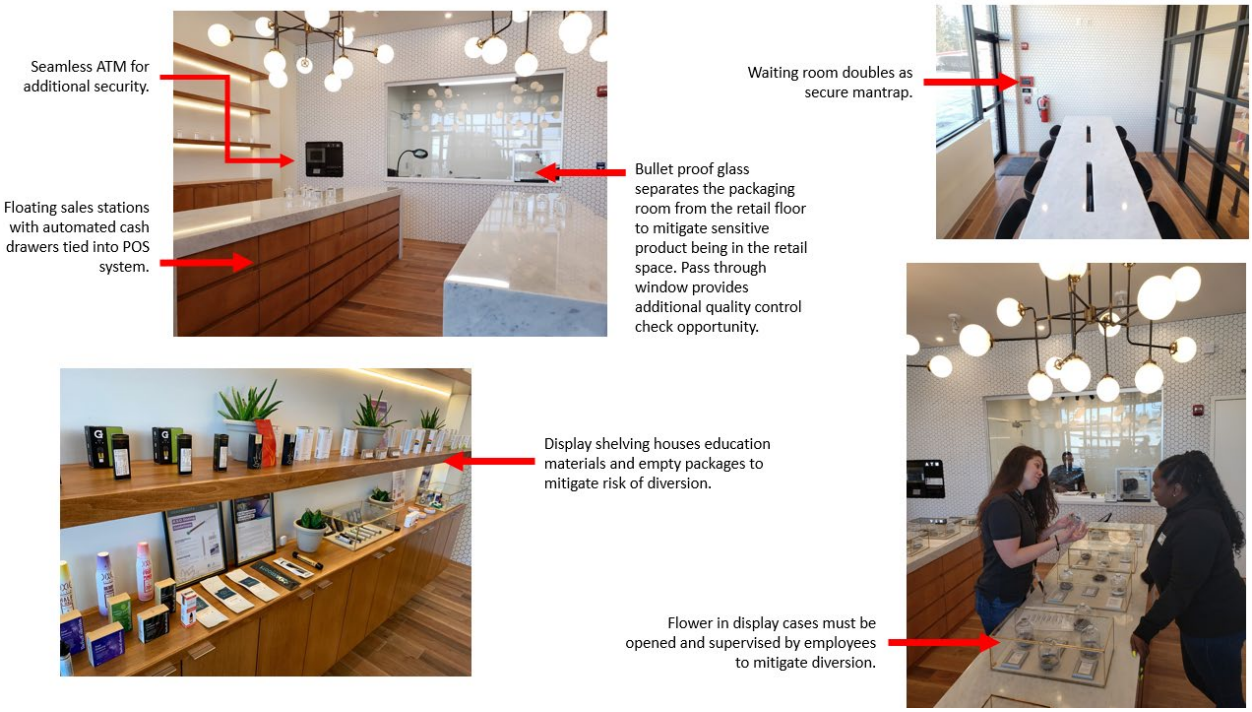
While both the Applicant and the property manager of 111 High Ridge agree with SLR's findings, the applicant has nonetheless prepared a parking efficiency strategy to maximize on-site parking available for other tenants should their demand significantly increase due to a special event or any other unexpected reason. If necessary, Sweetspot Stamford will require its employees to park off-site and operate a company shuttle between the off-site parking location and 111 High Ridge.

DESIGN & SECURITY

The Sweetspot Stamford team utilized a holistic design approach to seamlessly meet the aesthetic, functional, security, and sustainability needs of the business, patients, customers, and the public. The facility design allows for a comfortable, compassionate, and efficient flow of patients and customers while mitigating the risk of diversion.

FACILITY DESIGN & LAYOUT

Sweetspot Stamford will have a similar layout to the one employed at Sweetspot Brands' Maryland dispensary, pictured below.



Representative of the ways in which security considerations are a focus at every stage of the design process, our floorplan is designed around the establishment of four *zones*, each representing a different level of access to both staff and visitors based upon security considerations. Each division between distinct zones is fully separated by floor to ceiling partitions. Access between each of the four zones outlined below is controlled by RFID enabled security doors.

Public Zone:

This area is where customers wait to enter the retail and medical retail portions of the facility. This zone acts as a secure pedestrian trap. Access to this area from the main entrance is controlled with magnetically locked doors that can only be controlled by staff members. All staff access is logged to their RFID ID card, creating an electronical log of visitors as they are greeted by staff for age verification.

Medical patients entering the public zone to check-in will find a dedicated check-in station solely for their use. Staff working to greet visitors and verify their ID to ensure their eligibility to enter the dispensary will always check-in newly arrived medical patients before any adult-use customers regardless of who entered this Public Zone first. Medical patients will also be granted access to the retail dispensing zone ahead of any adult-use customers waiting to be granted access. The on-site staff pharmacist will have their office located in the public zone as well to minimize any barriers or wait time for qualified medical patients seeking a consultation with the pharmacist.

Operations Zone:

Only employees with a zone-issued RFID card and legally eligible, qualified patients and customers that have checked in with reception are allowed access to the Operations Zone. This is where the dispensing of adult use and medical cannabis product takes place as well as product education and consultations between adult use customers and staff members. Medical Patient consultations with the staff pharmacist will take place in the pharmacists' private office located within the broader public zone.

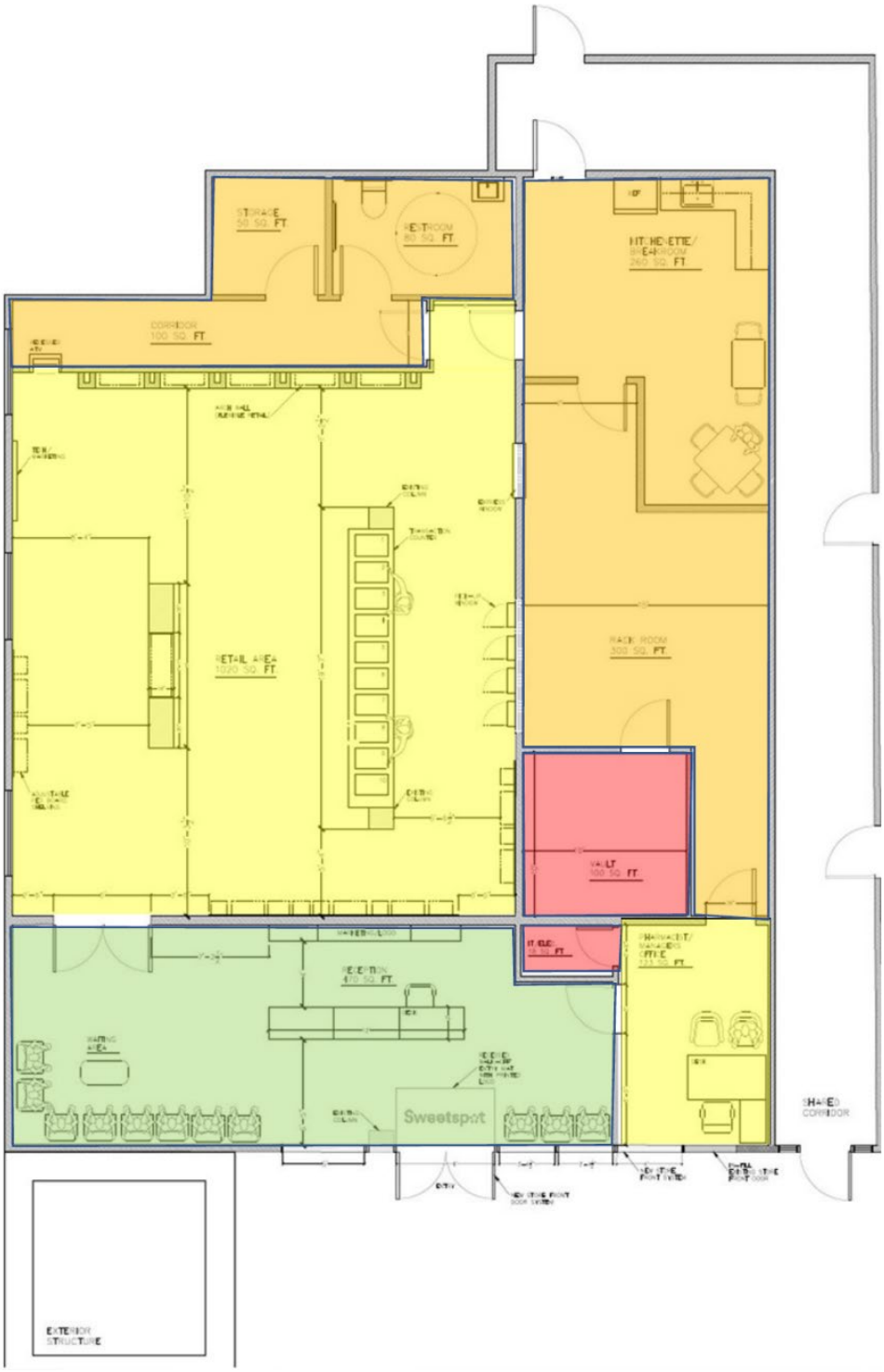
Limited Access Zone:

Only a limited number of employees are allowed in the limited access areas, where regulated products are stored. Each employee's RFID card grants access only to areas which are necessary for them to carry out their duties.

Restricted Access Zone:

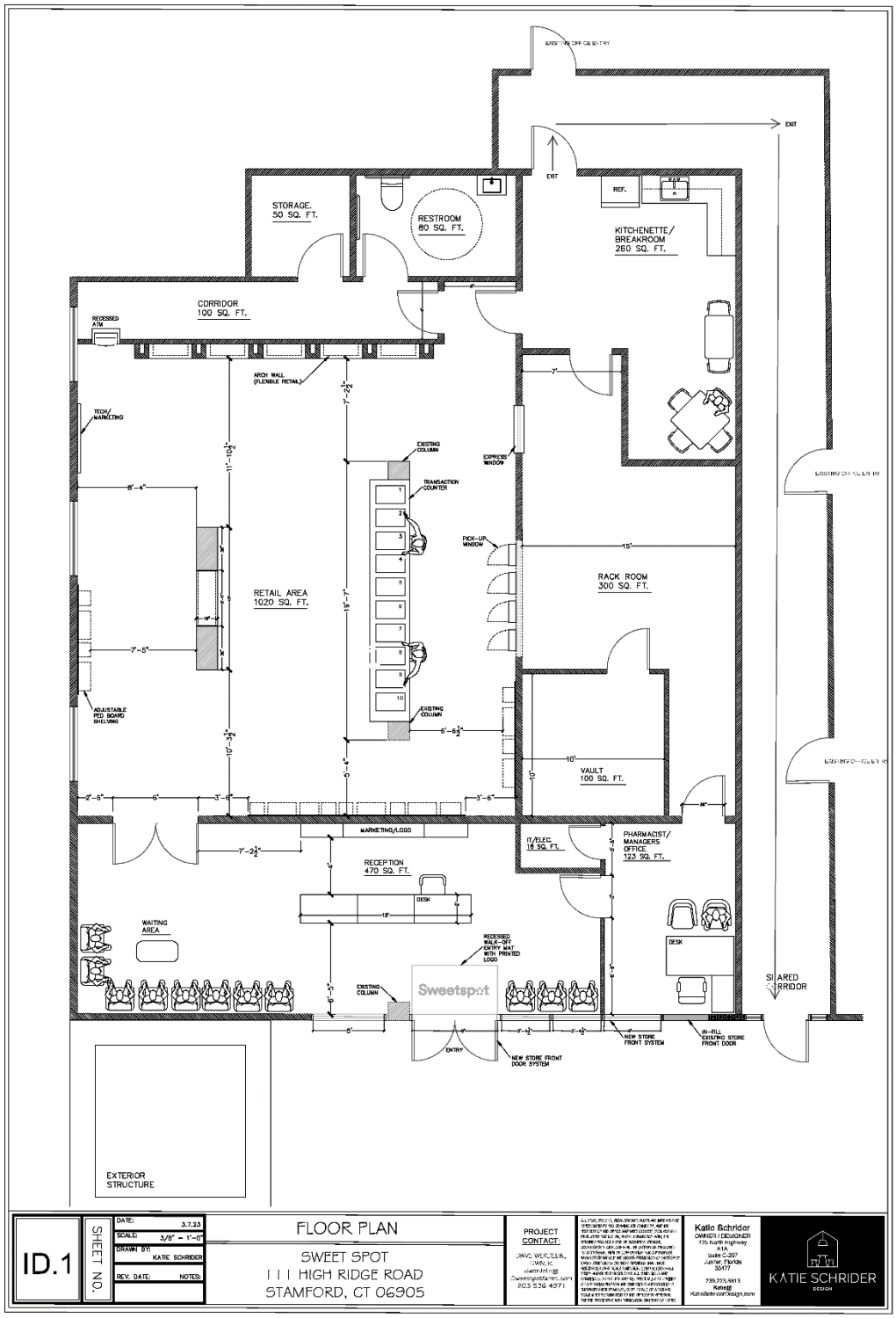
The Restricted Access Zone consist of the area where Applicant will maintain all security system equipment and recordings in a secure location to prevent theft, loss, destruction, or alterations in accordance with regulations. Access to this zone will be restricted to persons who are essential to surveillance operations, state regulators, law-enforcement agencies, security system service employees, and officials from State and local government. This area will only be accessible to an absolute minimum number of specifically authorized employees.

Operational Zones	
	Public
	Operations
	Limited Access
	Restricted Access (Vault and IT)



Preliminary Floor Plan

A preliminary floorplan for Sweetspot Stamford is below:



Design Aesthetic

Sweetspot Stamford will feature a welcome and sophisticated look to provide patients and clients with a welcoming and comfortable environment. The design of Sweetspot Brands' recently renovated hybrid dispensary facility in Exeter, Rhode Island reflects the look and feel that will be found at Sweetspot Stamford. Images of the Rhode Island facility are included below for reference.

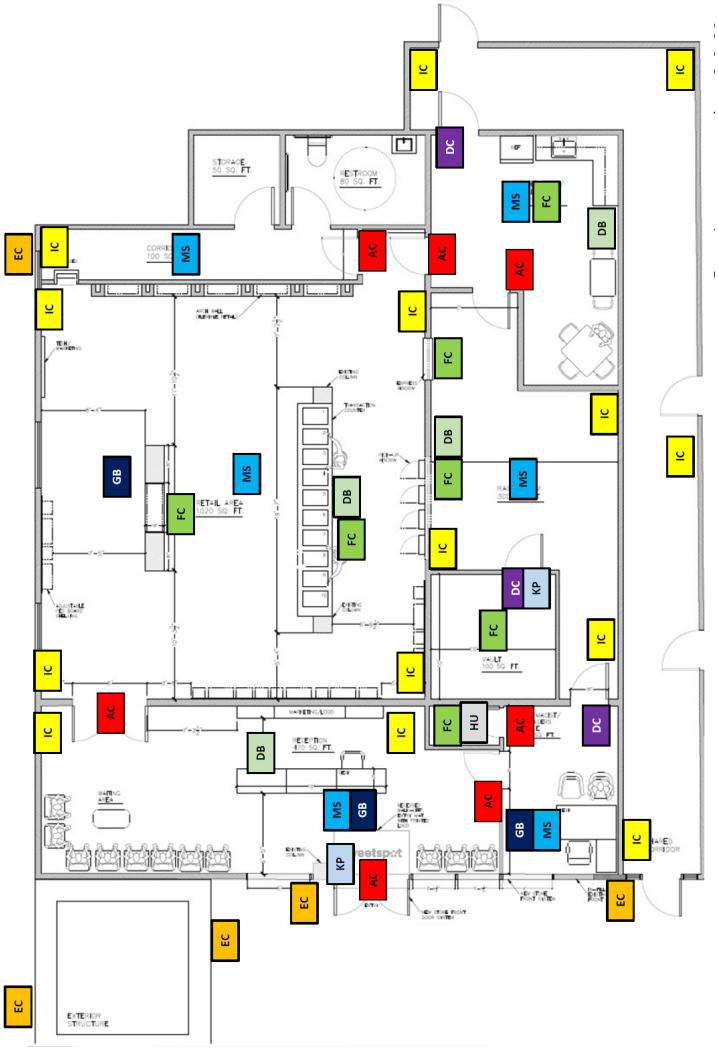
SECURITY PLAN

The Applicant has experience designing and overseeing the construction and day-to-day operation of safe, secure cannabis dispensaries, cultivation, and processing facilities. While safety and security are a responsibility for every employee and stakeholder at every level in the organization, Applicant's Director of Security ("DoS"), Blake Costa, sets the tone for the organization.

Blake has over 12 years of military experience in the U.S. Marine Corps and the U.S. Army National Guard. Blake's roles included securing U.S. Embassies as a Marine Guard in Pakistan, Italy, Afghanistan, and over a dozen other countries, as well as supporting the Department of State and White House on a variety of missions. In civilian life, Blake has integrated many of the practices used at the federal level in embassies across the globe to protect employees, clientele, product, and property at operational cannabis dispensary and cultivation facilities in Maryland, Maine, New Jersey, and Rhode Island.

Security Overlay

LEGEND	
EC	Exterior Camera
IC	Interior Dome Camera
FC	Interior Fisheye Camera
MS	Motion Sensor (wireless)
GB	Glass Break (wireless)
DC	Door Contact (wireless)
DB	Duress Button (wireless)
KP	Key Pad
HU	Head Unit • With Battery Backup • Placement to be Confirmed in Field
AC	Access Control Set (RFID) • Card Reader • Electric Strike with Integrated Door Contact • Request to Exit



Limited Access to Facility

The Applicant will have policies and procedures in place to ensure all patients and customers have their age and medical program enrollment verified by use of a valid government issued identification. The applicant will require all patient and customer IDs to be scanned on an ID verification scanner which is integrated into the point-of-sale system and will automatically upload the customers pertinent information and flag those which do not meet age requirement. State requirements for tracking qualified medical patient access will be rigorously adhered to.

Sweetspot Stamford will maintain a 1:2 staff-to-visitor ratio within the Operations, with medical patients always being granted priority access ahead of adult-use customers on the facility sales floor.

Secure Facility Layout

Sweetspot Stamford will manage and monitor access control throughout the proposed retail facility with a Verkade access control system. Verkada utilizes hardwired electronic door strikes with encrypted RFID access control sensors. Verkada access control allows the Director of Security to set access levels for each employee, limiting the number of personnel who can access areas where Cannabis or Cannabis Product is stored or handled. Additionally, all doors where cannabis or cannabis product is stored or handled will be of commercial grade metal.

All packaging displayed in publicly accessible areas of the store are for-display-only empty "dummy packaging" and do not contain any product. All regulated goods, including all products containing THC, are secured behind a man trap and are not accessible to visitors entering the store. When a customer wishes to make a purchase, an authorized member of staff will retrieve the product from the secure areas and bring it to the customer at the register at the point of sale.

Only staff members responsible for that function and management will be able to access zones where regulated product is stored via access control settings of the employee's RFID card. Visitors and non-permitted employees may not enter the Limited Access Zone or Restricted Access Zone under any circumstances.

Security Management System

Sweetspot Stamford will utilize Genetec Security Center, a tier one security management software platform utilized by the Federal Government and many state governments to secure critical infrastructure including government offices, corrections facilities, police stations, and public spaces. Sweetspot has implemented Genetec products at regulated cannabis dispensary facilities and a cannabis cultivation & processing facility. Genetec offers a variety of security management applications and allows multiple users to remotely access the system and to operate features such as the intrusion alarm, video surveillance equipment, visitor management tools, license plate reading capabilities, smoke & fire alarm systems management, and other information technology related security features.

Users can review 90+ days of archived footage captured by the Genetec Security Center, download the footage, and print still photos capable of identifying facial features. The system has a tracking feature which tracks the movement of an individual from camera-to-camera, essentially creating a breadcrumb trail for the user to follow. Reports are created and stored both on and off site for door access, motion detection, alarm events, smoke/fire events, system access, and both the arming and disarming of the intrusion alarm system.

Intrusion Alarm System

The Applicant has contracted Better Days Technology to manage the purchase and installation of all intrusion alarm devices. Better Days Technology has extensive experience in the installation and management of intrusion alarm and video surveillance systems in regulated cannabis cultivation and retail facilities throughout New England.

Applicant will install a state-of-the-art security system to prevent and detect diversion, theft, or loss of sensitive product. The system includes a device for the detection of break-ins and a back-up alarm system with the ability to remain operational in power outage in accordance with regulations. The installation and the device itself will meet or exceed widely accepted industry standards and will include the following features:

- The device will be a sound, microwave, photoelectric, ultrasonic, or other generally accepted and suitable device.
- The device will be monitored in accordance with accepted industry standards, be maintained in operating order, have an auxiliary source of power, and be capable of sending an alarm signal to the monitoring entity when breached if the communication line is not operational.
- The device will fully protect the entire facility and will be capable of detecting break-ins of any method when activated.
- The device will include a duress alarm, a panic alarm, and an automatic voice dialer.
- Applicant will install glass break sensors near all perimeter windows.

The Intrusion Alarm System will be supplemented by the following elements:

- A second independent alarm system that will monitor the Facility vault, Security/IT closet, and any area where records are stored. The second independent alarm system will be installed by a separate security contractor as to ensure integrity of the separate systems.

- A third-party monitoring service to monitor the intrusion alarm system 24 hours a day, 7 days a week. In the event of a security breach or a piece of hardware disconnecting from the communication loop, monitoring service will notify the local police as well as the DoS.

- Hold-up buttons located throughout the facility, including a combination of hardwired and employee-held wireless buttons. When activated, hold-up buttons will silently notify the third-party monitoring group, who will immediately notify local law enforcement that the Facility is currently under duress and a Law Enforcement Officer will respond to the Facility accordingly.

Video Surveillance System

Sweetspot Stamford will have video cameras in all areas that may contain cannabis plants, seeds, parts of plants, extracts, or cannabis oil and at all points of entry and exit, which will be appropriate for the normal lighting conditions of the area under surveillance. Applicant will direct cameras at all approved safes, approved vaults, dispensing areas, or cannabis oil sales areas, and any other area where cannabis plants, seeds, extracts, or cannabis oil are being produced, harvested, manufactured, stored, or handled. At entry and exit points, Applicant will angle cameras so as to allow for the capture of clear and certain identification of any person entering or exiting the facility.

The video surveillance system will feature:

- A failure notification system that provides an audible, text, or visual notification of any failure in the surveillance system.

- The ability to immediately produce a clear color still photo that is a minimum of 9,600 dpi from any camera image, live or recorded.

- A tamper evident date and time stamp embedded on all recordings. The date and time will be synchronized and set correctly and will not significantly obscure the picture.

- The ability to remain operational during a power outage.

- All video recordings will allow for the exporting of still images in an industry standard image format.

- Exported video will have the ability to be archived in a tamper evident proprietary format that ensures authentication of the video and guarantees that no alteration of the recorded image has taken place. Exported video will also have the ability to be saved in an industry standard file format that can be played on a standard computer operating system.

- All video surveillance footage will be maintained onsite and within the cloud storage for 90 days.

- Video surveillance footage will include a date and time stamp on all images without significantly obscuring the images.

- All cameras will have infrared capabilities, ensuring images are usable in low light conditions.

The Applicant will also place lighting throughout the interior and exterior perimeter of the facility to ensure adequate lighting for high quality video footage, while not disturbing surrounding neighbors. All video surveillance cameras will be placed in a way that allows for the clear and certain identification of any persons or activities at or in the immediate vicinity of any Cannabis or Cannabis Product, all cameras will continuously record 24/7. All video surveillance footage will be exportable and transferable to standard computing equipment and have a resolution of 720p or greater.

Security/IT Closet

The video surveillance system head unit will be kept in the IT/Security Closet located in the restricted area of the facility, which maintains a second redundant independent alarm system. Access to the video surveillance system head unit is restricted to the DoS. The DoS and designated representative, if necessary, will be the only Applicant employees allowed remote access to the video surveillance system. The DoS will provide access to this area to appropriate law enforcement agencies, security system service employees, or authorized representatives of state or municipal government agencies as necessary. The Security/IT room will be locked, and the room will not be used for any other function.

Information Technology Security

Through the implementation of multiple firewalls, and state of the art encryption, Applicant is able to confidently safeguard all security recordings/data, Health Insurance Portability and Accountability Act ("HIPAA") protected customer information, payment information, and all electronically stored data. The Genetec security software will seamlessly integrate IT Security into the security program, protecting all information stored and processed on the Applicant network. Applicant will utilize a SonicWall Firewall to secure all incoming and outgoing data traffic. Additionally, all customer records will be stored on an independent operating system that can only be accessed from workstations within the Facility, this is known as the Applicant Intranet, essentially mitigating the risk of outside threats to confidential customer information.

Secure Storage

Sweetspot Stamford will have one large storage location in the proposed facility for regulated products. This room will be a vault featuring secure, sanitary storage in accordance with all regulations. Applicant will use a modular vault that meets the requirements for the storage of Schedule I drugs set by the DEA Diversion Control Division. This is where Applicant will store all sensitive and regulated products. The vault will not be positioned against any adjacent walls and will utilize a second independent alarm system. The vault alarm system will remain armed at all times, including during working hours. The vault shall only be opened during daily opening/closing operations and restocking of the dispensary facility.

Vault Specifications

Sweetspot Stamford will use the Vault Structures, Inc. Thor III vault door, a GSA Class 5 rated steel door. Applicant will use a Sergeant and Greenleaf 6700 Series 4 Wheel Safe Lock in combination with the Thor III vault door. The vault locking mechanism will be on a timer that will only allow access to the vault during schedule hours. Applicant will use a Vault Structures, Inc. STD DEA steel mesh day gate. The day gate will always remain closed when the vault is open and approved personnel are conducting operations inside the vault. Anytime the vault is unoccupied, the main vault door will remain closed, locked, and armed. The vault will be equipped with an intrusion alarm device that will be monitored 24 hours a day, 7 days a week by the Applicant's third-party monitoring group. The vault will have seismic sensors on the vault walls, floor and ceiling that will detect vibration in an event forced entry is attempted. The vault will also have a silent duress alarm on the interior, and an intrusion alarm keypad outside of the vault with the ability to activate a silent duress signal.

Vault & Storage Access

Sweetspot's Director of Security will provide a written list of approved individuals who may access the vault/storage area. A dedicated computer will be located within the vault allowing employees to conduct inventory control operations as outlined in the Applicant's Inventory Audit Standard Operating Procedures. Anyone who accesses the vault will be logged through the Genetech security system and recorded. All cannabis products must be secured in the vault until they are brought to a customer in the Operations Zone at the time of purchase.

Safes

Sweetspot Stamford will utilize safes within the vault to secure cash, cannabis products, and any other sensitive materials for which increased security measures are deemed appropriate. All safes will have a minimum of a "B Burglary Rate", be equipped with a relocking device, and have a weight of 750 pounds or more. Safes will be secured to the ground and equipped with a Sergeant and Greenleaf dial lock.

Transportation of Regulated Products

The transportation of cannabis product into and out of the facility is the most sensitive security related recurring function of any cannabis dispensary. Aside from the conclusion of a retail transaction, these are the only times at which regulated products in the custody of Sweetspot Stamford are to be found outside of the Limited Access Zone, Restricted Access Zone, or a secured display case. Cannabis and cannabis products are transported into the facility to be stocked as inventory and, when applicable, from the facility to be delivered to patients, caregivers, or customers after online purchase or to laboratories or research programs. While the security infrastructure in place to secure the facility at all times assist in these sensitive transactions, special care is given to ensure these processes are completed without incident.

Receiving Inventory

As a hybrid retailer, Sweetspot Stamford may obtain cannabis and cannabis products only from either a licensed transporter or a licensed cultivator, micro-cultivator, producer, product packager, or food and beverage manufacturer, provided said license holders are transporting only products they cultivated, produced, manufactured, or packed within the scope of their license at their facility and are transporting in the custody of an employee.

At all times practicable, Sweetspot Stamford will only receive regular inventory delivery from a licensed transporter or other license holder if said license holder meets the industry standards for secure transportation procedures and vehicle security standards set for dedicated transporters. Regular delivery of cannabis and cannabis products shall take place outside of dispensary operating hours, on an irregular schedule, and with no less than two Sweetspot Stamford employees on premises to observe, record, and track the movement of all regulated products and material.

Sweetspot Stamford may also receive cannabis or cannabis product from a delivery service only in the instance that the cannabis or cannabis product could not be delivered as intended. Sweetspot Stamford will maintain a secure location on premises where cannabis and cannabis product that is unable to be delivered shall be stored in accordance with regulations. Medical cannabis dispended to a qualified patient or caregiver that is unable to be delivered and is returned to the dispensary shall be returned to the licensee inventory system and removed from the prescription drug monitoring program within 48 hours of the cannabis being returned.

Security-Related Policies & Practices

Security Equipment Inspection, Testing and Maintenance

All security equipment will be maintained in good working order and will be tested in intervals not to exceed 30 days from the previous inspection/test and promptly implement all necessary repairs to ensure the proper operation of the security system. Testing includes intrusion alarm system, video surveillance system, network video recorder, security footage storage system, the security power generator and perimeter lighting. Tests will be executed on the first day of the month by the DoS and logged in the Intrusion Alarm Test & Inspection Log.

Local Law Enforcement Policy

Applicant understands the law enforcement has spent decades policing cannabis as an illegal controlled substance. It is Applicant policy to work in partnership with local law enforcement in order to become a resource of information. Applicant will host open house events where Law Enforcement Officers (LEO's) can walk through the facility in its entirety and sit down for a Q&A with the DoS and managers. The local law enforcement will be made legal agents of the property, and this will allow them to patrol the exterior property and address issues such as loitering and illegal activity without needed to establish consent from Applicant.

Inventory Management Procedures

Applicant will implement a redundant system of Inventory Control, by utilizing an electronic tracking system along with handwritten tracking completed daily. The proposed system to be used is METRC. METRC was developed specifically for the cannabis industry and provides tools for cannabis tracking and compliance with state regulations. METRC is an electronic radio-frequency identification (RFID) seed-to-sale tracking system that tracks the cannabis from seed or clone stage until the cannabis product is sold to the end customer or until the sensitive product is destroyed. METRC includes, at a minimum, a central inventory management system and standard and ad hoc reporting functions as required by the CCB and will be capable of otherwise satisfying required recordkeeping.

Daily Retail Floor Inventory Audits

After the close of business, the Manager or Assistant Manager will audit all the products in the retail sales area and packaging/prep room to be brought back into the vault for storage that evening. Audit procedures require a full independent inventory for each type of product, to be cross checked with a sales report for the day and a list of inventories initially brought into the retail space/operations space that morning.

Weekly Inventory Audits

Sweetspot Stamford has identified an inventory control system, electronic tracking system and has developed rigorous SOPs and checks and balance to implement the system. But inventory controls and systems must be reevaluated weekly by the Manager. In accordance with regulations, the Manager will lead the team in conducting weekly inventories of all cannabis plants and products, including the seeds, parts of plants, and cannabis oil in storage, that shall include, at a minimum:

- The date of the inventory
- A summary of the inventory findings.
- The name, signature, and title of the employee who conducted the weekly audit.
- The name of the manager signing off on each audit.

All weekly inventories will be crosschecked with inventory reports accessible through the point-of-sale system, which aggregates all sales made in the Flowhub point-of-sale tracking software, along with all inventories logged in inventory tracking.

Weekly Point of Sale Testing

Each week, the Manager will perform tests to ensure that the inventory management and point of sale system provides reports that detail:

- A "total inventory in storage" by location and batch report that records user, date, time, item, quantity, and storage access in chronological order.
- An "all events" report that provides detail on all user activities and transaction types within a time frame, and tailored to specific data requirements, such as individual items or users.
- A "controlled substances vault compare" report that allows administrators to cross-reference the inventory that leaves the storage area and arrives at the shelf, dispensary facility, or any other location to the inventory said location is presumed to hold. Transactions that do not match will be flagged on this report by location, item, quantity, date, time, and user.

Secure Opening & Closing Procedures

Sweetspot Stamford Standard Operating Procedures include comprehensive plans for daily store opening & closing. Included in these SOPs are many elements focused on security-related matters during these crucial moments of operation. Security related elements of Opening & Closing Standard Operating Procedures include the following provisions:

Opening Protocol

A manager must be onsite for the facility to open. The opening manager will be responsible for inspecting the facility retail space to ensure no cannabis products were left on the floor. Manager will then conduct audits as outlined in the Daily Inventory Check Standard Operating Procedure. The facility will never be opened outside of scheduled business hours.

Applicant employees will arrive to the facility no earlier than 15 minutes of their respective shift start time. When arriving, employees should take care to observe the surroundings of the facility for any signs of suspicious or unlawful activity. In the event an employee notices anything that seems suspicious, employee shall contact the management team prior to entering the facility. Employees must have employer-issued identification card visible upon arrival.

Closing Protocol

The manager on-site during closing will store cannabis in an approved vault within the Facility and shall not sell cannabis products when the Facility is closed. During times that the Facility is closed, it will be securely locked and equipped with an alarm system. Such alarm will be activated and operated separately from any other alarm system at the Facility and will be able to immediately detect entrance to the Facility at times when it is closed. Keys and access codes to the alarm system shall be controlled in such a manner so as to prevent access to the Facility by other than authorized Facility employees.

The closing of the Facility should be done by an approved closing manager. No employee will exit the Facility alone during closing hours, employees will always exit in pairs and make the closing manager aware when employees are leaving the facility.

The following tasks should be carried out during closing:

- Ensure staff members are exiting the Facility in pairs.
- Observe perimeter cameras for suspicious and/or illegal activity.
- Check all doors inside the Facility to ensure they are in the appropriate status.
- Exterior doors secured and free of obstruction.
- Pedestrian trap doors are secured, and controls are properly functioning.
- Doors entering Limited and Restricted Access areas are secured are functioning.
- Perimeter lighting is functioning.
- Inventory all employee panic buttons.
- Arm the intrusion alarm system, ensuring no zone faults are present.
- Before driving off the property, the closing manager shall do a perimeter patrol of the property observing for:
    - Loitering individuals, or individuals conducting surveillance of the Facility.
    - Vehicles in unauthorized areas (e.g. fire lanes, non-handicap vehicles in
    - handicap spaces, vehicles parked outside of designated spaces).
    - Signs of vandalism to the Facility and/or neighboring tenants.

The Manager or Assistant Manager in charge at time of closing shall do the following:

- Conduct closing audits as outlined in the Inventory SOPs.
- Following audits, secure and arm the vault for the evening.
- Ensure staff complete daily closing tasks.
- Inspect the Facility retail space to ensure no cannabis product have been left out.
- Ensure all computer workstations and POS stations are logged off.

Workplace & Employee Security Policies

Criminal Background Check

Criminal background checks will be conducted for all owners and employees in accordance with regulations.

Drug and Alcohol-Free Workplace Policy

Applicant has established, will implement, and adhere to a written alcohol-free, drug-free, and smoke-free workplace policy that will be available to the CCB or designated agent upon request. While on Applicant premises and while conducting business-related activities off premises, no employee may use, possess, distribute, sell, or be under the influence of alcohol, cannabis, or illegal drugs.

Employee Property

Applicant employees will refrain from bringing backpacks, duffel bags, grocery/store bags, and large purses into the Facility. Each employee will be issued a personal locker and lock. Additionally:

- In accordance with regulations, all employees will be issued pocketless clothing for when working in an area containing cannabis plants, seeds, and extracts, including cannabis oil.
- Any bag that an employee brings into the facility must be secured in their personal locker immediately.
- At no time will an employee have a personal bag inside the vault, IT/Security Closet, retail space or inside a consultation/processing room.
- Employees are prohibited from using personal electronic devices while inside the Applicant Facility vault, while inside the IT/Security Closet, while in the public zone when customers are present and while escorting a visitor.
- Employees will refrain from using their personal device when entering and exiting the facility. It is important for employees to be aware of their surroundings, observing for security threats during arrival and departure from the facility.

Security and Diversion Training

Educating employees to mitigate the risk of the diversion and understand how to respond to a variety of safety and security related potentialities is a key prevention method. Security training is included in the module-based training.

Schedule C
Statement of Findings

Pursuant to Public Act No. 21-1 titled "An Act Concerning Responsible and Equitable Regulation of Adult-Use Cannabis" (the **"Act"**), when a municipality does not specifically account for an adult-use cannabis operation, the municipality must analogize the proposed use with another similar use in existence in the City's regulations. Specifically, Section 148(c) of the Act states:

> "Unless otherwise provided for by a municipality through its zoning regulations or ordinances, a cannabis establishment shall be zoned as if for any other similar use, other than a cannabis establishment, would be zoned[.]"

Based on this statutory language, the City of Stamford has analogized Hybrid Retailers with a Medical Marijuana Dispensary Facility which is subject to Special Permit approval. Sweetspot Stamford, LLC (**"Sweetspot")** and A&F High Ridge, LLC (collectively, the **"Applicants"**) are proposing a Hybrid Retailer at 111-123 High Ridge Road (the **"Property"**). The specific Special Permit request is detailed in the enclosed Sweetspot Stamford Introduction and Project Overview (the "**Project Overview**").

A. Statement of Findings in Accordance with Section 19.C.2 of the Zoning Regulations

In accordance with Section 19.C.2 of the Zoning Regulations, the Applicants submit that the following standards and conditions have been satisfied:

Special Permits shall be granted by the reviewing board only upon a finding that the proposed use or structure or the proposed extension or alteration of an existing use or structure is in accord with the public convenience and welfare after taking into account, where appropriate:

1. *The location and nature of the proposed site including its size and configuration, the proposed size, scale and arrangement of structures, drives and parking areas and the proximity of existing dwellings and other structures.*

   Sweetspot proposes to operate a 2,412+/- square foot Hybrid Retailer on the Property. The Property is located just north of "Bulls Head" in the C-N zone, one of the commercial zones identified as an appropriate location for cannabis retail use. With access to a main arterial road as well as a local side street, the Property is an ideal location for this use. Both buildings on the Property (111 & 123 High Ridge) have been used for office and retail purposes since approximately 1964. The proposed use would simply substitute a new retail operation for the prior ones. Aside from the tenant fit-out and technology/security upgrades, no changes are proposed to the existing structures, drives or parking areas. Thus, the Applicants submit that the proposed use is appropriate for the surrounding neighborhood and this project is in accord with the public convenience and welfare.

2. *The nature and intensity of the proposed use in relation to its site and the surrounding area. Operations in connection with special permit uses shall not be injurious to the neighborhood, shall be in harmony with the general purpose and intent of these*

Regulations, and shall not be more objectionable to nearby properties by reason of noise, fumes, vibration, artificial lighting or other potential disturbances to the health, safety or peaceful enjoyment of property than the public necessity demands.

The Property is in the C-N zone which permits a variety of commercial uses. It has been used for commercial purposes since it was originally constructed in 1964. Like most commercial uses along High Ridge Road, residential uses border the Property to the east. The Property was actually rezoned from R-7 ½ to C-L in 1963, likely to accommodate the commercial construction. The proposed use is a retail use which is consistent with the other uses on the Property as well as those to its immediate south and west. The proposed use poses no risk to nearby properties by reason of noise, fumes, vibration, artificial lighting or other potential disturbances to health, safety or peaceful enjoyment of property. In fact, as a highly regulated industry, the Hybrid Retailer offers significantly more assurances with regard to health, safety and peaceful enjoyment than many other uses permitted as-of-right on the Property. Details regarding strict operational policies and protocols are included in the Project Overview. Thus, the Applicants submit that the proposed use is appropriate for the neighborhood and will not be objectionable to nearby properties.

3. *The resulting traffic patterns, the adequacy of existing streets to accommodate the traffic associated with the proposed use, the adequacy of proposed off-street parking and loading, and the extent to which proposed driveways may cause a safety hazard, or traffic nuisance.*

Sweetspot has engaged SLR to conduct a comprehensive traffic and parking analysis. In connection with this study, SLR evaluated eight (8) nearby intersections to estimate site-generated traffic volumes and impact on future parking and traffic operations. With regard to traffic, no change to the Level of Service at these intersections is anticipated. This makes sense given the Property's location on High Ridge Road, a main arterial roadway connecting downtown to North Stamford and the Merritt Parkway, and the fact that the Property has been used for office and retail purposes since the time it was constructed. Notably, the proposed Hybrid Retailer is approximately 2-3 times smaller than the other recently approved Hybrid Retailers in Stamford. For all of these reasons, SLR found that the contemplated number of vehicle trips created by the proposed use can be accommodated by the surrounding roadway system.

The Property is currently legally nonconforming as to parking based on the parking ratio in existence at the time the buildings were constructed. A copy of a letter countersigned by James Lunney confirming the legal nonconforming status will follow under separate cover (the "Lunney Letter"). Notwithstanding this, however, SLR found that the two sites – 111 & 123 High Ridge Road – will provide more than enough parking for all of the office and retail uses on the Property. The peak hours for this use tend to be between 6:00 pm and 7:00 pm on weekdays and 3:00 pm and 4:00 pm on weekends. Significantly, office uses typically clear out by 6:00 pm during the week and are closed on the weekends. This is particularly true for government offices like the workers' compensation office on the Property. There will typically be eight (8) employees working at a time, with the ability to increase the employee count to fourteen (14), and approximately four (4) to five (5) deliveries per week is anticipated. These deliveries will take place before opening hours

of the facility so as not to create competing parking demands. An entity related to the Sweetspot will be supplying the product to this facility. Should the Zoning Board believe it is desirable, Sweetspot is also willing to provide parking for employees offsite and shuttle them to the Property. Thus, the Applicants submit that the proposed parking is more than adequate.

4. *The nature of the surrounding area and the extent to which the proposed use or feature might impair its present and future development.*

The proposed use is in harmony with the historical and current use of the Property and surrounding areas. In addition, the proposed use is safe and secure, quiet, and has proven successful at the other recently approved locations as well as in other states. The Property is suitably distant from the other locations so as to provide a more convenient option for palliative and adult-use customers located in central and northern Stamford. The Hybrid Retailer will occupy otherwise vacant retail space and provide significant tax revenue (3% gross revenue) to the City of Stamford. It is a neighborhood commercial use in a neighborhood commercial zone. There is no reason to believe the use will impair present or future development.

5. *The Master Plan of the City of Stamford and all statements of the purpose and intent of these regulations.*

The Property is located in Master Plan Category 7 (Commercial Arterial). The purpose of this category is to provide for and protect business-oriented development (1) extending from the Downtown or (2) along major arterial routes. The proposed Hybrid Retailer is a brand new business in the State and the proposed location is on High Ridge Road, a major arterial roadway. Moreover, the proposed use also forwards the City's economic development initiatives. Sweetspot would be a new, diverse company in an existing commercial location operated by native Stamfordites invested in the City's future. It is an ideal use in an ideal location by a committed operator.

The Applicants propose to replace vacant office/retail space with a desirable retail use, with corresponding economic benefits to the neighborhood. This project will increase the tax base and add vitality to this area of Stamford. Accordingly, the proposed use is in accordance with the public convenience and welfare.

B. Statement of Findings in Accordance with the definition of Medical Marijuana Dispensary Facility

In accordance with the definition of a medical marijuana dispensary facility, the Applicants submit that the following standards and conditions have been satisfied:

a. *Medical Marijuana Dispensaries must possess a current license from the State of Connecticut Department of Consumer Protection and comply with the Regulations of the State of Connecticut Department of Consumer Protection Concerning the Palliative Use of Marijuana, per the Connecticut General Statutes, Section 21a-408-1 to 21a-408-70,*

inclusive, as may be amended from time to time. Failure to maintain proper licenses shall be deemed an immediate violation of the City of Stamford Zoning Regulations.

Like Dispensaries, use of the Property as a Hybrid Retailer is heavily regulated by the State and a license is required from the Connecticut Department of Consumer Protection ("DCP") to operate. CT Plant Based Compassionate Care LLC ("CT Plant") currently has a provisional cannabis cultivation license which, pursuant to Section 21a-420(o) of RERACA, entitles CT Plant to form an equity joint venture for the purpose of opening a Hybrid Retailer subject to approval by the City, CT Social Equity Council and final licensure from the DCP. As noted in the Project Overview, Sweetspot, is a joint venture between CT Plant and CT SE Holding Company LLC for purposes of opening a Hybrid Retailer. Sweetspot will acquire and maintain all required licenses from DCP to operate a Hybrid Retailer facility at the Property.

b. *No Medical Marijuana Dispensaries shall be located within a 3,000 feet radius of any other Dispensary;*

There are currently two other Hybrid Retailers in Stamford – Fine Fettle (12 Research Drive) and Curaleaf (814 East Main Street). Both of these businesses are located more than 3,000 feet radius of the Property.

c. *Signage for Dispensaries must comply with the following standards:*
    1) *Signage on the Dispensary facility Building shall be limited to a single Sign no larger than sixteen inches in height by eighteen inches in width;*
    2) *In addition to a Sign on the facility Building, a Dispensary may install one (1) additional Ground Sign or Pole Sign, where such signs are permitted, not exceeding lesser of (i) what is permitted in the underlying zoning district, or (ii) ten (10) square feet in area and ten (10) feet in height when ground mounted;*
    3) *Dispensaries may use the words "medical marijuana dispensary facility" on the facility's signage;*
    4) *There shall be no illumination of a Sign advertising a marijuana product at any time;*
    5) *There shall be no signage that advertises marijuana brand names or utilizes graphics related to marijuana or paraphernalia on the exterior of the Dispensary or the Building in which the Dispensary is located;*
    6) *There shall be no display of marijuana or paraphernalia within the Dispensary which is clearly visible from the exterior of the Dispensary; and*
    7) *There shall be no signage which advertises the price of its marijuana.*

The Applicants are happy to accept a condition of approval requiring all signage to conform to this requirement with final design subject to approval by Zoning Board staff.

d. *Parking shall be provided according to Section 12 of the Zoning Regulations, as follows: A Dispensary shall meet the parking standard for Retail Store.*

The parking on the Property is legally nonconforming, as evidenced by the Lunney Letter, which will follow under separate cover. Based on the historic parking requirement of one

space per 500 SF, the proposed retail space consisting of 2,412± SF (including back of house areas) would require five (5) parking spaces. Collectively, the entire site generates a parking requirement of sixty-eight (68) parking spaces using this grandfathered ratio. As detailed in the Lunney Letter, there is sufficient parking to accommodate the existing and proposed uses.

C. Statement of Findings in Accordance with Section 12.K.4.e of the Zoning Regulations

Section 12.K.1 of the Zoning Regulations provides: "[s]idewalks shall be provided along all public and private roadways, subject to the exceptions and exemptions set forth in Subsection 12.K.3." One of these exceptions is for renovations or alterations exceeding $250,000 in cost, *as determined by the Building Department*. The Building Department will not confirm this cost until a plan review for the building permit is conducted. However, Sweetspot estimates its renovation cost to be below this threshold. In the avoidance of doubt, the Applicants also request Special Permit approval pursuant to Section 12.K.4.e of the Zoning Regulations to be exempt from the sidewalk requirements contained in Section 12.K as same relate to Halpin Road. Notably, no sidewalks are required along High Ridge Road because it is a State Highway outside the jurisdiction of the City. Although the Applicants need only show that one of the following items entitles them to an exemption from these regulations, they submit that all three items are satisfied:

(1) existing conditions do not allow for the construction of a sidewalk;

Pursuant to Section 12.K, sidewalks are required along property boundaries adjacent to roadways. As noted above, this requirement does not apply to the Property's boundary along High Ridge Road. The northern boundary, along Oaklawn Avenue, was recently improved by the City with new sidewalks and the northeastern property boundary borders municipally owned property, not a road. Thus, the requirement would only apply to the southeastern boundary of the Property along Halpin Avenue. This boundary includes a narrow sliver of land planted with trees and bordered by on-street parking. Based on the survey, this land appears to be part of the right-of-way, outside the Property boundary. For all of these reasons, the Applicants submit existing conditions do not allow for the construction of a sidewalk.

(2) the provision of a sidewalk would not serve the goal of providing a pedestrian network; or

The Property is surrounded by existing sidewalks to the west and north. A new sidewalk was also recently constructed on the eastern side of Halpin Avenue, parallel to the Property, which connects to Oaklawn Avenue to the north. Thus, there is an existing network of sidewalks that are appropriate for pedestrians. Adding a sidewalk to the Property along the western edge of Halpin Avenue would not contribute to this pedestrian network. Rather, it would confuse pedestrians and encourage an inferior option for safe travel.

(3) provision of a sidewalk would create less safe conditions for pedestrians.

There is a large curb cut on the Halpin Avenue entrance to the Property. If the Applicants add a sidewalk along the southeastern edge of the Property fronting on Halpin Avenue, pedestrians would be encouraged to cross over this curb cut and adjacent parking lot when passing across the Property. As stated above, there already exists a new sidewalk parallel to the Property on the opposite side of Halpin Avenue. It would be far safer for pedestrians to use this existing sidewalk, which borders residential properties and connects to other sidewalks in the pedestrian network.

Schedule D
Legal Description of Property

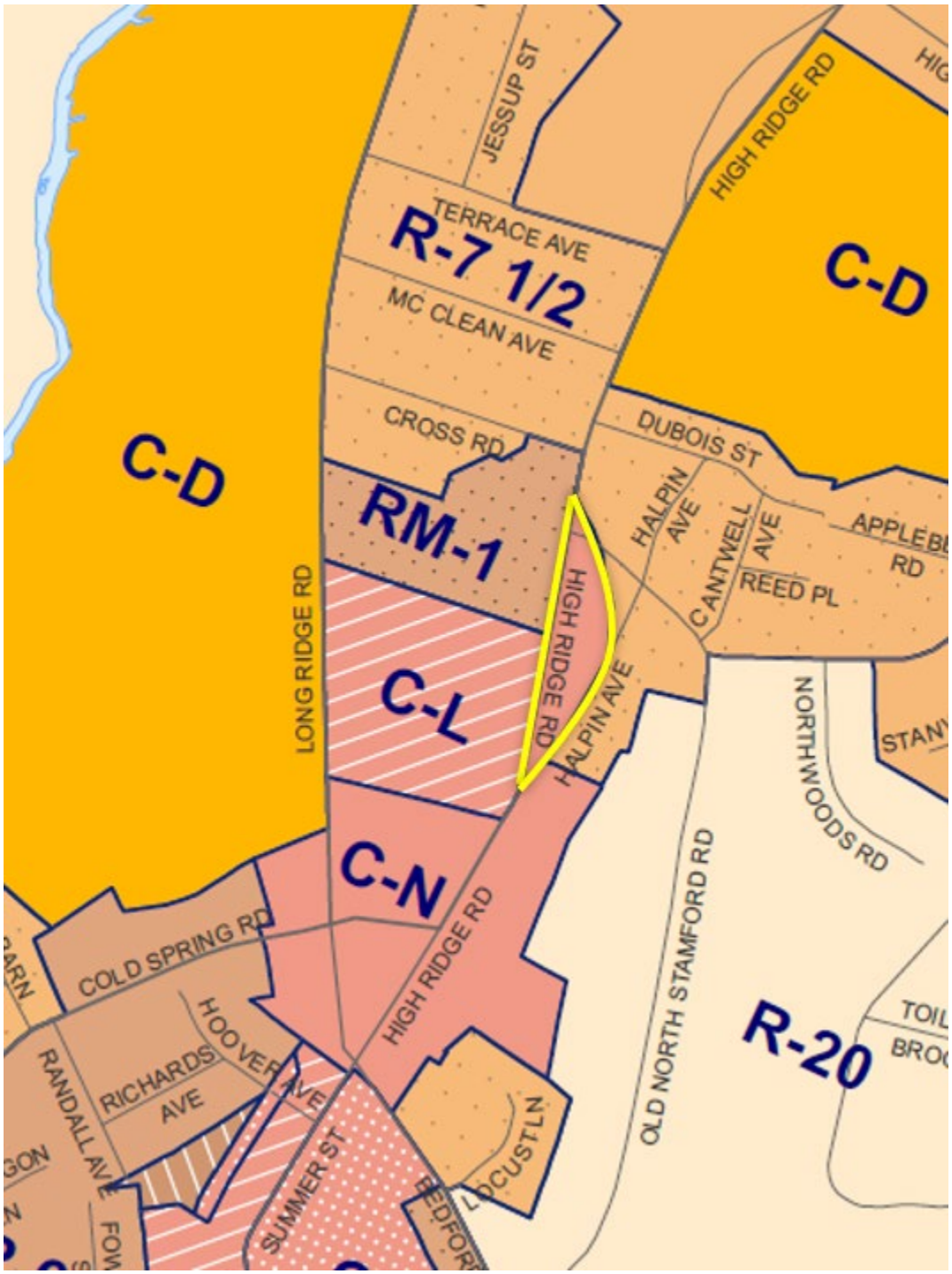
All those certain pieces, parcels or tracts of land, with the buildings and improvements thereon, situated in the City of Stamford in the county of Fairfield and state of Connecticut, being 1.07± acres in area and more particularly shown and designated as Plot "A" and Plot "B" on a certain map entitled "Map Showing Subdivision of Property of Salvatore Vavala, Sr. & Samuel J. Potenza Stamford, Conn.", which is on file in the office of the Town Clerk of the City of Stamford as Map No. 7756, reference thereto being had for a more particular description thereof.

Said parcel of property is bounded westerly a distance of 580.3'± by High Ridge Road and easterly a distance of 705.0'± by Halpin Avenue and Lands N/F known as Paul's Place aka Formerly Old North Stamford Road No. 1, presently utilized for parking. The parcel is located on Town Clerk block number 224. The intersecting streets nearest the parcel are Halpin Avenue and Oaklawn Avenue.

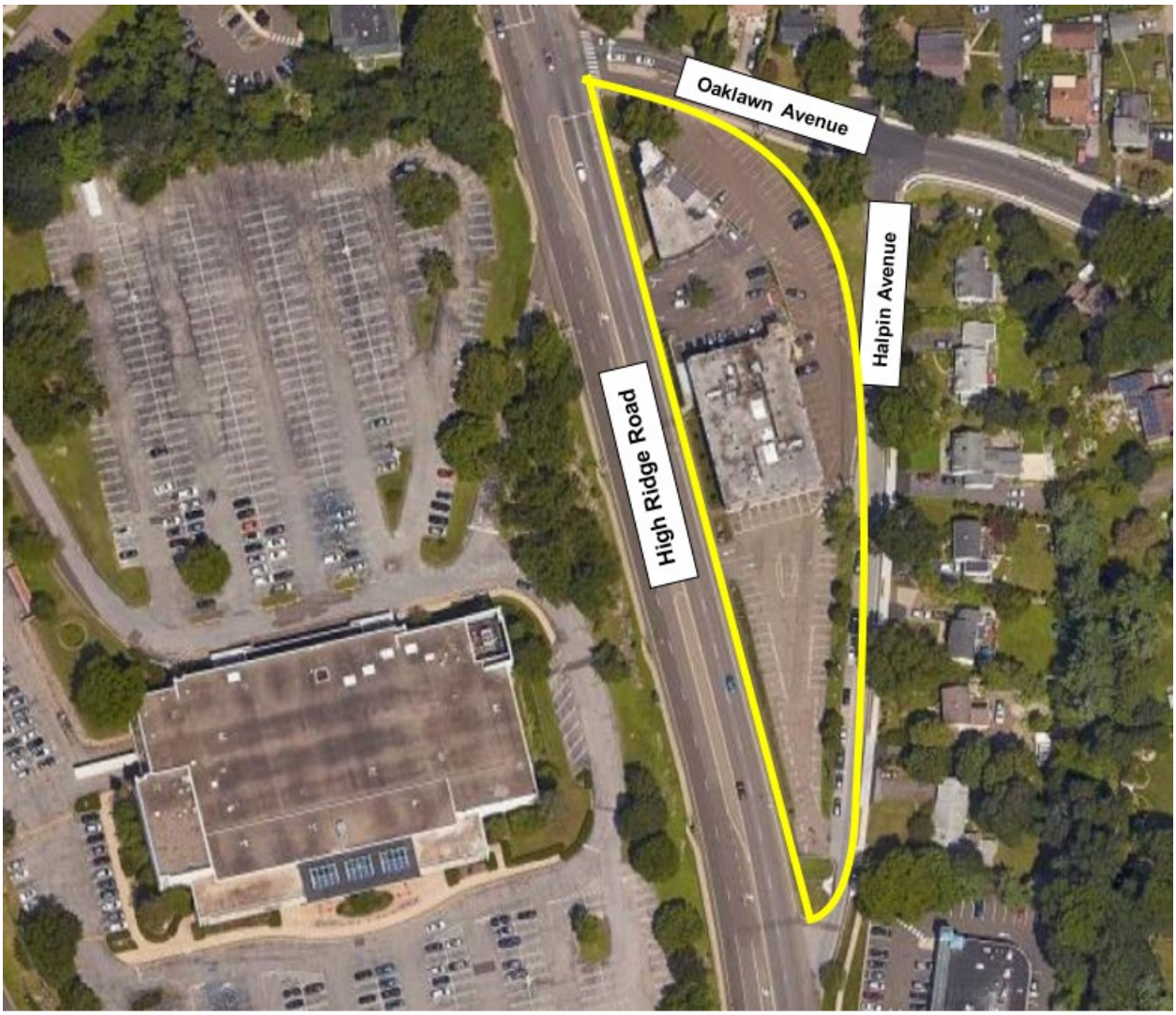
Schedule E
Zoning Data Chart – C-N Zone

	Standard/Required	Existing/Approved	Proposed	Notes
Min. Lot Area	5,000 SF	1.06± acres / 46,6361± sf	No changes	Complies
Min. Lot Frontage	50’	1,361.41’ (total frontage)	No changes	Complies
FAR	0.3	0.93	No changes	Existing Nonconformity
Building Height	2 stories / 25’	3 stories	No changes	Existing Nonconformity
Building Area (Corner Lot)	30%	62%	No changes	Existing Nonconformity
Min. Front Yard	Street Line: 15’ Street Center: 40’	10’	No changes	Existing Nonconformity
Min. Side Yard	One Side: 6’ Both Sides: 12’	10.8’	No changes	Complies
Min. Rear Yard	20’	N/A	No changes	N/A
Parking	*Retail*: 4 spaces per 1,000 sf GFA	120 spaces	No changes	Existing Nonconformity

Schedule F
Existing Zoning Map



Schedule G
Aerial Photograph of Property



C–N Zone

Block No. 268

NOTES:

1. Underground utility, structure and facility locations depicted and noted hereon have been compiled, in part, from record mapping supplied by the respective utility companies or governmental agencies, from parol testimony and from other sources and Street traffic patterns Depicted on this AMap are Approximate taken from Google earth images and other available resources all These locations must be considered as approximate in nature. Additionally, other such features may exist on the site, the existence of which are unknown to Edward J. Frattaroli, Inc. The size, location and existence of all such features must be field determined and verified by the appropriate authorities prior to construction.

2. The contractor shall notify all public utility companies by calling Call–Before–You–Dig at 1–800–922–4455 at least 72 hours prior to crossing their lines.

3. Subject Property Depicted Lies in Zone "X" Area determined to be out side or Above the designated FEMA Area as Defined on FEMA FIRM Map Panel 508 of 626, Community–Panel Number 09001C0508F; Effective Date June 18, 2010.

4. Reference is Hearby made to all Notes and Recorded Documents as they may pertain to the Parcel Depicted on this map. Property is Subject to Easements, Covenants and Restrictions of public record. Refer to First American Title Insurance Company Commitment for Title Insurance CTST 2380833 Effective Date December 14, 2016

5. Real property known as: 111 and 123 High Ridge Road, Stamford, Connecticut. Title to the estate or interest in the land is at the Effective Date vested inHigh Ridge Plaza, Limited Liability Company, by virtue of a deed dated December 4, 1972 and recorded December 14, 1972 in Book 1313 at Page 229 of the Stamford Land Records, and corrected QC deed dated March 30, 1999 and recorded February 15, 2000 in Book 5454 at page 299 of said land records. (b) Assignment of Rents and Leases between said parties, dated June 28, 2012 and recorded June 29, 2012 in Book 10461 at page 271 of said records. Note: Agreement set forth in Volume 994 at Page 512 of the Stamford Land Records referred to in deeds appears to have expired as stated in refernced Title Report.

6. Existing Buildings can be considered Existing Non–Conforming with regard to Setback and Building Coverage for 111 High Ridge Road, property was C–L Zone at time of Construction Year Built 1964. Refer to NON CONFORMING USES ARTICLE IV – SPECIAL REGULATIONS SECTION 10A – Any building or use of land or building legally existing at the time of enactment of this Regulation, or of any amendments thereto, or authorized lawful permit issued prior to the adoption of these Regulations which does not conform to the provisions of these Regulations for the Use Districts in which it is located, shall be designated a non–conforming use. Such use may be continued but may not be extended or expanded, or changed to a less restrictive use as listed in the LAND USE SCHEDULE in APPENDIX A. NOTE: Zoning Information Is Subject To The Review And Approval By The Appropriate Governing Authority.

7. Note the Painted parking Area, Street Access Curbing retaining wall and the Overhead Utility services over the Sourthery Property Line

LEGEND

	Existing
Spot Elevation	x 100.0
Contour	100
Storm Drain	
Sanitary Sewer	
Gas Main	G
Water Main	W
Electric	E
Stone Wall	
Stone Masonry Wall	
Concrete Wall	
Brick Wall	
Fence	X X
Catch Basin (In Curb)	Manhole
Catch Basin (Flush)	Yard Drain
Gas Box	Light Pole
Water Box	Sign
Traffic Signal Pole	Tree

(15) In any building containing more than 3000 square feet of gross floor area general office use shall be limited to stories above the ground floor level. (83–003)

In any Business, Commercial or Industrial District, a building erected on a corner lot shall be required to comply with the front setback standard on all streets and shall comply with the rear yard setback standard for the lot line generally opposite the narrower street frontage. All other yards shall comply with the side yard setback standard. In the case of equal frontages the owner may designate which street line shall be the front lot line for the purpose of determining the rear lot line. (91–025)

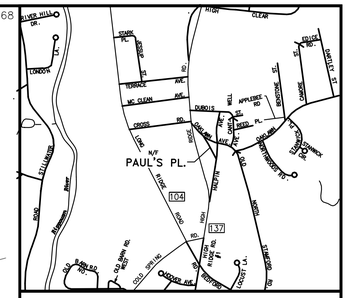
Zoning Information Is Subject To The Review And Approval By The Appropriate Governing Authority

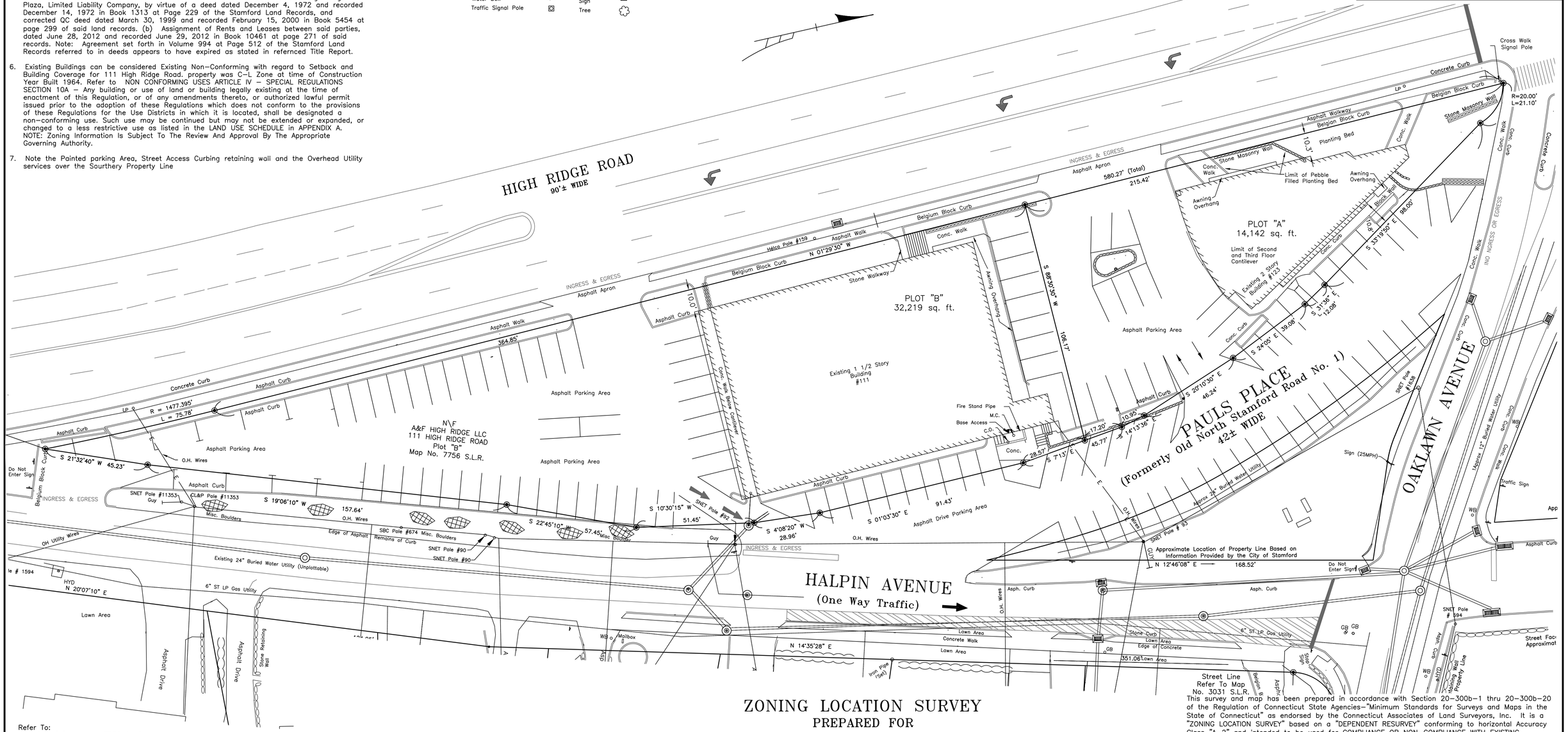
Property Lines Not Staked By Contractual Agreement
Soil Types Not Delineated By Contractual Agreement

SIZE AND LOCATION OF PROPOSED DEVELOPMENT PROVIDED BY OTHERS. IT IS SUBJECT TO THE REVIEW AND APPROVAL BY THE APPROPRIATE GOVERNING AUTHORITIES

C–N(15) ZONE BUILDING SETBACK REQUIREMENTS

Front Street Line Setback..... 15'
Center Line Of Street Setback..... 40'
Rear Yard Setback..... 20'
Side Yard Setback..... 6' W/ Total Of.... 12'
Max. Building Coverage.....30% Of Lot Area





Refer To:
Plot "A" Map No. 7756 S.L.R.
Area = 14,142 sq ft
Existing Building, Overhangs and Awnings Cover 26.6% of Lot Area

Plot "B" Map No. 7756 S.L.R.
Area = 32,219 sq ft
Existing Building, Overhangs and Awnings Cover 35.4% of Lot Area

Scale: 1" = 20'

ZONING LOCATION SURVEY
PREPARED FOR
SWEETSPOT STAMFORD, LLC
111–123 HIGH RIDGE ROAD
STAMFORD, CONNECTICUT

0 20 40 60
SCALE IN FEET

Property Lines Not Staked By Contractual Agreement
Soil Types Not Delineated By Contractual Agreement

This survey and map has been prepared in accordance with Section 20–300b–1 thru 20–300b–20 of the Regulation of Connecticut State Agencies–"Minimum Standards for Surveys and Maps in the State of Connecticut" as endorsed by the Connecticut Associates of Land Surveyors, Inc. It is a "ZONING LOCATION SURVEY" based on a "DEPENDENT RESURVEY" conforming to horizontal Accuracy Class "A–2" and intended to be used for COMPLIANCE OR NON–COMPLIANCE WITH EXISTING REQUIREMENTS.

To my knowledge and belief this plan is substantially correct as noted hereon.

REVISED MARCH 3, 2023 (NAME CHANGE)
REVISED MARCH 7, 2023 (AS REQUESTED)

This Document and Copies Thereof are Valid only if they bear the signature and embossed seal of the designated licensed professional. Unauthorized alterations render any declaration hereon null and void.

BY: Edward J. Frattaroli

FOR: EDWARD J. FRATTAROLI, INC.
Land Surveyor • Engineers • Land Planners
STAMFORD, CONNECTICUT DECEMBER 20, 2016

16268(076)A 514–146 52–124,127

SWEETSPOT - DRAWING LEGEND	
SHEET NAME:	
C	COVER SHEET
ID - 1	FLOOR PLAN
ID - 2	STORE FRONT
ID - 3	FLOOR PLAN : CLIENT QUEUING
ID - 4	FLOOR PLAN : EMPLOYEE PATHWAY

TOTAL SQUARE FOOTAGE: 2412

AWNING CONCEPT PER EXISTING CONDITIONS

PROJECT LOCATION:
111 HIGH RIDGE ROAD
STAMFORD, CT 06905

PROJECT CONTACTS:
DAVID WEDERLIN, OWNER
dwerdelin@sweetspotfarms.com
203.536.4971
https://sweetspotfarms.com

C	SHEET NO.	DATE: 3.7.23 SCALE: NA DRAWN BY: KATIE SCHRIDER REV. DATE: NOTES:

COVER PAGE

SWEET SPOT
111 HIGH RIDGE ROAD
STAMFORD, CT 06905

PROJECT CONTACT:
DAVE WERDELIN, OWNER
dwerdelin@Sweetspotfarms.com
203-536-4971

Katie Schrider
OWNER / DESIGNER
725 North Highway
A1A,
Suite C-207
Jupiter, Florida
33477

239.223.8813
Katie@
KatieSchriderDesign.com

KATIE SCHRIDER
DESIGN

EXISTING OFFICE ENTRY

EXIT

EXIT

STORAGE.
50 SQ. FT.

RESTROOM
80 SQ. FT.

REF.

KITCHENETTE/
BREAKROOM
260 SQ. FT.

5'

CORRIDOR
100 SQ. FT.

RECESSED
ATM

ARCH WALL
(FLEXIBLE RETAIL)

7'-2½"

7'

TECH/
MARKETING

EXISTING
COLUMN

11'-10½"

8'-4"

TRANSACTION
COUNTER

1
2
3
4
5
6
7
8
9
10

36"

3'-11"

10"

18"

RETAIL AREA
1020 SQ. FT.

19'-7"

7'-5"

36"

EXPRESS
WINDOW

PICK-UP
WINDOW

15'

RACK ROOM
300 SQ. FT.

ADJUSTABLE
PED BOARD
SHELVING

EXISTING
COLUMN

6'-6½"

10'-3½"

5'-4"

10'

VAULT
100 SQ. FT.

2'-6"

6'

3'-6"

3'-6"

36"

MARKETING/LOGO

7'-2½"

IT/ELEC.
18 SQ. FT.

3'-8"

PHARMACIST/
MANAGERS
OFFICE
123 SQ. FT.

RECEPTION
470 SQ. FT.

4'

DESK

12'

2'

3'

WAITING
AREA

RECESSED
WALK-OFF
ENTRY MAT
WITH PRINTED
LOGO

DESK

6'-9"

EXISTING
COLUMN

Sweetspot

6'-5"

SHARED
CORRIDOR

5'

6'

3'-4½"

3'-4½"

4'

NEW STORE
FRONT SYSTEM

IN-FILL
EXISTING STORE
FRONT DOOR

ENTRY

NEW STORE FRONT
DOOR SYSTEM

EXISTING OFFICE ENTRY

EXTERIOR
STRUCTURE

ID.1	SHEET NO.	DATE: 3.7.23 SCALE: 3/8" = 1'-0" DRAWN BY: KATIE SCHRIDER REV. DATE: NOTES:

FLOOR PLAN

SWEET SPOT
111 HIGH RIDGE ROAD
STAMFORD, CT 06905

PROJECT CONTACT:

DAVE WERDELIN,
OWNER
dwerdelin@
Sweetspotfarms.com
203-536-4971

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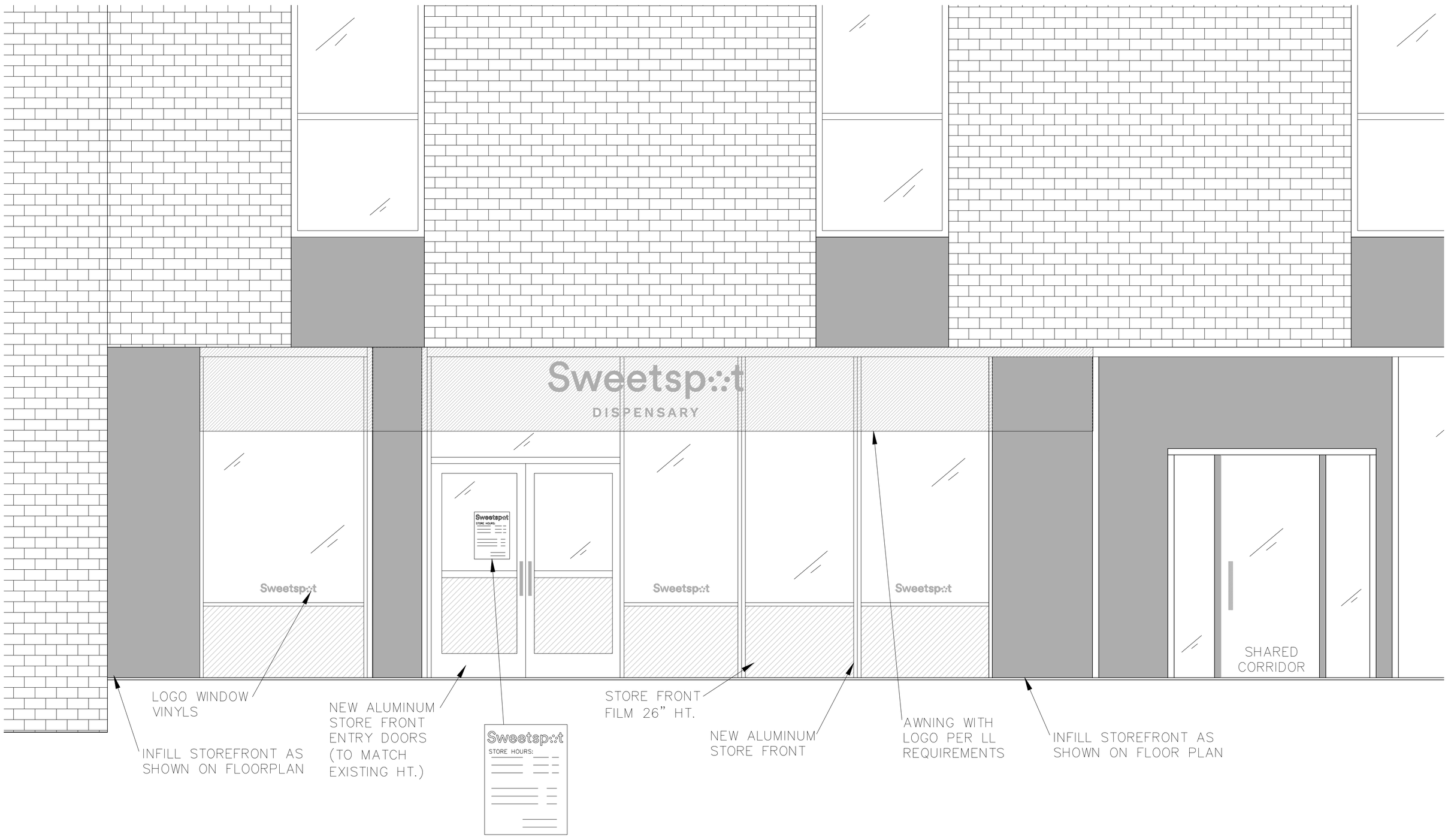
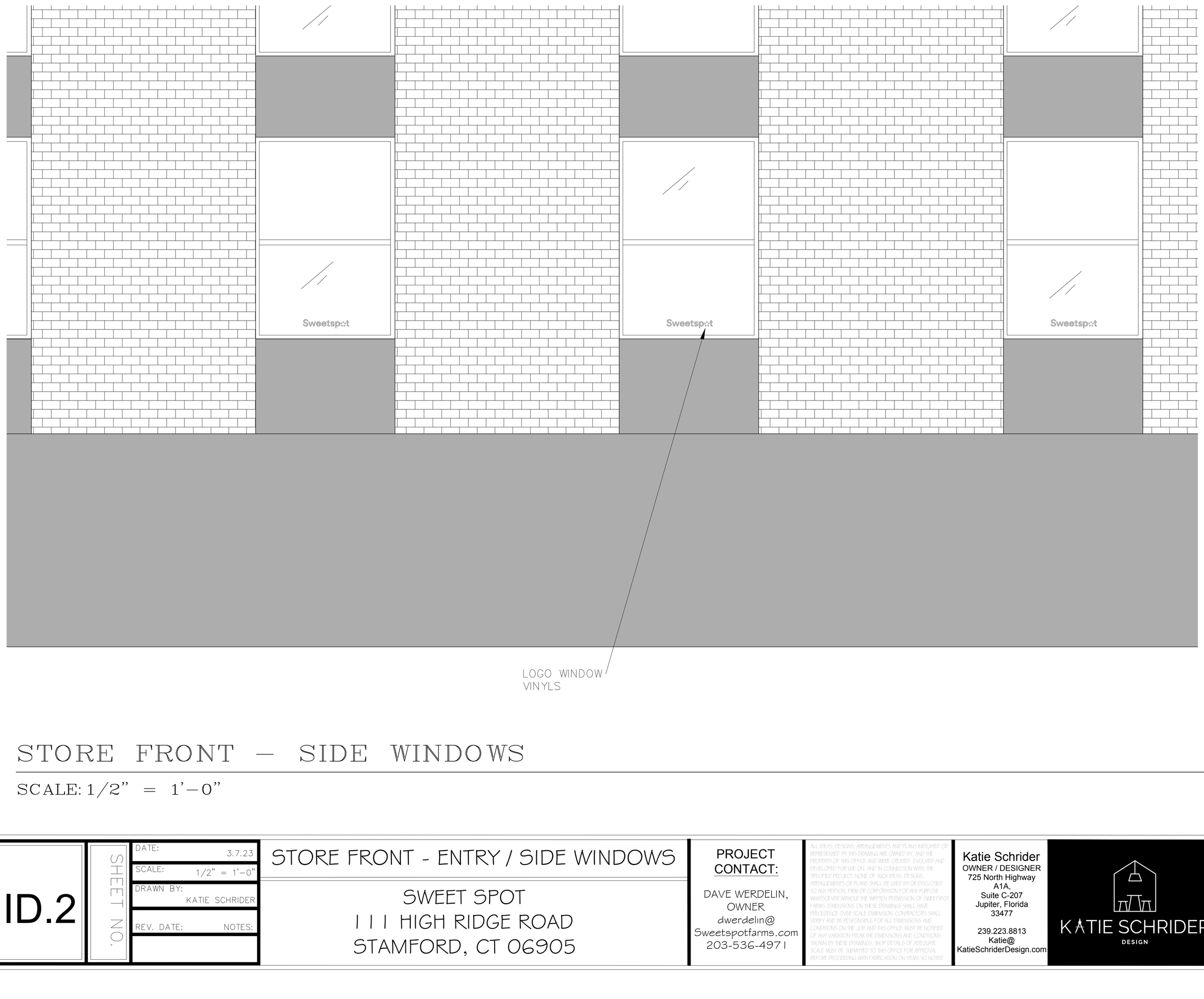
KATIE SCHRIDER
DESIGN



STORE FRONT – ENTRY DOORS

SCALE: 1/2" = 1'–0"



STORE FRONT – SIDE WINDOWS

SCALE: 1/2" = 1'–0"

ID.2

SHEET NO.

DATE: 3.7.23
SCALE: 1/2" = 1'–0"
DRAWN BY: KATIE SCHRIDER
REV. DATE: NOTES:

STORE FRONT - ENTRY / SIDE WINDOWS

SWEET SPOT
111 HIGH RIDGE ROAD
STAMFORD, CT 06905

PROJECT CONTACT:
DAVE WERDELIN,
OWNER
dwerdelin@
Sweetspotfarms.com
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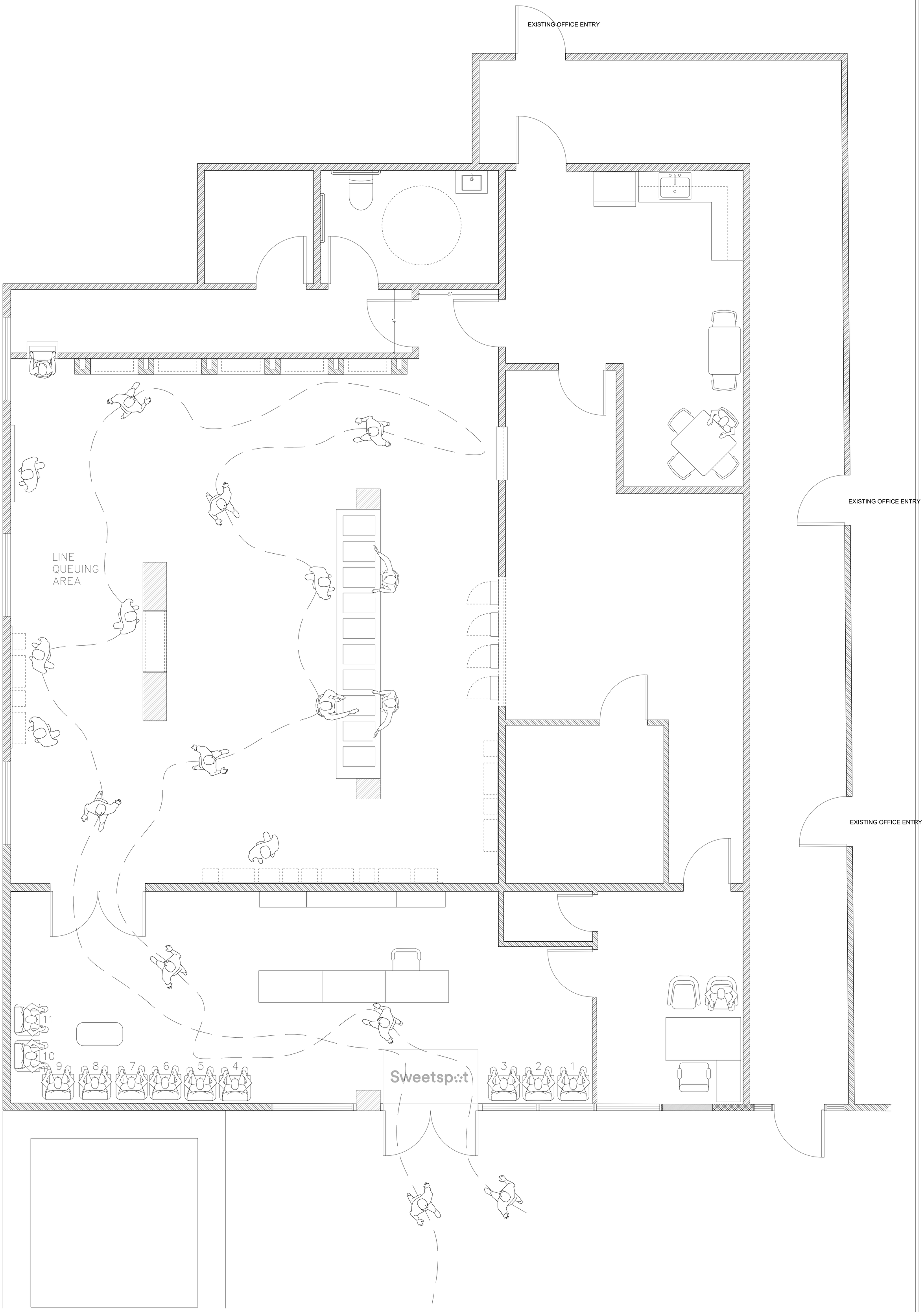
DESIGN



ID.3

SHEET NO.

DATE: 3.7.23

SCALE: 3/8" = 1'-0"

DRAWN BY: KATIE SCHRIDER

REV. DATE: NOTES:

FLOOR PLAN - CLIENT QUEUING

SWEET SPOT
111 HIGH RIDGE ROAD
STAMFORD, CT 06905

PROJECT CONTACT:

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OWNER
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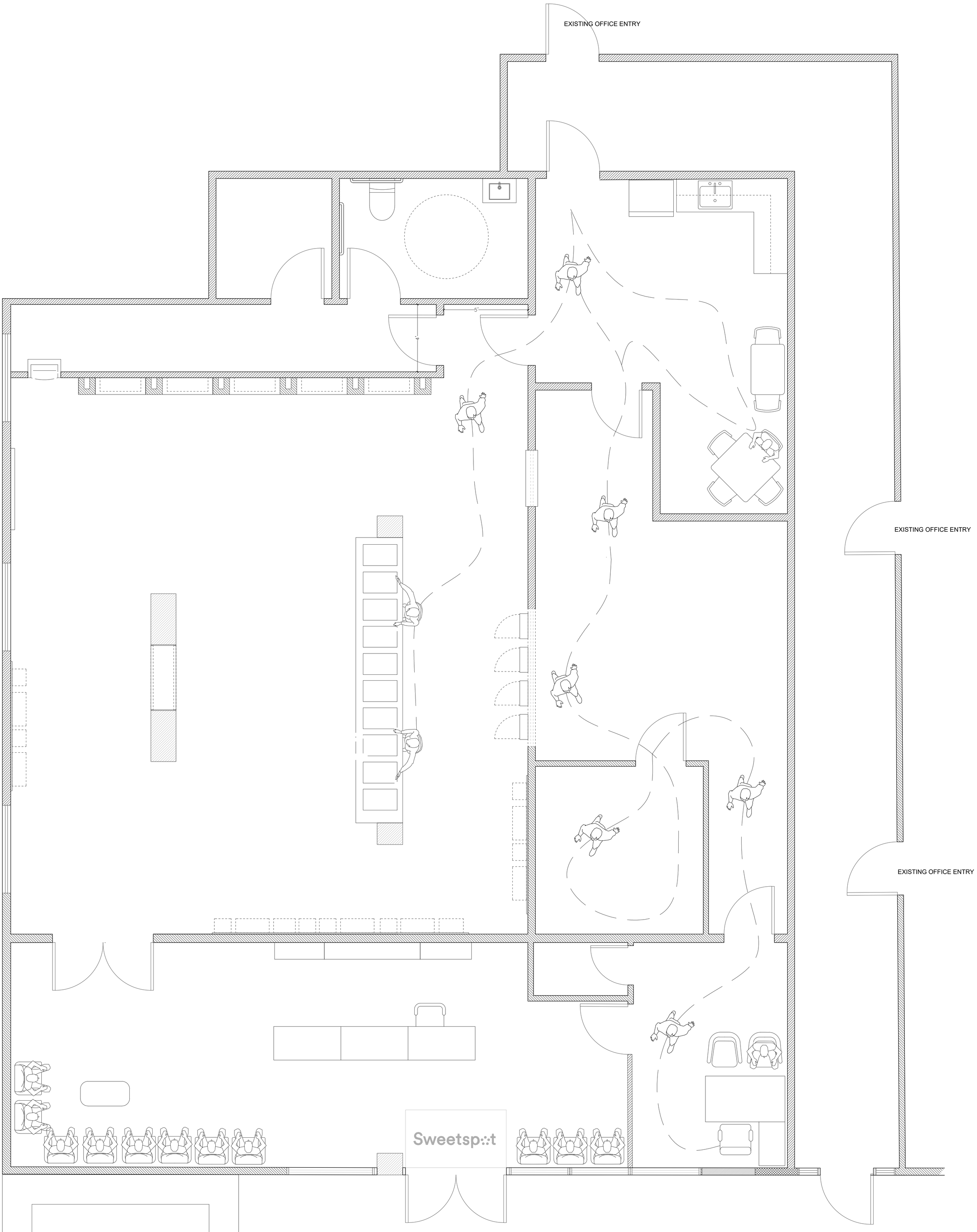
DESIGN



ID.4

SHEET NO.

DATE: 3.7.23

SCALE: 3/8" = 1'-0"

DRAWN BY: KATIE SCHRIDER

REV. DATE: NOTES:

FLOOR PLAN - EMPLOYEE PATH OF TRAVEL

SWEET SPOT
111 HIGH RIDGE ROAD
STAMFORD, CT 06905

PROJECT CONTACT:

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OWNER
dwerdelin@
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203-536-4971

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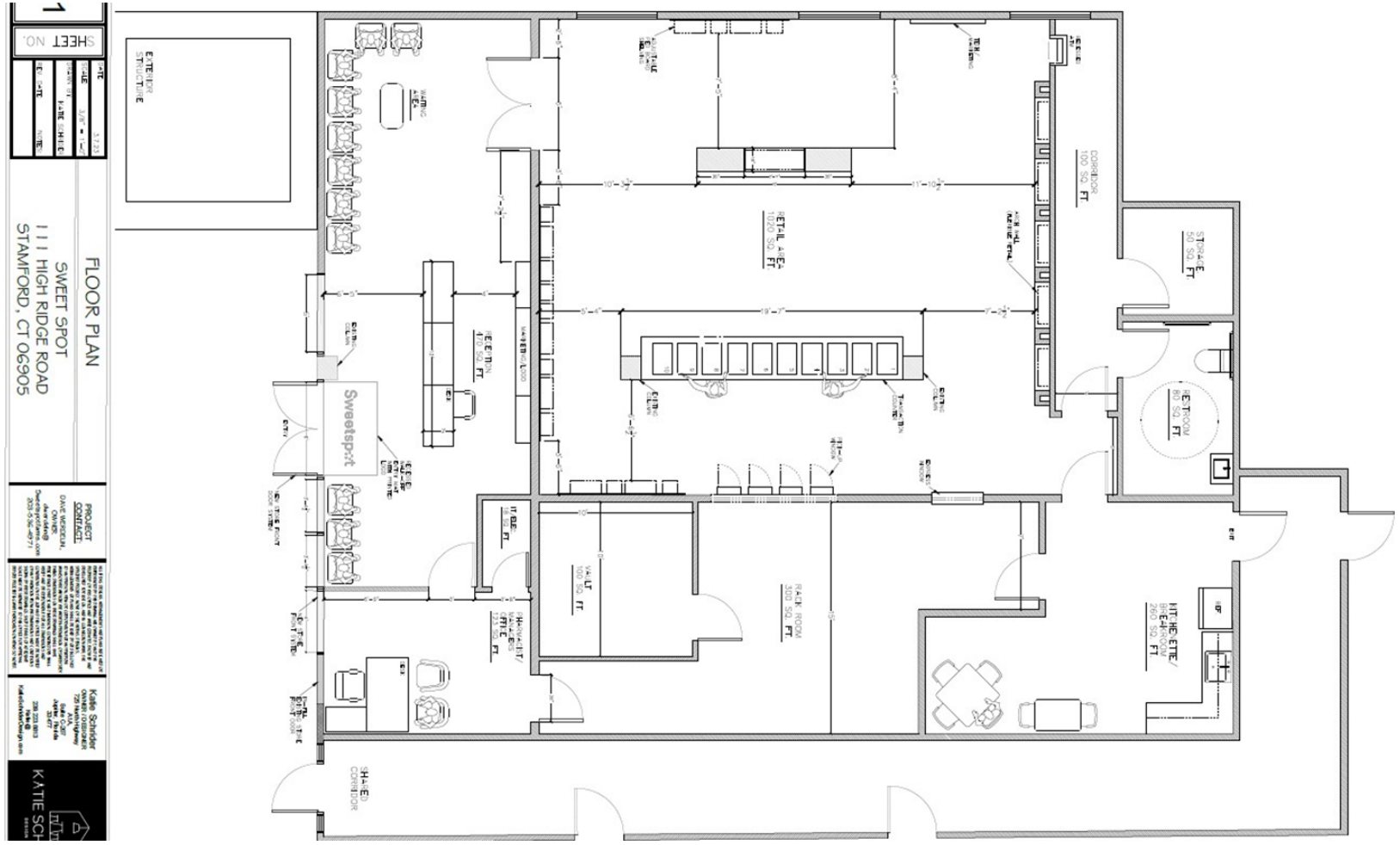
239.223.8813
Katie@
KatieSchriderDesign.com

KATIE SCHRIDER
DESIGN

Proposed Architectural Layout

Sweetspot Stamford, LLC.

111 High Ridge Road.
Stamford, CT



Drawings prepared on 3-8-23

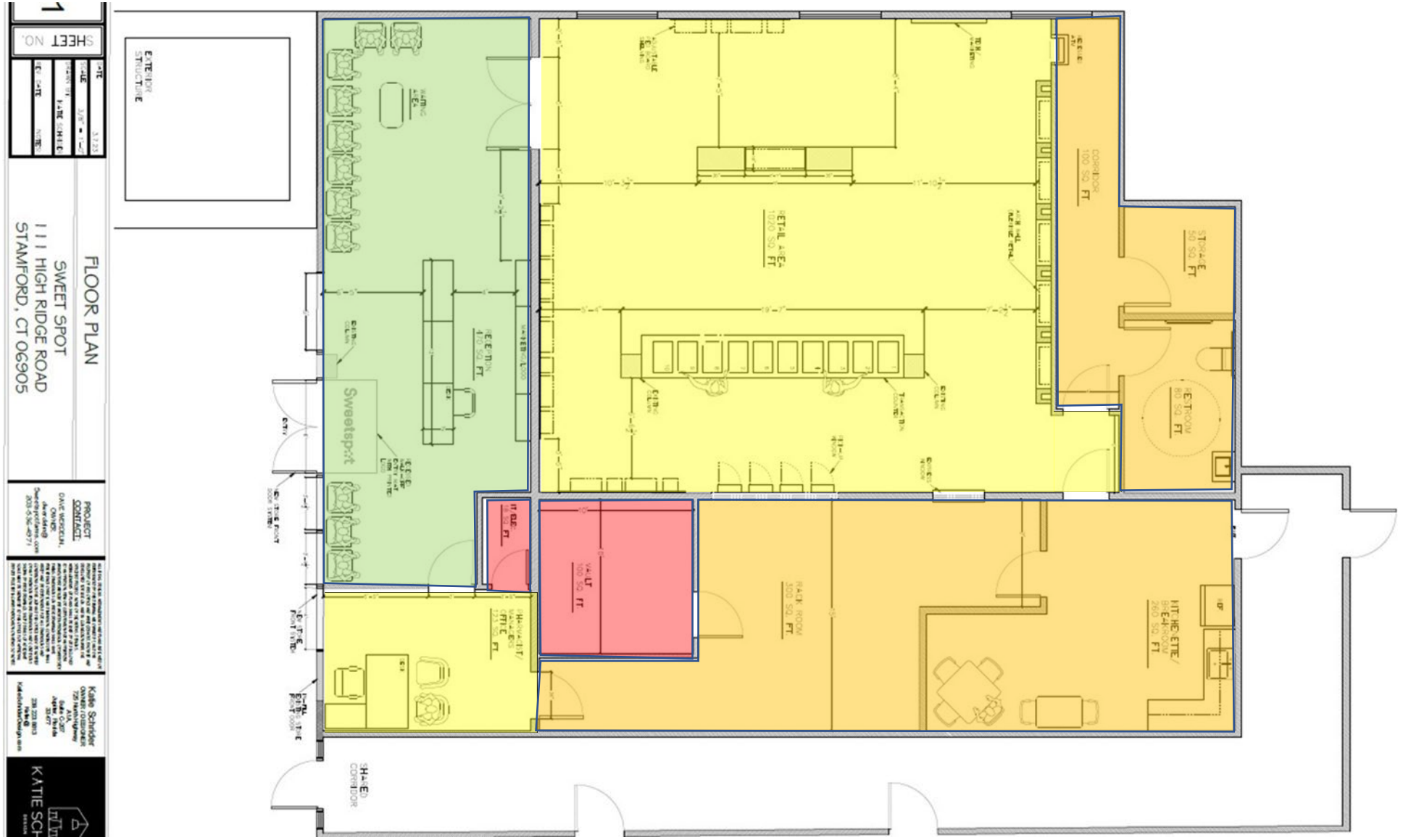
Security Overlay (Cameras, Access control, Security, etc.)

LEGEND	
EC	Exterior Camera
IC	Interior Dome Camera
FC	Interior Fisheye Camera
MS	Motion Sensor (wireless)
GB	Glass Break (wireless)
DC	Door Contact (wireless)
DB	Duress Button (wireless)
KP	Key Pad
HU	Head Unit • With Battery Backup • Placement to be Confirmed in Field
AC	Access Control Set (RFID) • Card Reader • Electric Strike with Integrated Door Contact • Request to Exit

Drawings prepared on 3-8-23

Operational Zones overlay (Public, Ops, Limited Access, Restricted Access)

Operational Zones	
	Public
	Operations
	Limited Access
	Restricted Access (Vault and IT)



Drawings prepared on 3-8-23

111 HIGH RIDGE ROAD

TRAFFIC AND PARKING STUDY

Prepared for: Sweetspot Brands, LLC

Client Ref: 141.21378.00001

March 2023

March 3, 2023

Mr. Ben Herbst
Sweetspot Brands, LLC
401 Commons Park South, Apt 871
Stamford, CT 06902

Re: Traffic & Parking Study
Retail Cannabis Facility
111 High Ridge Road
Stamford, Connecticut
SLR #141.21378.00001

Dear Mr. Herbst,

At your request, SLR International Corporation (SLR) has undertaken this study to evaluate the traffic and parking-related implications associated with the proposed project to be located at 111 High Ridge Road in Stamford, Connecticut. **Figure 1** displays the site location map. The site is occupied with an existing approximately 31,300-square foot (SF) mixed-use commercial building. Together with the adjoined 123 High Ridge Road parcel, there are 120 parking spaces to remain plus the existence of adjacent on-street parking on Halpin Avenue. The proposed project plans to occupy approximately 2,412 SF within the existing building with a retail cannabis store. Access to the site is provided by four existing driveways: two off High Ridge Road and two off Halpin Avenue.

The work comprising the study consisted of several tasks, including data collection, review of roadway and traffic conditions, estimation of site-generated traffic volumes, and assessment of future traffic operations. For this study, the following intersections were evaluated:

- High Ridge Road at Cross Road
- High Ridge Road at Oaklawn Avenue
- Oaklawn Avenue at Halpin Avenue
- High Ridge Road at Halpin Avenue
- High Ridge Road at Main Driveway
- Halpin Avenue at Main Driveway

Figure 2 displays the study area.

SLR International Corporation, 195 Church Street, 7th Floor, New Haven, CT 06510
t 203 344 7887 w **slrconsulting.com**

EXISTING CONDITIONS

The existing information involving the vehicle volumes, transit, and crash history was collected to determine the existing conditions of the area around the proposed project.

Site Environs

High Ridge Road is a principal arterial that runs north/south from Long Ridge Road to the New York state line. Adjacent to the site, the arterial has two lanes in each direction with a flush median and turn lanes at key intersections. On-street parallel parking is not permitted. Sidewalks are present on both sides of the roadway.

Oaklawn Avenue is a collector that runs east/west from High Ridge Road to Newfield Avenue. The collector has one lane in each direction. Sidewalks are present on both sides of the roadway.

Halpin Avenue is a local roadway that runs north/south from High Ridge Road to Dubois Street. Between Oaklawn Avenue and High Ridge Road, Halpin Avenue is one-way northbound with one travel lane, on-street parallel parking permitted on the west side, and sidewalks present on the east side. North of Oaklawn Avenue, Halpin Avenue is two-way with one lane in each direction, on street parallel parking permitted, and no sidewalks.

Existing Transit Routes

CTtransit is Connecticut Department of Transportation's (CTDOT) bus service. CTtransit Stamford operates 15 local bus routes. Buses connect with other services in Norwalk, with the New Haven Line in several locations, the Harlem Line on Metro-North Railroad, and with Bee-Line buses in Westchester County, New York. CTtransit Stamford also operates the I-Bus, an express service between downtown Stamford and White Plains, New York. CTtransit Stamford bus route 331 has a stop in front of the project site.

Route 331 (High Ridge Road) operates between the Stamford Transportation Center and the Stamford Museum and Nature Center. All buses operate via Bedford Street and Summer Street to High Ridge Road. The route operates from approximately 5:20 a.m. to midnight (12:00 a.m.) on weekdays, and 6:30 a.m. to 10:00 p.m. on weekends.

Crash Data Summary

Information on traffic crash statistics for the study intersections was obtained from the Connecticut Crash Data Repository for the almost 4-year period of January 1, 2019, to December 7, 2022. The crash data collected for this period is shown in **Table 1**, summarized by location.

Table 1 Crash Data Summary

Location	Crash Severity				Type of Collision					
	Property Damage Only	Possible Injury	Suspected Minor Injury	Total	Rear End	Sideswipe (Same Direction)	Angle	Hit Motorcycle	Sideswipe (Opposite Direction)	Total
Intersections										
High Ridge Road at Cross Road	5	-	-	**5**	2	1	1	-	1	**5**
High Ridge Road at Oaklawn Avenue	9	1	-	**10**	6	2	2	-	-	**10**
Oaklawn Avenue at Halpin Avenue	5	1	-	**6**	4	1	1	-	-	**6**
High Ridge Road at Halpin Avenue	2	2	-	**4**	3	-	-	1	-	**4**
High Ridge Road at Main Driveway	1	-	-	**1**	1	-	-	-	-	**1**
Halpin Avenue at Main Driveway	1	-	-	**1**	-	1	-	-	-	**1**
Intersection Totals	***23***	***4***	***0***	***27***	***16***	***5***	***4***	***1***	***1***	***27***
Road Segments										
High Ridge Road: Oaklawn Avenue – Main Driveway	2	-	-	**2**	-	2	-	-	-	**2**
High Ridge Road: Main Driveway – Halpin Avenue	3	1	1	**5**	2	1	2	0	-	**5**
Oaklawn Avenue: High Ridge Road – Halpin Avenue	1	-	1	**2**	1	1	-	-	-	**2**
Halpin Avenue: Main Driveway – High Ridge Road	1	-	-	**1**	1	-	-	-	-	**1**
Roadway Totals	***7***	***1***	***2***	***10***	***4***	***4***	***2***	***0***	-	***10***
TOTAL	***25***	***5***	***2***	***32***	***18***	***8***	***5***	***1***	-	***32***

Source: Connecticut Crash Data Repository from January 1, 2019, to December 7, 2022

A total of 27 crashes were reported at the study intersections for the almost 4-year period. More than 85 percent of these total crashes resulted in property damage only. No fatalities were reported. The most common collision type was rear-end collisions, which are fairly common at intersections, comprising approximately 59 percent of the reported intersection-related crashes. The most crashes occurred at the intersection of High Ridge Road and Oaklawn Avenue.

A total of 10 non-intersection-related crashes were reported along the project site frontage on High Ridge Road, Oaklawn Avenue, and Halpin Avenue for the almost 4-year period. Approximately 70 percent of these non-intersection-related crashes resulted in property damage only. Again, no fatalities were reported. The most common collision types were rear-end and sideswipe (same direction) collisions, comprising approximately 80 percent of reported non-intersection-related crashes. Two crashes were also reported within the project site. One was a rear-end collision and one was a hit fixed object collision.

Existing Traffic Volumes

Traffic monitoring data from August 2020, (collected during the COVID-19 epoch) and December 2017, for High Ridge Road north of Halpin Avenue was obtained from CTDOT. The annualized average daily traffic (AADT) at this location in 2020 was recorded as 19,000 vehicles (8,500 northbound and 10,500 southbound) and 24,800 vehicles in 2017. Traffic monitoring data for Oaklawn Avenue southeast of Route 137 was also obtained from CTDOT. The AADT at this location in 2020 was recorded as 4,900 vehicles, and 6,100 vehicles in 2017.

To supplement the state traffic monitoring data, multimodal traffic counts, including vehicle turning movement, bicycle, and pedestrian crossing counts, were conducted at the study intersections. The counts were conducted on Tuesday, December 13, 2022, Thursday, December 15, 2022, and Wednesday, February 8, 2023, from 4:00 p.m. to 6:00 p.m. to capture peak afternoon commuter activity; and Saturday, December 10, 2022, Saturday, December 17, 2022, and Saturday, February 11, 2023, from 11:00 a.m. to 1:00 p.m. to capture peak retail activity. For analysis, the highest single peak-hour volume for each time period was extracted from the count data. The study area peak hours were found to be from 5:00 p.m. to 6:00 p.m. (Weekday P.M. Peak Hour) and from 12:00 p.m. to 1:00 p.m. (Saturday Midday Peak Hour). The existing peak-hour traffic volumes are shown in **Figure 3**. The existing peak-hour pedestrian volumes are shown in **Figure 4**. The counts are included in the Appendix.

PROPOSED PROJECT

As stated previously, the proposed project plans to occupy approximately 2,412 SF of the existing 31,300-SF mixed-use commercial building with a retail cannabis facility to replace two current tenants: one currently occupied by a Kumon learning center and the other occupied by Aliasher Scrubs. Access to the site is provided by four existing driveways: two off High Ridge Road and two off Halpin Avenue.

Proposed Project Trip Generation

The proposed new site-generated peak-hour trips were estimated using statistical data published by the Institute of Transportation Engineers (ITE).[1] **Table 2** summarizes the site-generated traffic estimates for the proposed project during the study peak hours.

[1] *Trip Generation, 11th Edition*, Institute of Transportation Engineers, 2021

Table 2 Proposed Project Traffic Estimates

Land Use	Units	Weekday P.M. Peak Hour				Saturday Peak Hour			
		Trip Rate	In	Out	Total	Trip Rate	In	Out	Total
Proposed Project									
882 – Marijuana Dispensary	2.4 KSF	18.92/KSF	23	23	46	28.85/KSF	35	35	70

Notes:
1. *Trip Generation*, 11th Edition, Institute of Transportation Engineers
2. KSF = Thousand Square Feet Gross Floor Area

As shown in Table 2, the proposed project is estimated to generate 46 vehicle trips (23 vehicles entering and 23 vehicles exiting) during the weekday afternoon peak hour and 70 vehicle trips (35 vehicles entering and 35 vehicles exiting) during the Saturday midday peak hour.

It is important to note that the two units comprising the proposed project were occupied at the time the existing traffic volumes were conducted. To provide a conservative analysis for the purpose of this traffic and parking study, the trips generated by these units were not subtracted from the proposed project site-generated trips. But in reality, the net increase in traffic by the proposed retail cannabis store replacing the two existing stores will be less than the numbers listed in Table 2. It is also important to note that no internal capture credit was applied for the mixed-use site. In reality, some patrons going to the retail cannabis store will not be new to the mixed-use site, but rather will already be on site because of other existing businesses on site.

Proposed Project Trip Distribution

The geographic distribution of the proposed project site-generated traffic was estimated based on review of the roadway traffic patterns at the project site driveways. **Figure 5** illustrates the distribution for the proposed project site-generated traffic through the study area.

Based on the proposed project trip generation and trip distribution, the resulting proposed project site-generated trips were assigned to the study area intersections. **Figure 6** displays the resulting proposed project trip assignment.

FUTURE (2023) CONDITIONS

The proposed project is anticipated to be completed by the end of 2023. Future (2023) Conditions were evaluated both with and without the proposed project to determine possible traffic impacts.

Background Traffic Volumes

The background traffic scenario is reflective of Future (2023) Conditions if the proposed project was not built. Background (2023) Conditions includes traffic associated with other nearby expected upcoming developments that will be completed by 2023 as well as general traffic growth.

Based on correspondence with the City of Stamford and CTDOT, the following development projects were included in Background (2023) Conditions:

1. 255 High Ridge Road – Goddard School
2. 3 Cold Spring Road – Restaurant Development

Figure 7 displays the locations of the nearby expected developments. The anticipated future site-generated peak-hour trips from the 255 High Ridge Road development was obtained from the Traffic Access and Impact Study completed for the 201 High Ridge Road development in December 2018. Traffic study for the 3 Cold Springs Road development could not be obtained because the restaurants are as of right. Therefore, the new traffic anticipated to be generated by the development was estimated. Peak-hour trips for the development were estimated using statistical data published by ITE, and geographic distribution of the new traffic was estimated based on review of the roadway traffic patterns. The resulting total trip assignment from the nearby planned developments is shown in **Figure 8.** Information on the nearby planned developments is included in the Appendix.

Based on correspondence with CTDOT, the existing traffic volumes were projected to Future (2023) Conditions using a growth rate of 0.75 percent per year. Background (2023) Conditions peak-hour traffic volumes were estimated by applying the growth rate to the existing peak-hour traffic volumes (shown in Figure 3) and then adding the anticipated peak-hour total trip assignment from the nearby planned developments (shown in Figure 8). The resultant Background (2023) Conditions peak-hour traffic volumes are shown in **Figure 9**.

Combined Traffic Volumes

The combined traffic scenario is reflective of Future (2023) Conditions once the proposed project is completed. Combined (2023) Conditions peak-hour traffic volumes were estimated by adding the proposed project trip assignment (shown in Figure 6) to the Background (2023) Conditions traffic volumes (shown in Figure 9). The resultant Combined (2023) Conditions peak-hour traffic volumes are shown in **Figure 10**.

INTERSECTION CAPACITY ANALYSIS

Intersection capacity analysis was performed at the study intersections under Background and Combined (2023) Conditions to evaluate each intersection's ability to process traffic volumes. These evaluations were used to determine possible traffic impacts from the proposed project based on the comparison of background and combined traffic operations.

Intersection operation results are expressed as a level of service (LOS). LOS is used to provide a qualitative evaluation of the efficiency of operations of an intersection in terms of delay and inconvenience based on certain quantitative calculations. A description of the various LOS designations, A through F, is given in the Appendix. LOS A describes operations with very low average control delay per vehicle while LOS F describes operations with long average delays. The study intersections were evaluated using *Synchro 11* (*Trafficware*) traffic analysis software package. **Table 3** summarizes the capacity analysis findings under Background and Combined (2023) Conditions. The *Synchro* analysis worksheets are included in the Appendix.

It is important to note that LOS A to LOS D are generally considered acceptable conditions. However, in some areas, LOS E during peak hours is often deemed acceptable and can indicate an efficient tradeoff between traffic flow and the amount of land devoted to the movement of motor vehicles.

As shown in Table 3, all individual movements at the study intersections are expected to operate at acceptable LOS (LOS D or better) during both peak hours under Background and Combined (2023) Conditions. Additionally, with the proposed project, all individual movements at the study intersections are not expected to degrade in LOS, compared to Background (2023) Conditions.

QUEUE ANALYSIS

The study intersection queues were also evaluated using *Synchro 11* (*Trafficware*) traffic analysis software package. For analysis, 95th percentile queues are recorded. The *Synchro* analysis worksheets are included in the Appendix. All approach lanes are expected to provide adequate storage length under Background and Combined (2023) Conditions during both peak periods.

Table 3 Capacity Analysis Summary Future (2023) Conditions

Intersection/Lane Group	Level of Service			
	Weekday P.M. Peak Hour		Saturday Midday Peak Hour	
	Background	Combined	Background	Combined
Signalized				
High Ridge Road at Cross Road				
Eastbound Left/Right	B	B	B	B
Northbound Left/Through	C	C	B	B
Southbound Through/Right	B	B	B	B
Overall	***B***	***B***	***B***	***B***
High Ridge Road at Oaklawn Avenue				
Westbound Left/Right	D	D	D	D
Northbound Through/Right	C	C	C	C
Southbound Left	C	C	B	B
Southbound Through	A	A	A	A
Overall	***C***	***C***	***C***	***C***
Unsignalized				
Oaklawn Avenue at Halpin Avenue				
Northbound Left/Through/Right	C	C	B	B
Southbound Left/Right	C	C	C	C
High Ridge Road at Main Driveway				
Westbound Left/Right	D	D	C	C
Southbound Left	B	B	B	B
Halpin Avenue at Main Driveway				
Northbound Left	A	A	A	A
Eastbound Left	B	B	B	B

Notes: LOS calculations were performed using *Synchro 11*.

PARKING ANALYSIS

The parking on site was also evaluated to assess any parking implications associated with the proposed project.

Estimated Peak Parking Demand

A comparison was conducted to review the estimated peak parking demands that are expected to be generated by the proposed project using the Stamford Zoning Regulations and the Institute of Transportation Engineers' (ITE) *Parking Generation Manual 5th Edition.*

As stated previously, the proposed project plans to occupy approximately 2,412 SF of an existing mixed-use commercial building with a retail cannabis facility. Based on the City of Stamford Zoning Regulations, parking for a Marijuana Dispensary Facility shall meet the parking standards for a Retail Store. Per Section 12 of the Zoning Regulations, four parking spaces shall be provided for each 1,000 SF of gross floor area of any Retail Store. Based on this, a minimum of 10 parking spaces are required for the proposed project per zoning ordinance.

Based on ITE's *Parking Generation Manual 5th Edition,* marijuana facilities have an average weekday peak period parking demand rate of 7.19 per 1,000 SF of gross floor area. Based on this, the proposed project is estimated to generate a weekday peak period parking demand of 17 parked vehicles.

Available Parking Supply

The 111 High Ridge Road parcel shares parking with the 123 High Ridge Road parcel. Together, the parcels have a total of 120 parking spaces on site[2]. Additionally, Halpin Avenue has 12 on-street parking spaces adjacent to the proposed project site that are available to the public.

To understand the existing parking usage at the 111 and 123 High Ridge Road sites, parking observations were conducted on Thursday, December 15, 2022, and Saturday, December 17, 2022, on site and along Halpin Avenue. The counts were conducted at the start and end of the weekday afternoon and Saturday midday traffic counts. The observations are summarized in **Table 4**. It is again important to note that the two units comprising the proposed project were occupied at the time the parking observations were conducted.

As shown in the table, the two sites are expected to provide more than enough parking for the proposed project during both peak periods based on the estimated peak parking demands on site.

Table 4 Existing On-Site Parking Counts

Time		On-Site Parking Spaces		Halpin Ave Parking Spaces	
		Occupied	Available	Occupied	Available
Weekday Afternoon	Before 4:00 p.m.	45	***75***	12	***0***
	After 6:30 p.m.	55	***65***	11	***1***
Saturday	Before 11:00 p.m.	36	***84***	9	***3***
	After 1:00 p.m.	42	***78***	8	***4***

[2] This is the number of spaces counted manually. It includes the spaces on the former Paul's Place parcel and is an increase to the number shown on the survey. Please refer to the letter from Lisa Feinberg to James Lunney included with the application materials for additional details on the parking.

However, should the Zoning Board feel it is necessary, the Applicant is prepared to accommodate offsite parking for all employees associated with the proposed project, further reducing the estimated parking demand of the proposed project.

ITE Shared Parking Analysis

Using industry standard data to understand how the separate land use parking demands on the two sites may fluctuate throughout the course of a 24-hour period in the future with the proposed project, a conservative time-of-day shared parking analysis was conducted for the 111 and 123 High Ridge Road sites with the proposed project assumed. Peak parking demand percentages and rates from ITE's *Parking Generation Manual 5th Edition* were used for all of the sites' land uses to provide additional support for the parking supply and the hourly parking variations. It is important to note that ITE rates tend to be conservative and result in high parking estimates.

Table 5 summarizes the resulting weekday hourly parking demand fluctuations for the two sites. **Table 6** summarizes the resulting Saturday hourly parking demand fluctuations. As shown in the tables, based on industry standard data, it is again found that there will be more than enough parking with the proposed project.

Table 5 Weekday Shared Profile

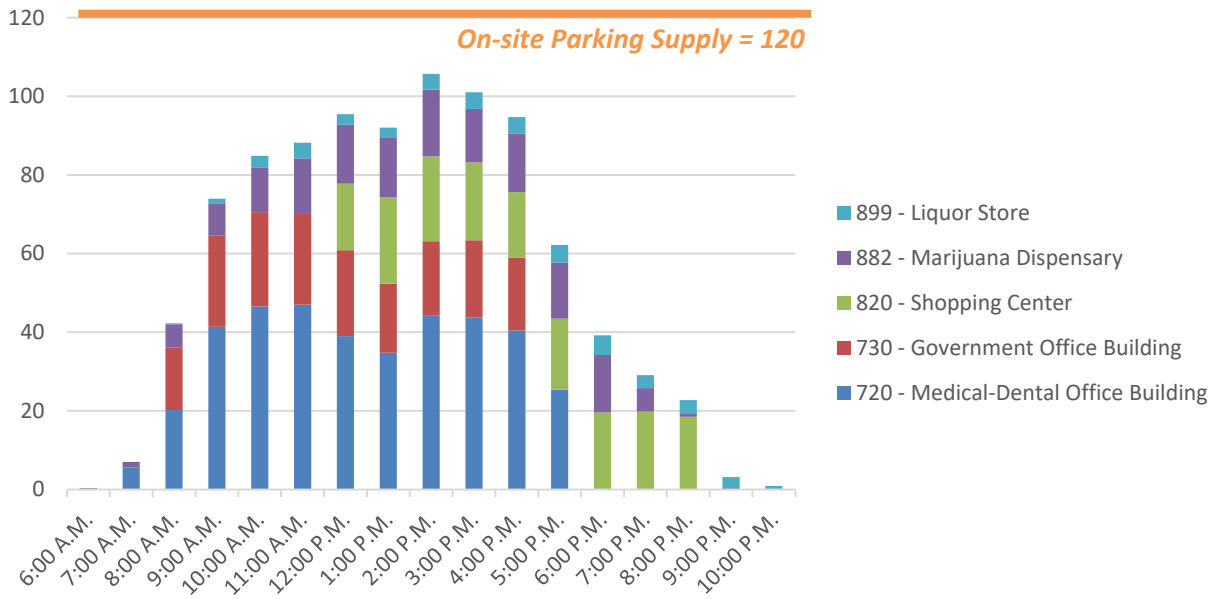
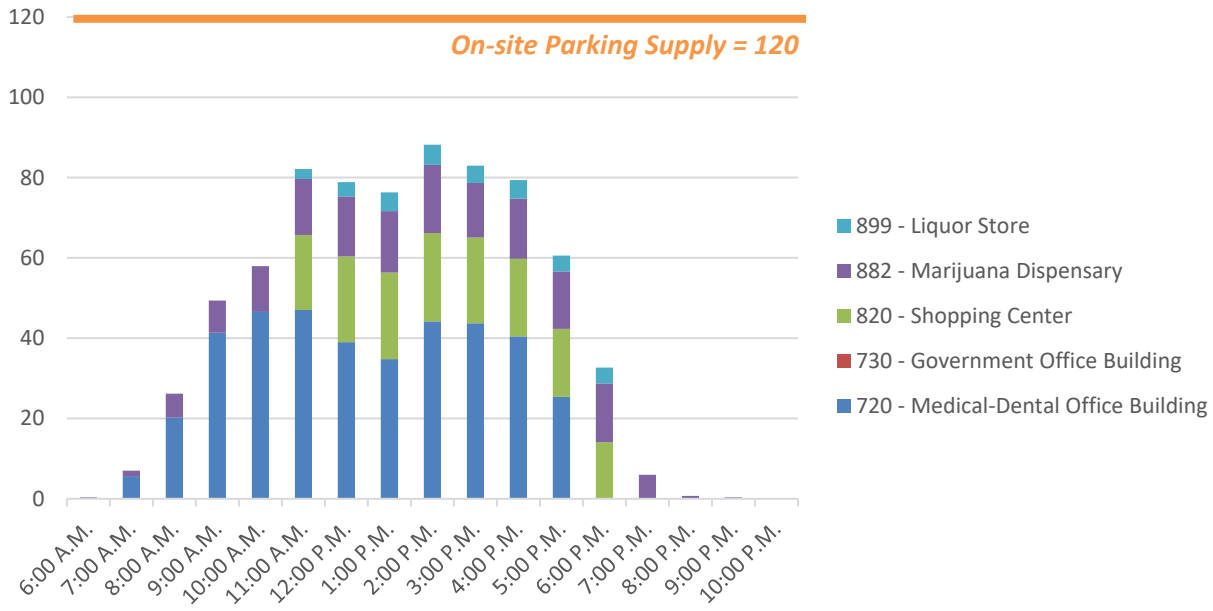


Table 6 Weekend Shared Profile



SUMMARY

This study was conducted to assess the traffic and parking impacts of the proposed project to be located at 111 High Ridge Road in Stamford. The proposed project plans to occupy approximately 2,412 SF of the existing 31,300-SF mixed-use commercial building with a retail cannabis facility. The 111 High Ridge Road parcel shares parking with the 123 High Ridge Road parcel. Together, the parcels have a total of 120 parking spaces on site.

To determine a profile of existing conditions, data assembly efforts were undertaken. Estimates of traffic that will be generated by the proposed project were developed based on statistical data published by ITE, and intersection capacity analysis and queue analysis was performed at the study intersections under Background and Combined (2023) Conditions. ***Based on the results of the capacity and queue analysis, it is our opinion that the increase in traffic because of the proposed project can be accommodated by the surrounding roadway system. As such, no traffic mitigation is necessary.*** With the proposed project, all individual movements at the study intersections are not expected to degrade in LOS, compared to Background (2023) Conditions.

To determine the parking operations of the proposed project site, parking counts of the site were made, and parking demands were estimated based on City of Stamford Zoning Regulations and statistical data published by ITE and a conservative future shared parking analysis was performed. ***Based on the observations conducted on site and the results of the ITE shared parking analysis, it is our opinion that***

the two sites (111 and 123 High Ridge Road) will provide more than enough parking for all the uses within the two mixed-use commercial buildings with the proposed project.

We hope this report is useful to you and the City of Stamford. If you have any questions or need anything further, please do not hesitate to contact either of the undersigned.

Sincerely,

SLR International Corporation

David G. Sullivan, PE
U.S. Manager of Traffic & Transportation Planning

Emily A. Foster, PE
Senior Transportation Engineer

Figures

- Figure 1 – Site Location Map
- Figure 2 – Study Area
- Figure 3 – Existing (2022) Conditions Peak-Hour Traffic Volumes
- Figure 4 – Existing (2022) Conditions Peak-Hour Pedestrian Volumes
- Figure 5 – Proposed Project Distribution
- Figure 6 – Proposed Project Peak-Hour Trip Assignment
- Figure 7 – Nearby Planned Developments Locations
- Figure 8 – Nearby Planned Developments Total Peak-Hour Trip Assignment
- Figure 9 – Background (2023) Conditions Peak-Hour Traffic Volumes
- Figure 10 – Combined (2023) Conditions Peak-Hour Traffic Volumes

Appendix

- Traffic Counts
- Information on the Nearby Planned Developments Include in Background (2023) Conditions
- LOS Designation Descriptions
- *Synchro* Analysis Worksheets

21378.00001.f2723.ltr.docx

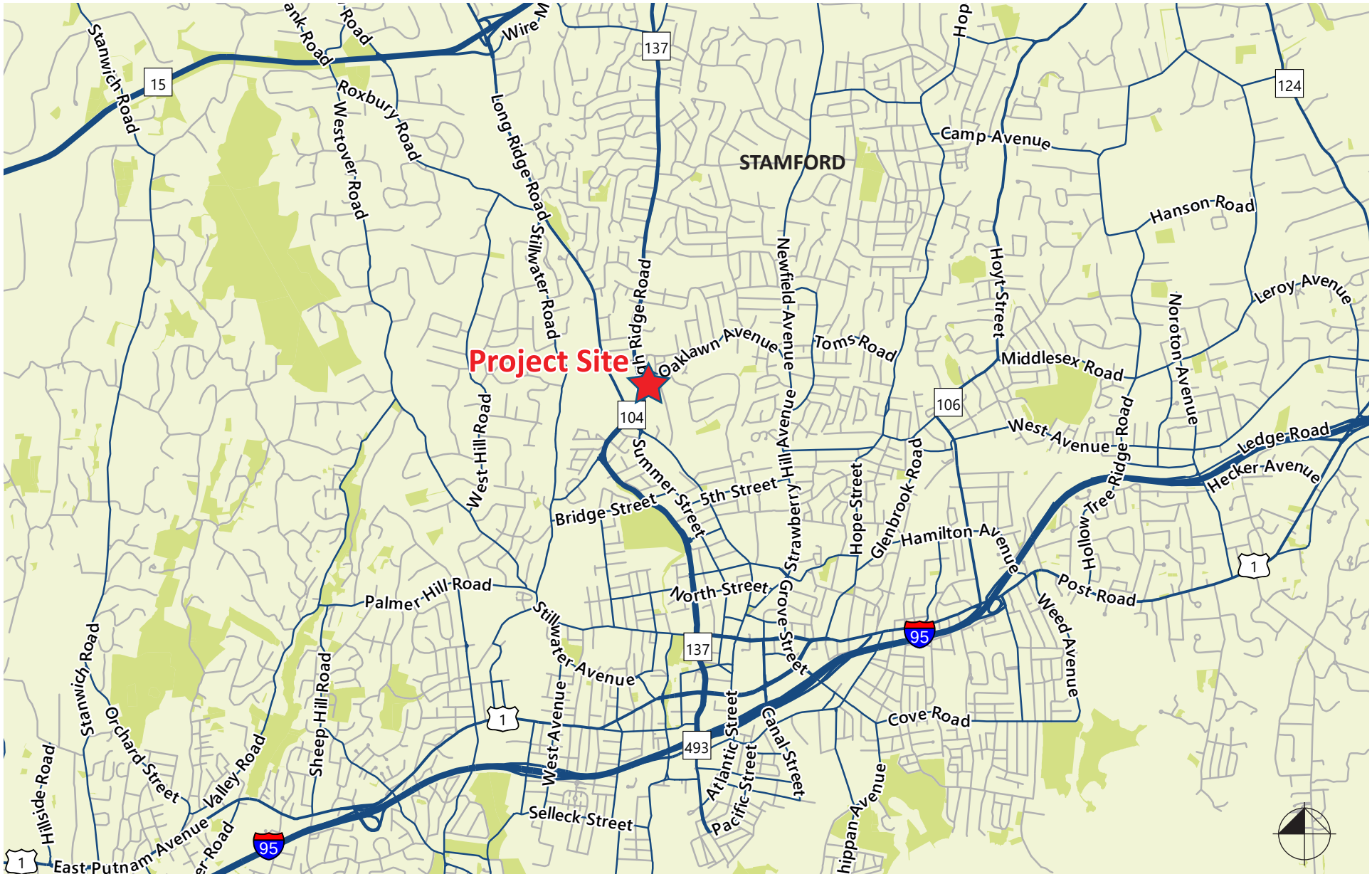


Figure 1
Site Location Map

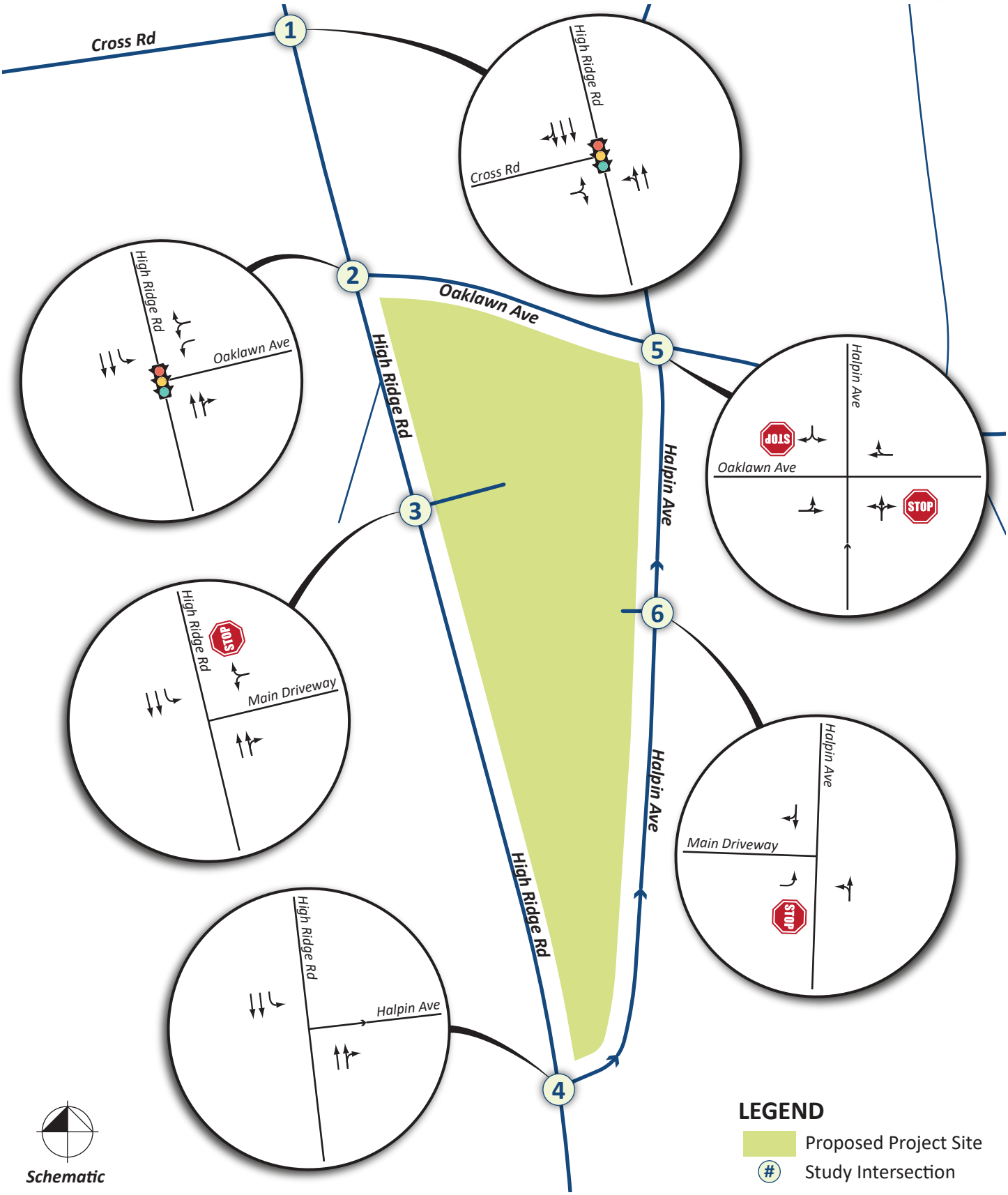


Figure 2
Study Area

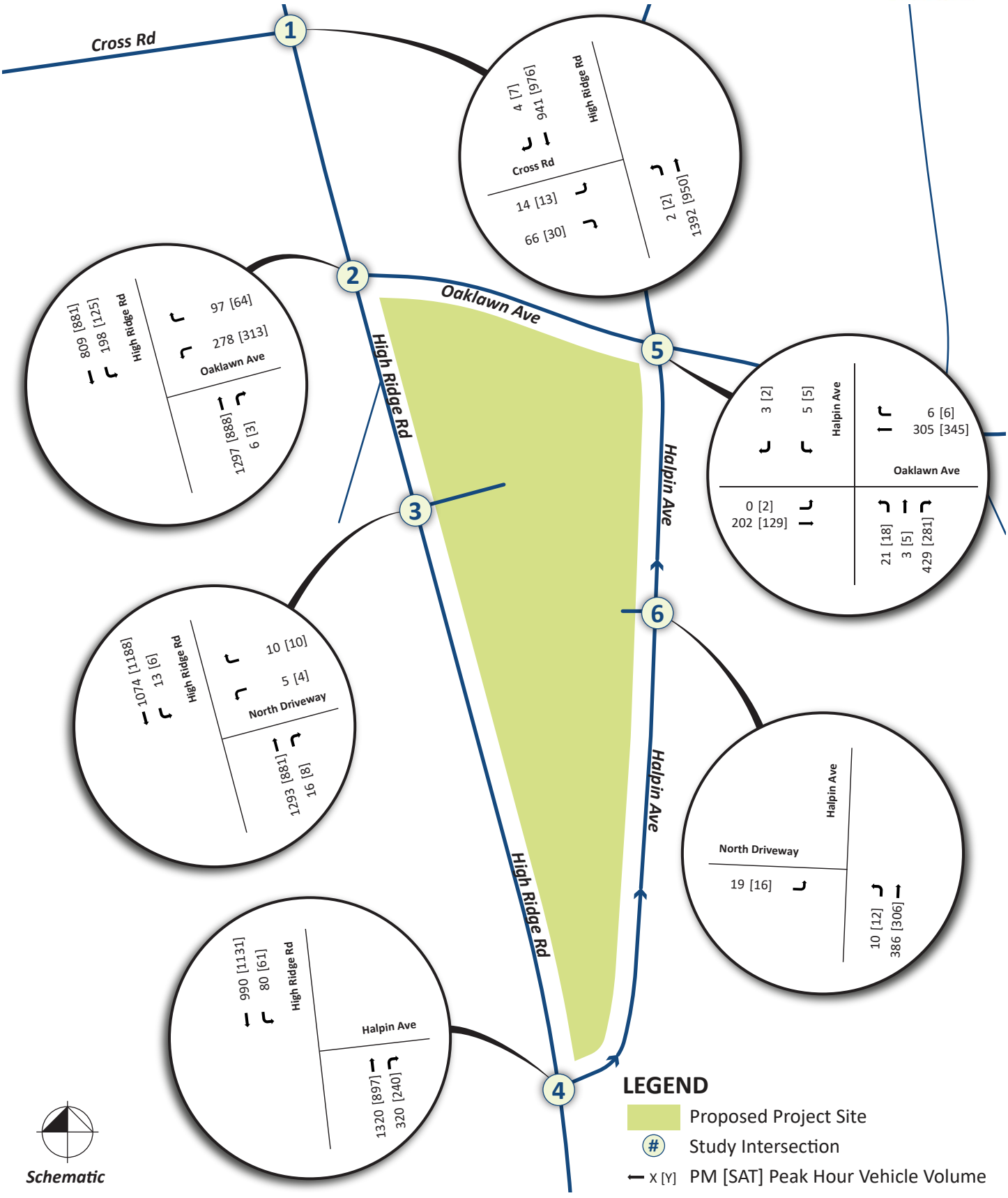


Figure 3
Existing (2022) Conditions Peak Hour Traffic Volumes

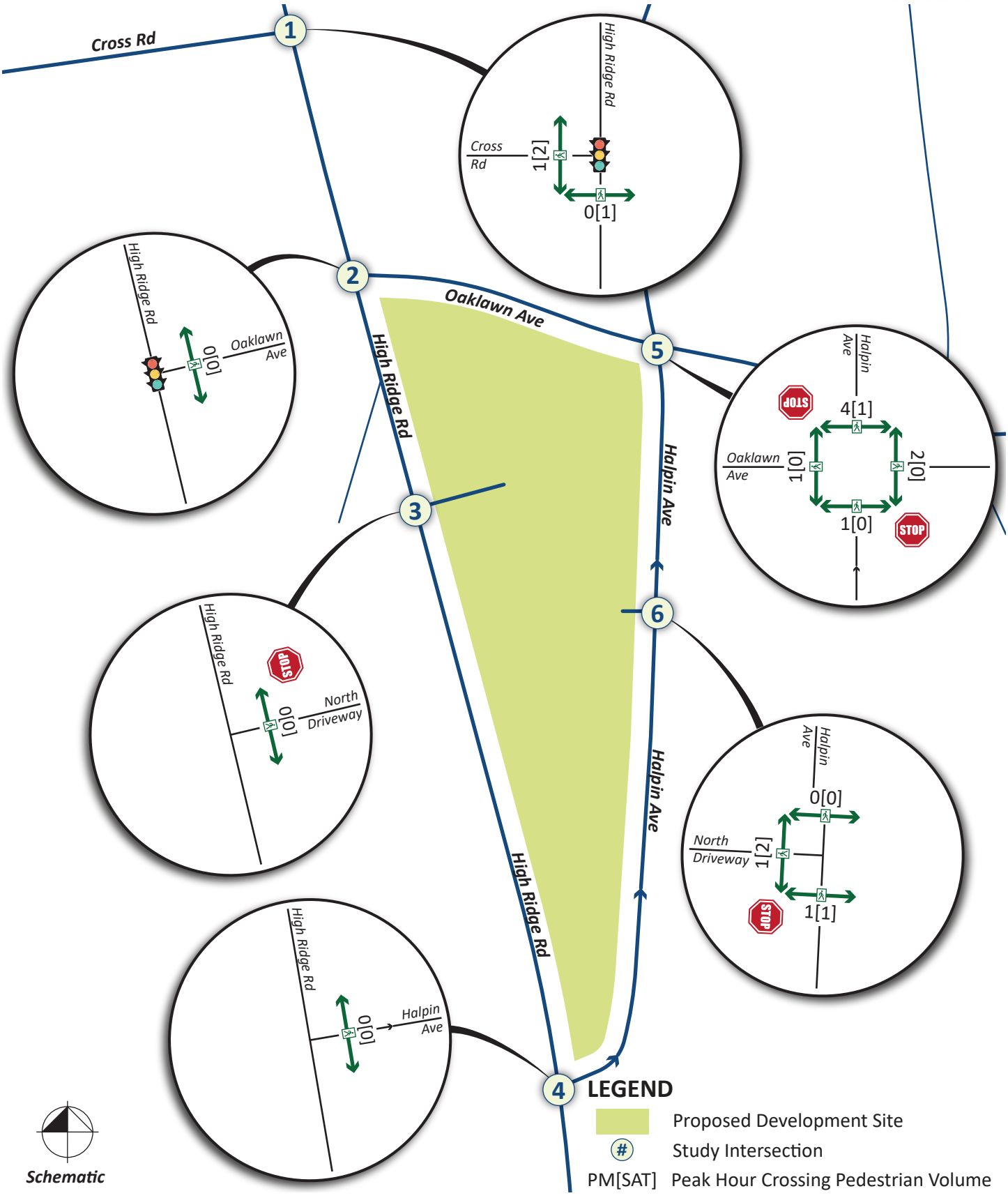


Figure 4
Existing (2022) Conditions Peak-Hour Pedestrian Volumes

Figure 5
Proposed Project Distribution

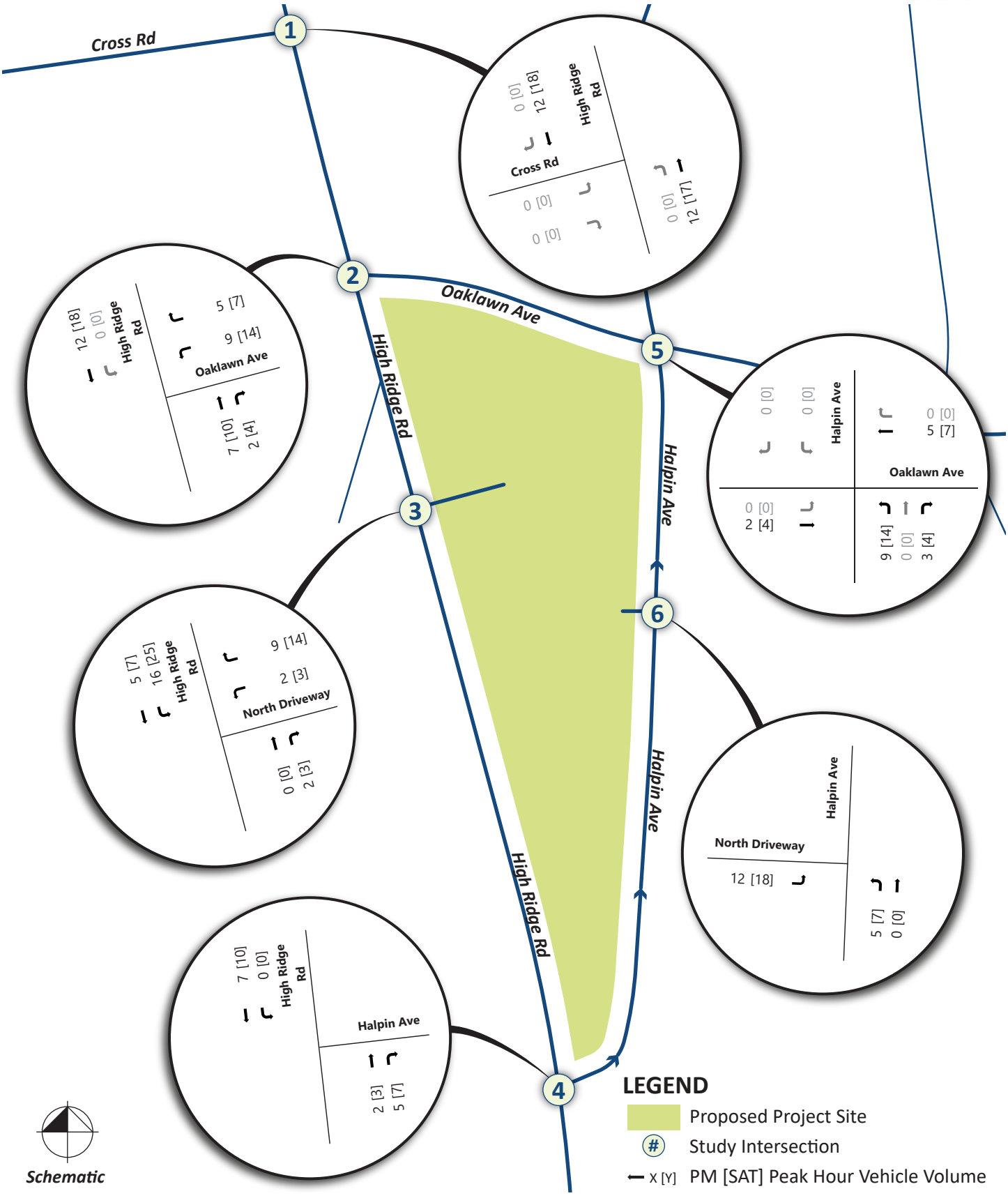
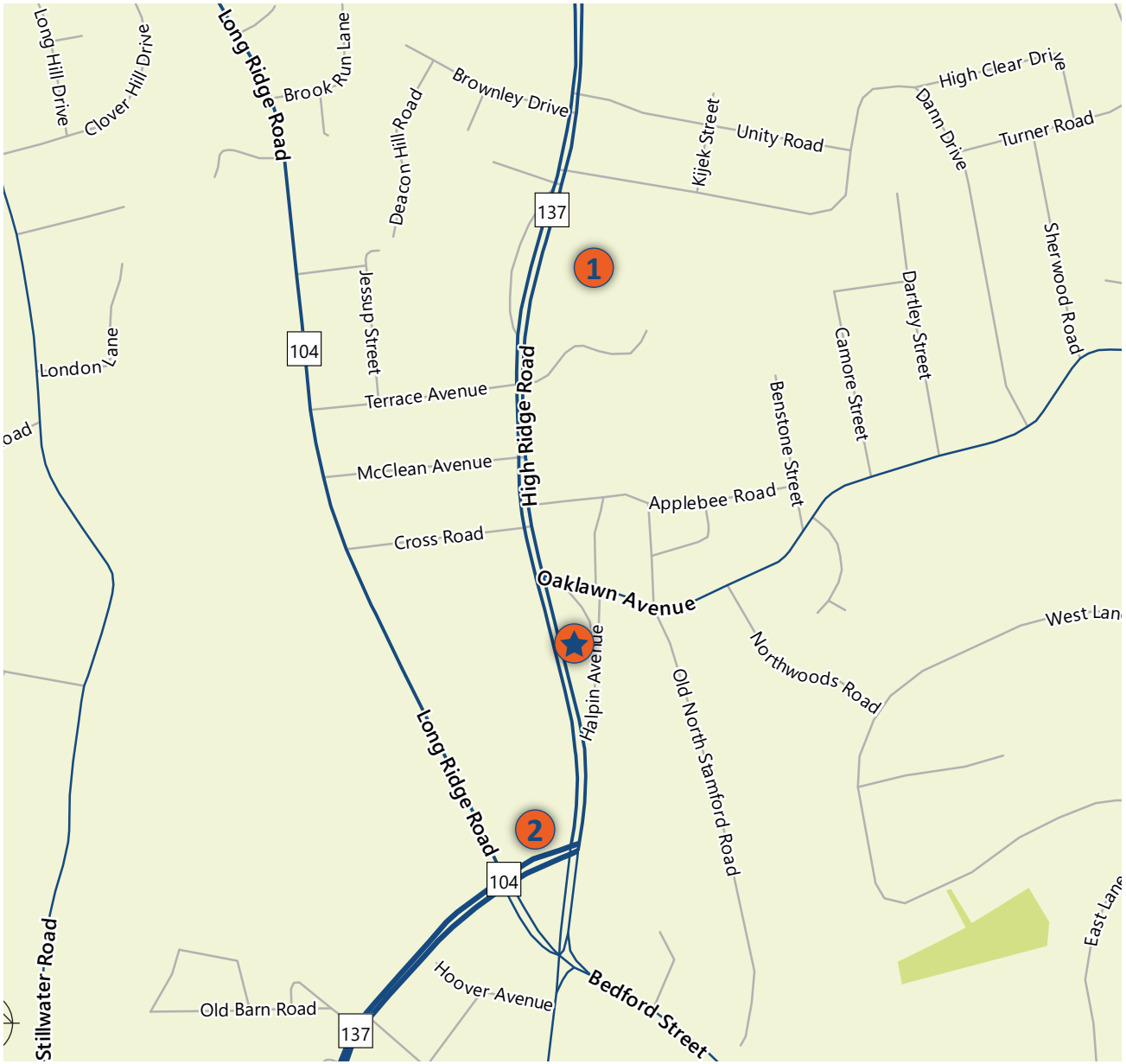


Figure 6
Proposed Project Peak Hour Trip Assignment

Nearby Planned Developments

1. 255 High Ridge Road
   Goddard School

2. 3 Cold Spring Road
   Restaurant Development



LEGEND

- Proposed Project Location
- # Planned Development Location

Figure 7
Nearby Planned Developments Locations

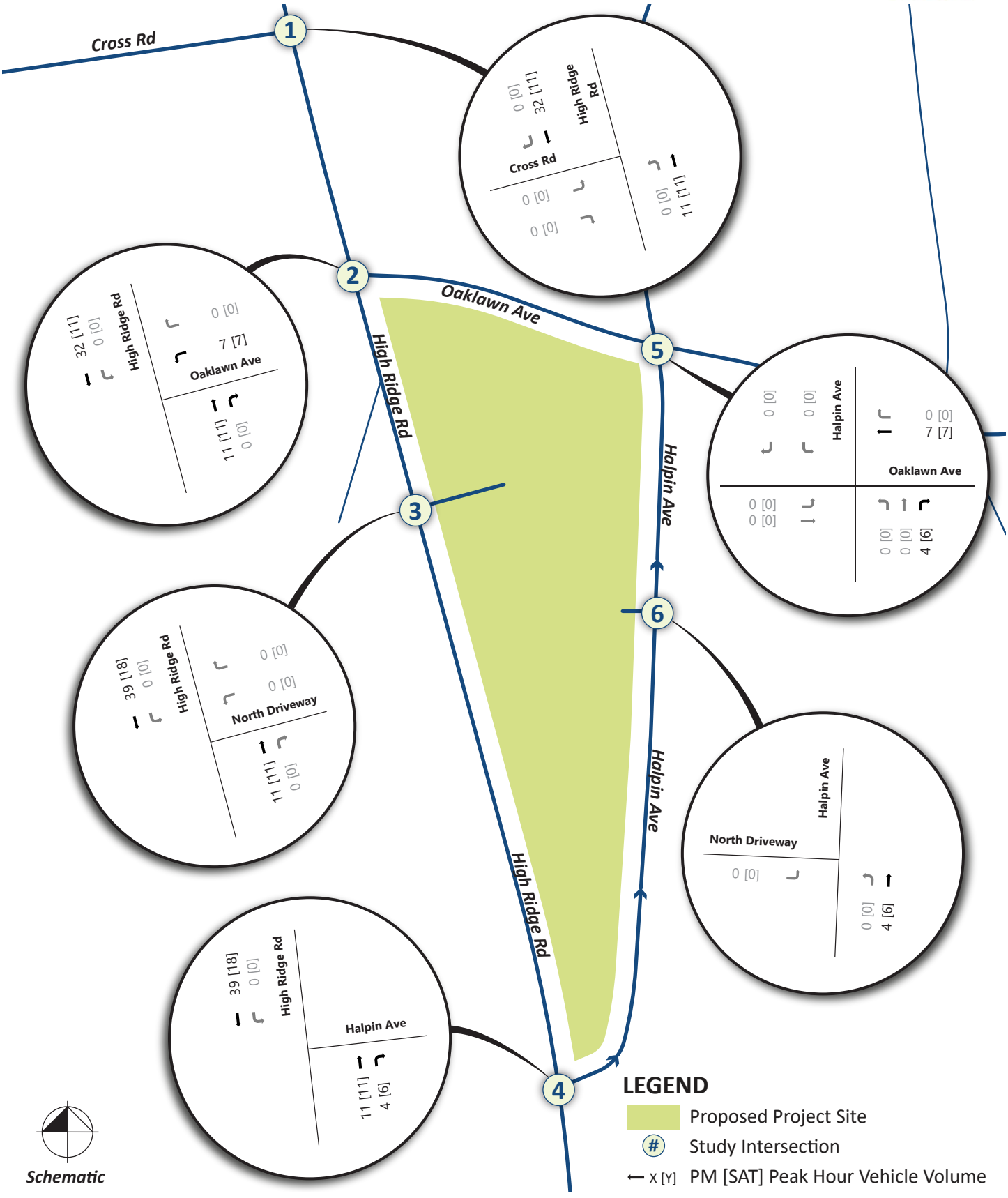


Figure 8
Nearby Planned Developments Total Peak-Hour Trip Assignment

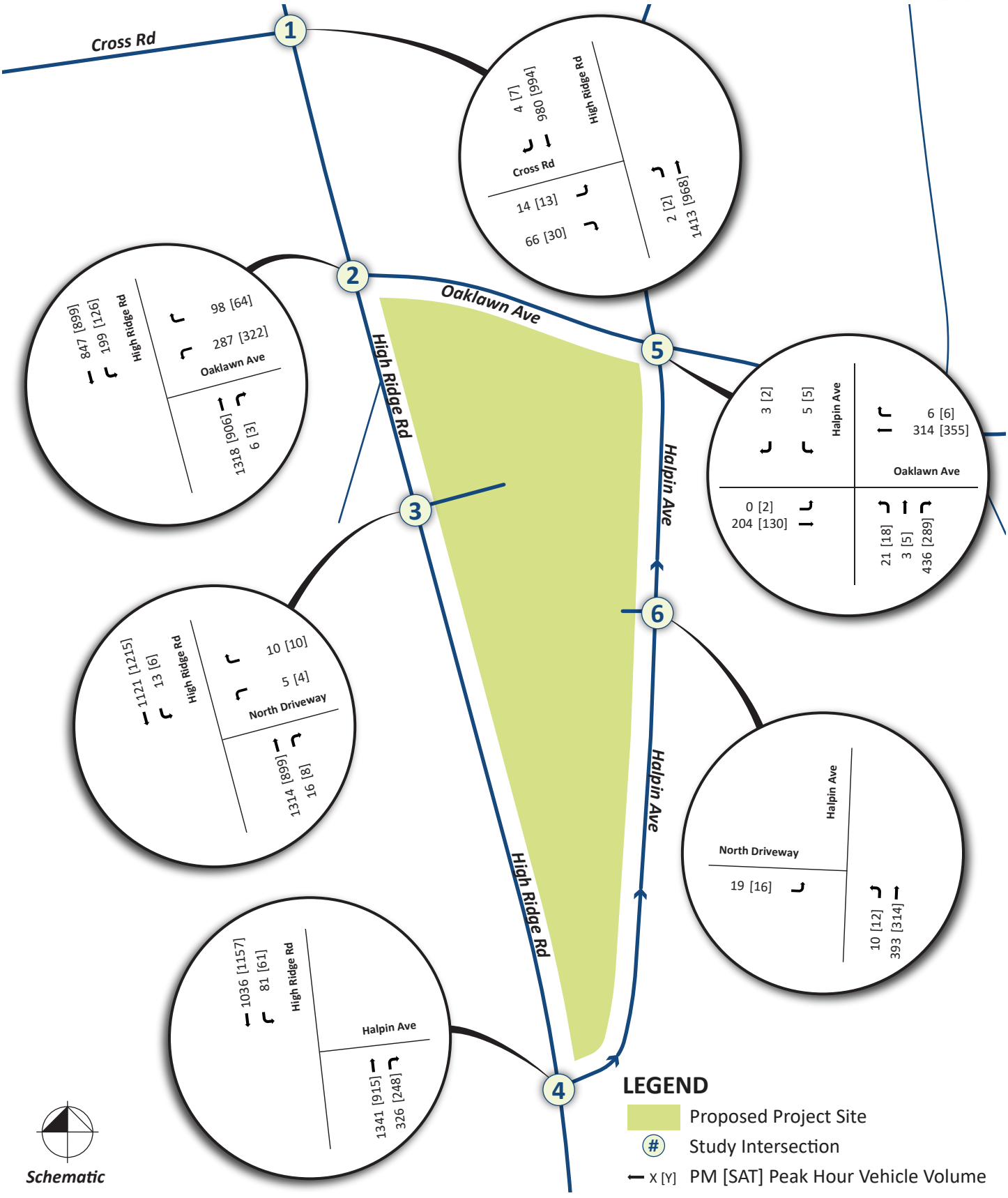


Figure 9
Background (2025) Conditions Peak Hour Traffic Volume

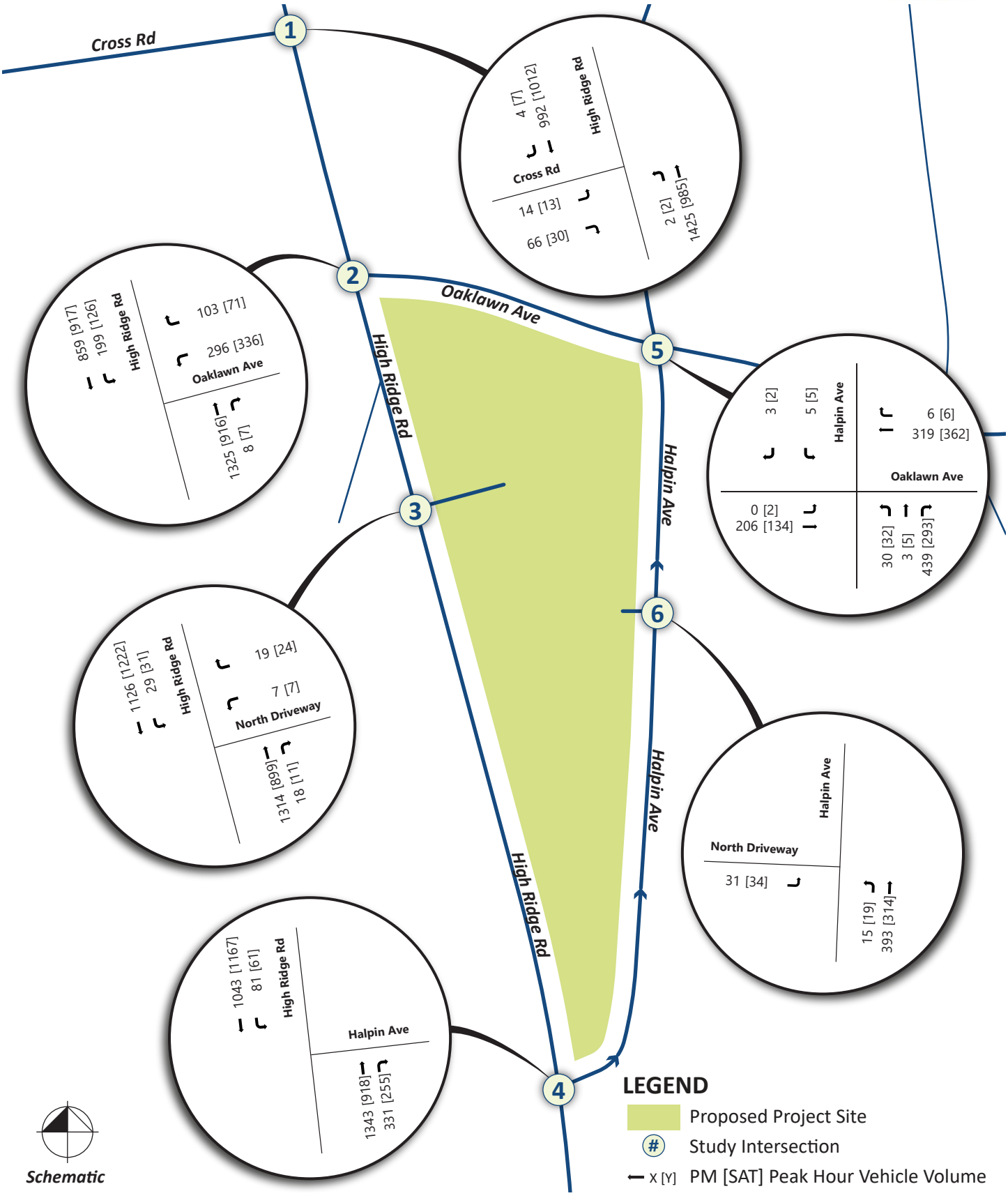


Figure 10
Combined (2025) Conditions Peak Hour Traffic Volumes

APPENDIX

P.M.TRAFFIC COUNTS (4:00 to 6:00 p.m.)
Locations 1 and 2
Tuesday December 13th, 2022
Stamford, CT

Reliable Traffic Counts, LLC
Vehicle/Data Collection Service
11 Branhaven Dr. East Haven, CT 06512 Tel. 203-530-2042 Fax: 203-469-0215 rtcvdc@aol.com

High Ridge Rd. at Oaklawn Ave.

P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 14191TURR
Site Code : 00000001
Start Date : 12/13/2022
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

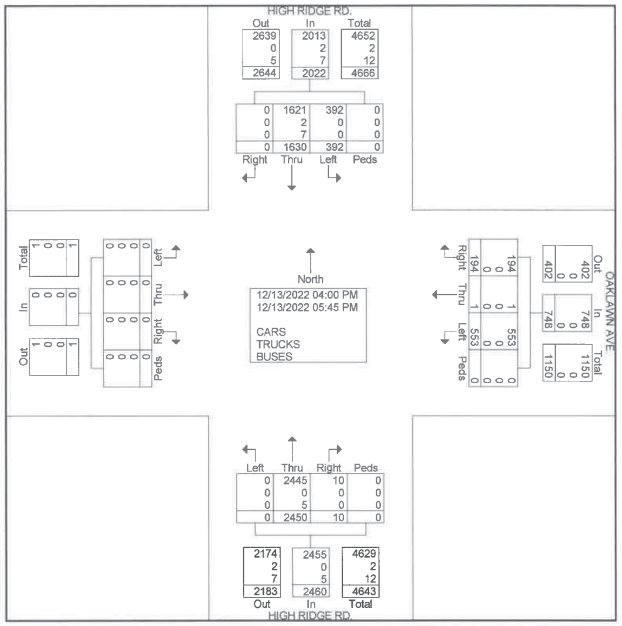
	HIGH RIDGE RD. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HIGH RIDGE RD. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	195	55	0	250	19	0	65	0	84	2	252	0	0	254	0	0	0	0	0	588
04:15 PM	0	198	57	0	255	20	0	68	0	88	0	259	0	0	259	0	0	0	0	0	602
04:30 PM	0	222	38	0	260	30	0	79	0	109	1	323	0	0	324	0	0	0	0	0	693
04:45 PM	0	206	44	0	250	28	0	63	0	91	1	319	0	0	320	0	0	0	0	0	661
Total	0	821	194	0	1015	97	0	275	0	372	4	1153	0	0	1157	0	0	0	0	0	2544
05:00 PM	0	202	48	0	250	16	0	80	0	96	3	303	0	0	306	0	0	0	0	0	652
05:15 PM	0	202	48	0	250	24	1	56	0	81	0	319	0	0	319	0	0	0	0	0	650
05:30 PM	0	185	53	0	238	35	0	79	0	114	1	338	0	0	339	0	0	0	0	0	691
05:45 PM	0	220	49	0	269	22	0	63	0	85	2	337	0	0	339	0	0	0	0	0	693
Total	0	809	198	0	1007	97	1	278	0	376	6	1297	0	0	1303	0	0	0	0	0	2686
Grand Total	0	1630	392	0	2022	194	1	553	0	748	10	2450	0	0	2460	0	0	0	0	0	5230
Apprch %	0	80.6	19.4	0		25.9	0.1	73.9	0		0.4	99.6	0	0		0	0	0	0		
Total %	0	31.2	7.5	0	38.7	3.7	0	10.6	0	14.3	0.2	46.8	0	0	47	0	0	0	0	0	
CARS	0	1621	392	0	2013	194	1	553	0	748	10	2445	0	0	2455	0	0	0	0	0	5216
% CARS	0	99.4	100	0	99.6	100	100	100	0	100	100	99.8	0	0	99.8	0	0	0	0	0	99.7
TRUCKS	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% TRUCKS	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BUSES	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
% BUSES	0	0.4	0	0	0.3	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.2

High Ridge Rd. at Oaklawn Ave.

P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 14191TURR
Site Code : 00000001
Start Date : 12/13/2022
Page No : 2



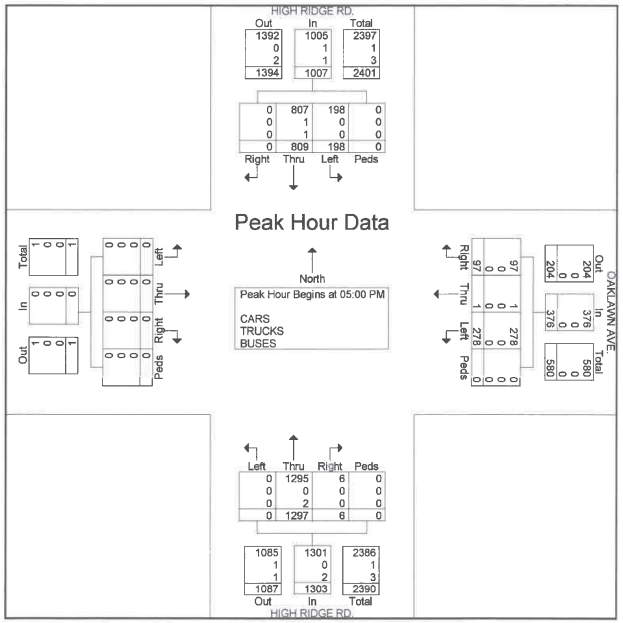
High Ridge Rd. at Oaklawn Ave.

P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 14191TURR
Site Code : 00000001
Start Date : 12/13/2022
Page No : 3

	HIGH RIDGE RD. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HIGH RIDGE RD. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	202	48	0	250	16	0	**80**	0	96	**3**	303	0	0	306	0	0	0	0	0	652
05:15 PM	0	202	48	0	250	24	**1**	56	0	81	0	319	0	0	319	0	0	0	0	0	650
05:30 PM	0	185	**53**	0	238	**35**	0	79	0	**114**	1	**338**	0	0	**339**	0	0	0	0	0	691
05:45 PM	0	**220**	49	0	**269**	22	0	63	0	85	2	337	0	0	339	0	0	0	0	0	**693**
Total Volume	0	809	198	0	1007	97	1	278	0	376	6	1297	0	0	1303	0	0	0	0	0	2686
% App. Total	0	80.3	19.7	0		25.8	0.3	73.9	0		0.5	99.5	0	0		0	0	0	0		
PHF	.000	.919	.934	.000	.936	.693	.250	.869	.000	.825	.500	.959	.000	.000	.961	.000	.000	.000	.000	.000	.969
CARS	0	807	198	0	1005	97	1	278	0	376	6	1295	0	0	1301	0	0	0	0	0	2682
% CARS	0	99.8	100	0	99.8	100	100	100	0	100	100	99.8	0	0	99.8	0	0	0	0	0	99.9
TRUCKS	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% TRUCKS	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
BUSES	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
% BUSES	0	0.1	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1



High Ridge Rd. at Oaklawn Ave.

P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 14191TURR
Site Code : 00000001
Start Date : 12/13/2022
Page No : 4

Groups Printed- CARS

	HIGH RIDGE RD. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HIGH RIDGE RD. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	195	55	0	250	19	0	65	0	84	2	250	0	0	252	0	0	0	0	0	586
04:15 PM	0	196	57	0	253	20	0	68	0	88	0	259	0	0	259	0	0	0	0	0	600
04:30 PM	0	219	38	0	257	30	0	79	0	109	1	322	0	0	323	0	0	0	0	0	689
04:45 PM	0	204	44	0	248	28	0	63	0	91	1	319	0	0	320	0	0	0	0	0	659
Total	0	814	194	0	1008	97	0	275	0	372	4	1150	0	0	1154	0	0	0	0	0	2534
05:00 PM	0	202	48	0	250	16	0	80	0	96	3	303	0	0	306	0	0	0	0	0	652
05:15 PM	0	202	48	0	250	24	1	56	0	81	0	317	0	0	317	0	0	0	0	0	648
05:30 PM	0	184	53	0	237	35	0	79	0	114	1	338	0	0	339	0	0	0	0	0	690
05:45 PM	0	219	49	0	268	22	0	63	0	85	2	337	0	0	339	0	0	0	0	0	692
Total	0	807	198	0	1005	97	1	278	0	376	6	1295	0	0	1301	0	0	0	0	0	2682
Grand Total	0	1621	392	0	2013	194	1	553	0	748	10	2445	0	0	2455	0	0	0	0	0	5216
Apprch %	0	80.5	19.5	0		25.9	0.1	73.9	0		0.4	99.6	0	0		0	0	0	0		
Total %	0	31.1	7.5	0	38.6	3.7	0	10.6	0	14.3	0.2	46.9	0	0	47.1	0	0	0	0	0	

High Ridge Rd. at Oaklawn Ave.

P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 14191TURR
Site Code : 00000001
Start Date : 12/13/2022
Page No : 5

Groups Printed- TRUCKS

	HIGH RIDGE RD. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HIGH RIDGE RD. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

High Ridge Rd. at Oaklawn Ave.

P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 14191TURR
Site Code : 00000001
Start Date : 12/13/2022
Page No : 6

Groups Printed- BUSES

	HIGH RIDGE RD. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HIGH RIDGE RD. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Grand Total	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	58.3	0	0	58.3	0	0	0	0	0	0	41.7	0	0	41.7	0	0	0	0	0	

Oaklawn Ave. at Halpin Ave.

P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1419-2TU
Site Code : 00000002
Start Date : 12/13/2022
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

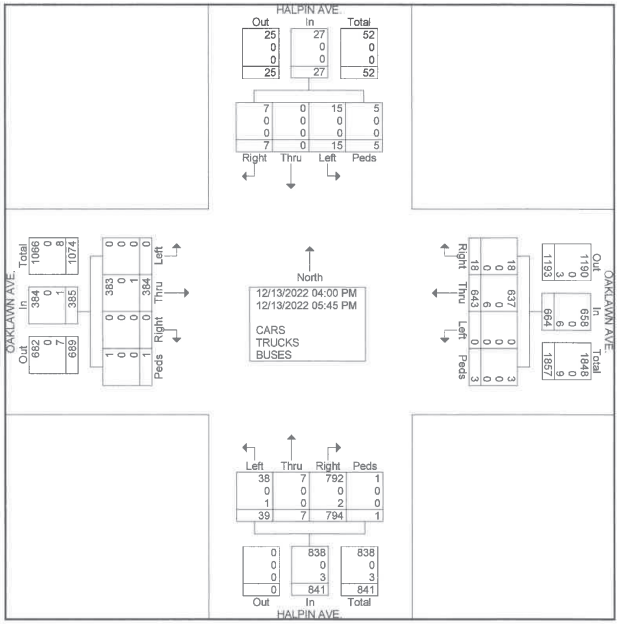
	HALPIN AVE. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HALPIN AVE. NORTHBOUND					OAKLAWN AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	0	3	0	4	3	87	0	0	90	83	0	5	0	88	0	38	0	0	38	220
04:15 PM	0	0	2	0	2	2	84	0	0	86	91	2	5	0	98	0	58	0	0	58	244
04:30 PM	0	0	3	0	3	5	84	0	0	89	104	0	5	0	109	0	39	0	0	39	240
04:45 PM	3	0	2	1	6	2	83	0	1	86	87	2	3	0	92	0	47	0	0	47	231
Total	4	0	10	1	15	12	338	0	1	351	365	4	18	0	387	0	182	0	0	182	935
05:00 PM	2	0	1	1	4	3	77	0	1	81	99	1	6	1	107	0	47	0	1	48	240
05:15 PM	0	0	1	0	1	2	66	0	0	68	119	0	2	0	121	0	51	0	0	51	241
05:30 PM	0	0	3	2	5	0	87	0	0	87	99	1	8	0	108	0	55	0	0	55	255
05:45 PM	1	0	0	1	2	1	75	0	1	77	112	1	5	0	118	0	49	0	0	49	246
Total	3	0	5	4	12	6	305	0	2	313	429	3	21	1	454	0	202	0	1	203	982
Grand Total	7	0	15	5	27	18	643	0	3	664	794	7	39	1	841	0	384	0	1	385	1917
Apprch %	25.9	0	55.6	18.5		2.7	96.8	0	0.5		94.4	0.8	4.6	0.1		0	99.7	0	0.3		
Total %	0.4	0	0.8	0.3	1.4	0.9	33.5	0	0.2	34.6	41.4	0.4	2	0.1	43.9	0	20	0	0.1	20.1	
CARS	7	0	15	5	27	18	637	0	3	658	792	7	38	1	838	0	383	0	1	384	1907
% CARS	100	0	100	100	100	100	99.1	0	100	99.1	99.7	100	97.4	100	99.6	0	99.7	0	100	99.7	99.5
TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BUSES	0	0	0	0	0	0	6	0	0	6	2	0	1	0	3	0	1	0	0	1	10
% BUSES	0	0	0	0	0	0	0.9	0	0	0.9	0.3	0	2.6	0	0.4	0	0.3	0	0	0.3	0.5

Oaklawn Ave. at Halpin Ave.

P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1419-2TU
Site Code : 00000002
Start Date : 12/13/2022
Page No : 2



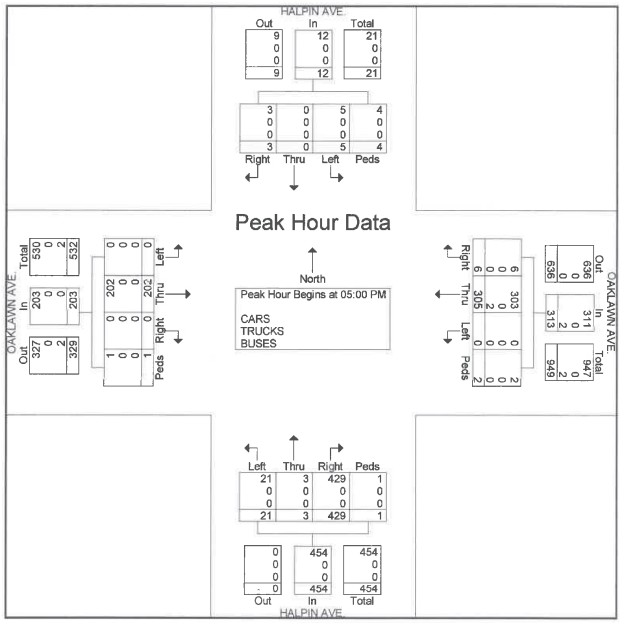
Oaklawn Ave. at Halpin Ave.

P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1419-2TU
Site Code : 00000002
Start Date : 12/13/2022
Page No : 3

	HALPIN AVE. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HALPIN AVE. NORTHBOUND					OAKLAWN AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**2**	0	1	1	**4**	**3**	77	0	**1**	81	99	**1**	6	**1**	107	0	47	0	**1**	48	240
05:15 PM	0	0	1	0	1	2	66	0	0	68	**119**	0	2	0	**121**	0	51	0	0	51	241
05:30 PM	0	0	**3**	**2**	**5**	0	**87**	0	0	**87**	99	1	**8**	0	108	0	**55**	0	0	**55**	**255**
05:45 PM	1	0	0	1	2	1	75	0	1	77	112	1	5	0	118	0	49	0	0	49	246
Total Volume	3	0	5	4	12	6	305	0	2	313	429	3	21	1	454	0	202	0	1	203	982
% App. Total	25	0	41.7	33.3		1.9	97.4	0	0.6		94.5	0.7	4.6	0.2		0	99.5	0	0.5		
PHF	.375	.000	.417	.500	.600	.500	.876	.000	.500	.899	.901	.750	.656	.250	.938	.000	.918	.000	.250	.923	.963
CARS	3	0	5	4	12	6	303	0	2	311	429	3	21	1	454	0	202	0	1	203	980
% CARS	100	0	100	100	100	100	99.3	0	100	99.4	100	100	100	100	100	0	100	0	100	100	99.8
TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BUSES	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% BUSES	0	0	0	0	0	0	0.7	0	0	0.6	0	0	0	0	0	0	0	0	0	0	0.2



Oaklawn Ave. at Halpin Ave.

P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1419-2TU
Site Code : 00000002
Start Date : 12/13/2022
Page No : 4

Groups Printed- CARS

	HALPIN AVE. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HALPIN AVE. NORTHBOUND					OAKLAWN AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	0	3	0	4	3	85	0	0	88	83	0	4	0	87	0	37	0	0	37	216
04:15 PM	0	0	2	0	2	2	84	0	0	86	90	2	5	0	97	0	58	0	0	58	243
04:30 PM	0	0	3	0	3	5	82	0	0	87	103	0	5	0	108	0	39	0	0	39	237
04:45 PM	3	0	2	1	6	2	83	0	1	86	87	2	3	0	92	0	47	0	0	47	231
Total	4	0	10	1	15	12	334	0	1	347	363	4	17	0	384	0	181	0	0	181	927
05:00 PM	2	0	1	1	4	3	77	0	1	81	99	1	6	1	107	0	47	0	1	48	240
05:15 PM	0	0	1	0	1	2	65	0	0	67	119	0	2	0	121	0	51	0	0	51	240
05:30 PM	0	0	3	2	5	0	86	0	0	86	99	1	8	0	108	0	55	0	0	55	254
05:45 PM	1	0	0	1	2	1	75	0	1	77	112	1	5	0	118	0	49	0	0	49	246
Total	3	0	5	4	12	6	303	0	2	311	429	3	21	1	454	0	202	0	1	203	980
Grand Total	7	0	15	5	27	18	637	0	3	658	792	7	38	1	838	0	383	0	1	384	1907
Apprch %	25.9	0	55.6	18.5		2.7	96.8	0	0.5		94.5	0.8	4.5	0.1		0	99.7	0	0.3		
Total %	0.4	0	0.8	0.3	1.4	0.9	33.4	0	0.2	34.5	41.5	0.4	2	0.1	43.9	0	20.1	0	0.1	20.1	

Oaklawn Ave. at Halpin Ave.

P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1419-2TU
Site Code : 00000002
Start Date : 12/13/2022
Page No : 5

Groups Printed- TRUCKS

	HALPIN AVE. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HALPIN AVE. NORTHBOUND					OAKLAWN AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

Oaklawn Ave. at Halpin Ave.

P.M.TRAFFIC COUNTS (4:00 p.m. to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1419-2TU
Site Code : 00000002
Start Date : 12/13/2022

Groups Printed- BUSES

	HALPIN AVE. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HALPIN AVE. NORTHBOUND					OAKLAWN AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	4
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	4	0	0	4	2	0	1	0	3	0	1	0	0	1	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	6	0	0	6	2	0	1	0	3	0	1	0	0	1	10
Apprch %	0	0	0	0		0	100	0	0		66.7	0	33.3	0		0	100	0	0		
Total %	0	0	0	0	0	0	60	0	0	60	20	0	10	0	30	0	10	0	0	10	

Mid-day TRAFFIC COUNTS (11:00 to 1:00 p.m.)
Locations 1 and 2
Saturday December 10th, 2022
Stamford, CT

Reliable Traffic Counts, LLC
Vehicle/Data Collection Service
11 Branhaven Dr. East Haven, CT 06512 Tel. 203-530-2042 Fax: 203-469-0215 rtcvdc@aol.com

High Ridge Rd. at Oaklawn Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 1419-1SR2
Site Code : 00000001
Start Date : 12/10/2022
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

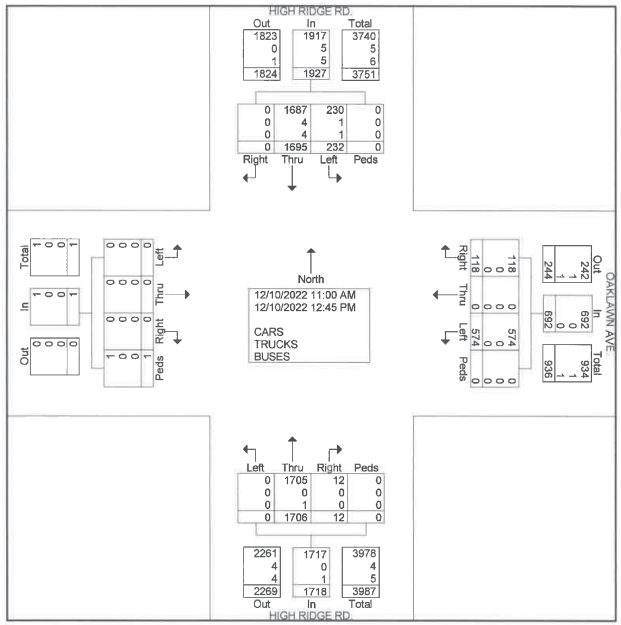
	HIGH RIDGE RD. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HIGH RIDGE RD. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	197	25	0	222	17	0	79	0	96	1	189	0	0	190	0	0	0	0	0	508
11:15 AM	0	190	32	0	222	10	0	66	0	76	7	228	0	0	235	0	0	0	0	0	533
11:30 AM	0	214	28	0	242	15	0	55	0	70	1	181	0	0	182	0	0	0	0	0	494
11:45 AM	0	213	22	0	235	12	0	61	0	73	0	220	0	0	220	0	0	0	1	1	529
Total	0	814	107	0	921	54	0	261	0	315	9	818	0	0	827	0	0	0	1	1	2064
12:00 PM	0	240	32	0	272	24	0	71	0	95	1	236	0	0	237	0	0	0	0	0	604
12:15 PM	0	235	32	0	267	12	0	100	0	112	1	216	0	0	217	0	0	0	0	0	596
12:30 PM	0	204	29	0	233	18	0	69	0	87	0	209	0	0	209	0	0	0	0	0	529
12:45 PM	0	202	32	0	234	10	0	73	0	83	1	227	0	0	228	0	0	0	0	0	545
Total	0	881	125	0	1006	64	0	313	0	377	3	888	0	0	891	0	0	0	0	0	2274
Grand Total	0	1695	232	0	1927	118	0	574	0	692	12	1706	0	0	1718	0	0	0	1	1	4338
Apprch %	0	88	12	0		17.1	0	82.9	0		0.7	99.3	0	0		0	0	0	100		
Total %	0	39.1	5.3	0	44.4	2.7	0	13.2	0	16	0.3	39.3	0	0	39.6	0	0	0	0	0	
CARS	0	1687	230	0	1917	118	0	574	0	692	12	1705	0	0	1717	0	0	0	1	1	4327
% CARS	0	99.5	99.1	0	99.5	100	0	100	0	100	100	99.9	0	0	99.9	0	0	0	100	100	99.7
TRUCKS	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% TRUCKS	0	0.2	0.4	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
BUSES	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
% BUSES	0	0.2	0.4	0	0.3	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1

High Ridge Rd. at Oaklawn Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 1419-1SR2
Site Code : 00000001
Start Date : 12/10/2022
Page No : 2



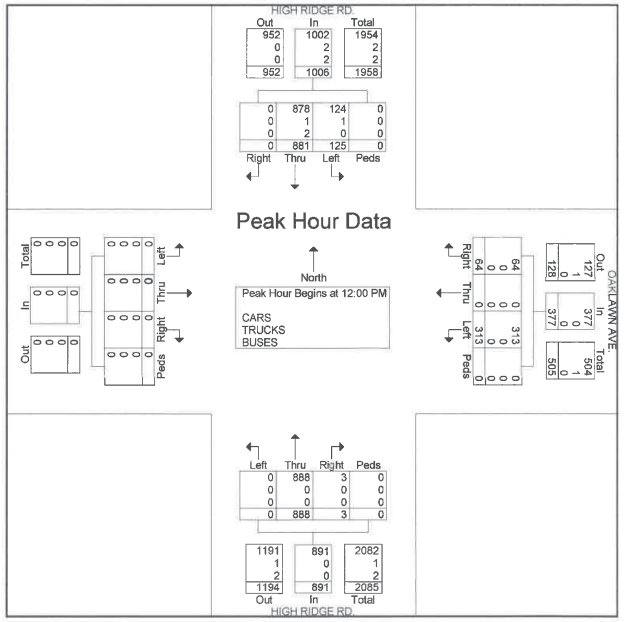
High Ridge Rd. at Oaklawn Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 1419-1SR2
Site Code : 00000001
Start Date : 12/10/2022
Page No : 3

	HIGH RIDGE RD. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HIGH RIDGE RD. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	**240**	**32**	0	**272**	**24**	0	71	0	95	**1**	**236**	0	0	**237**	0	0	0	0	0	**604**
12:15 PM	0	235	32	0	267	12	0	**100**	0	**112**	1	216	0	0	217	0	0	0	0	0	596
12:30 PM	0	204	29	0	233	18	0	69	0	87	0	209	0	0	209	0	0	0	0	0	529
12:45 PM	0	202	32	0	234	10	0	73	0	83	1	227	0	0	228	0	0	0	0	0	545
Total Volume	0	881	125	0	1006	64	0	313	0	377	3	888	0	0	891	0	0	0	0	0	2274
% App. Total	0	87.6	12.4	0		17	0	83	0		0.3	99.7	0	0		0	0	0	0		
PHF	.000	.918	.977	.000	.925	.667	.000	.783	.000	.842	.750	.941	.000	.000	.940	.000	.000	.000	.000	.000	.941
CARS	0	878	124	0	1002	64	0	313	0	377	3	888	0	0	891	0	0	0	0	0	2270
% CARS	0	99.7	99.2	0	99.6	100	0	100	0	100	100	100	0	0	100	0	0	0	0	0	99.8
TRUCKS	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% TRUCKS	0	0.1	0.8	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
BUSES	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% BUSES	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1



High Ridge Rd. at Oaklawn Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 1419-1SR2
Site Code : 00000001
Start Date : 12/10/2022
Page No : 4

Groups Printed- CARS

	HIGH RIDGE RD. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HIGH RIDGE RD. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	195	25	0	220	17	0	79	0	96	1	188	0	0	189	0	0	0	0	0	505
11:15 AM	0	189	31	0	220	10	0	66	0	76	7	228	0	0	235	0	0	0	0	0	531
11:30 AM	0	213	28	0	241	15	0	55	0	70	1	181	0	0	182	0	0	0	0	0	493
11:45 AM	0	212	22	0	234	12	0	61	0	73	0	220	0	0	220	0	0	0	1	1	528
Total	0	809	106	0	915	54	0	261	0	315	9	817	0	0	826	0	0	0	1	1	2057
12:00 PM	0	239	31	0	270	24	0	71	0	95	1	236	0	0	237	0	0	0	0	0	602
12:15 PM	0	234	32	0	266	12	0	100	0	112	1	216	0	0	217	0	0	0	0	0	595
12:30 PM	0	204	29	0	233	18	0	69	0	87	0	209	0	0	209	0	0	0	0	0	529
12:45 PM	0	201	32	0	233	10	0	73	0	83	1	227	0	0	228	0	0	0	0	0	544
Total	0	878	124	0	1002	64	0	313	0	377	3	888	0	0	891	0	0	0	0	0	2270
Grand Total	0	1687	230	0	1917	118	0	574	0	692	12	1705	0	0	1717	0	0	0	1	1	4327
Apprch %	0	88	12	0		17.1	0	82.9	0		0.7	99.3	0	0		0	0	0	100		
Total %	0	39	5.3	0	44.3	2.7	0	13.3	0	16	0.3	39.4	0	0	39.7	0	0	0	0	0	

High Ridge Rd. at Oaklawn Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 1419-1SR2
Site Code : 00000001
Start Date : 12/10/2022
Page No : 5

Groups Printed- TRUCKS

	HIGH RIDGE RD. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HIGH RIDGE RD. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Apprch %	0	80	20	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	80	20	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

High Ridge Rd. at Oaklawn Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 1419-1SR2
Site Code : 00000001
Start Date : 12/10/2022
Page No : 6

Groups Printed- BUSES

	HIGH RIDGE RD. SOUTHBOUND					OAKLAWN AVE. WESTBOUND					HIGH RIDGE RD. NORTHBOUND					EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	4	1	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
Apprch %	0	80	20	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	66.7	16.7	0	83.3	0	0	0	0	0	0	16.7	0	0	16.7	0	0	0	0	0	

Oaklawn Ave. at Halpin Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 1419-2s
Site Code : 00000002
Start Date : 12/10/2022
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

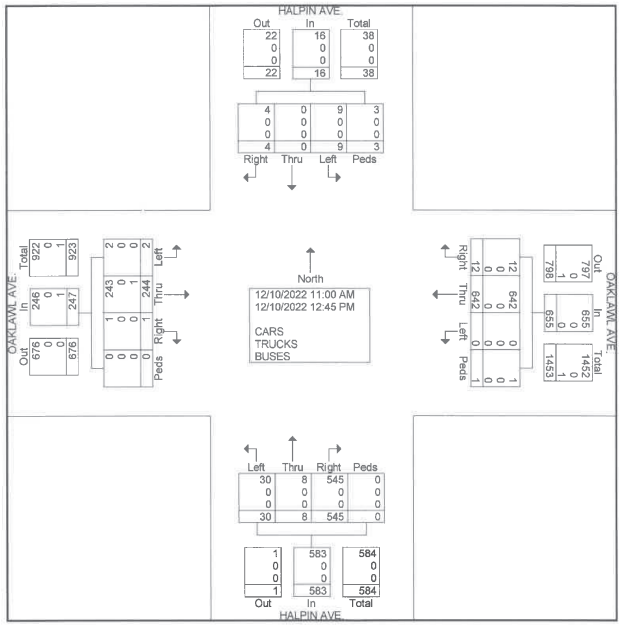
	HALPIN AVE. SOUTHBOUND					OAKLAWL AVE. WESTBOUND					HALPIN AVE. NORTHBOUND					OAKLAWL AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	0	2	2	1	92	0	0	93	73	1	4	0	78	1	29	0	0	30	203
11:15 AM	0	0	1	0	1	2	67	0	1	70	59	2	4	0	65	0	33	0	0	33	169
11:30 AM	1	0	1	0	2	1	67	0	0	68	70	0	3	0	73	0	30	0	0	30	173
11:45 AM	1	0	2	0	3	2	71	0	0	73	62	0	1	0	63	0	23	0	0	23	162
Total	2	0	4	2	8	6	297	0	1	304	264	3	12	0	279	1	115	0	0	116	707
12:00 PM	0	0	1	0	1	1	89	0	0	90	80	0	6	0	86	0	33	0	0	33	210
12:15 PM	0	0	1	0	1	2	95	0	0	97	77	2	3	0	82	0	33	2	0	35	215
12:30 PM	1	0	1	1	3	2	82	0	0	84	57	1	5	0	63	0	30	0	0	30	180
12:45 PM	1	0	2	0	3	1	79	0	0	80	67	2	4	0	73	0	33	0	0	33	189
Total	2	0	5	1	8	6	345	0	0	351	281	5	18	0	304	0	129	2	0	131	794
Grand Total	4	0	9	3	16	12	642	0	1	655	545	8	30	0	583	1	244	2	0	247	1501
Apprch %	25	0	56.2	18.8		1.8	98	0	0.2		93.5	1.4	5.1	0		0.4	98.8	0.8	0		
Total %	0.3	0	0.6	0.2	1.1	0.8	42.8	0	0.1	43.6	36.3	0.5	2	0	38.8	0.1	16.3	0.1	0	16.5	
CARS	4	0	9	3	16	12	642	0	1	655	545	8	30	0	583	1	243	2	0	246	1500
% CARS	100	0	100	100	100	100	100	0	100	100	100	100	100	0	100	100	99.6	100	0	99.6	99.9
TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.4	0.1

Oaklawn Ave. at Halpin Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 1419-2s
Site Code : 00000002
Start Date : 12/10/2022
Page No : 2



Oaklawn Ave. at Halpin Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 1419-2s
Site Code : 00000002
Start Date : 12/10/2022
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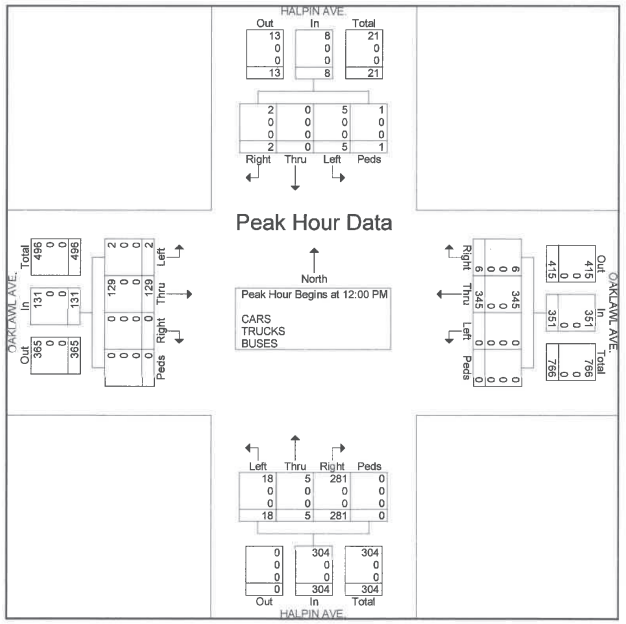
	HALPIN AVE. SOUTHBOUND					OAKLAWL AVE. WESTBOUND					HALPIN AVE. NORTHBOUND					OAKLAWL AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	0	1	0	1	1	89	0	0	90	**80**	**0**	**6**	**0**	**86**	0	**33**	0	0	33	210
12:15 PM	0	0	1	0	1	**2**	**95**	0	0	**97**	77	**2**	3	0	82	0	33	**2**	0	**35**	**215**
12:30 PM	1	0	1	1	**3**	2	82	0	0	84	57	1	5	0	63	0	30	0	0	30	180
12:45 PM	1	0	**2**	0	3	1	79	0	0	80	67	2	4	0	73	0	33	0	0	33	189
Total Volume	2	0	5	1	8	6	345	0	0	351	281	5	18	0	304	0	129	2	0	131	794
% App. Total	25	0	62.5	12.5		1.7	98.3	0	0		92.4	1.6	5.9	0		0	98.5	1.5	0		
PHF	.500	.000	.625	.250	.667	.750	.908	.000	.000	.905	.878	.625	.750	.000	.884	.000	.977	.250	.000	.936	.923
CARS	2	0	5	1	8	6	345	0	0	351	281	5	18	0	304	0	129	2	0	131	794
% CARS	100	0	100	100	100	100	100	0	0	100	100	100	100	0	100	0	100	100	0	100	100
TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% BUSES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Oaklawn Ave. at Halpin Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 1419-2s
Site Code : 00000002
Start Date : 12/10/2022
Page No : 4

Groups Printed- CARS

	HALPIN AVE. SOUTHBOUND					OAKLAWL AVE. WESTBOUND					HALPIN AVE. NORTHBOUND					OAKLAWL AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	0	2	2	1	92	0	0	93	73	1	4	0	78	1	29	0	0	30	203
11:15 AM	0	0	1	0	1	2	67	0	1	70	59	2	4	0	65	0	32	0	0	32	168
11:30 AM	1	0	1	0	2	1	67	0	0	68	70	0	3	0	73	0	30	0	0	30	173
11:45 AM	1	0	2	0	3	2	71	0	0	73	62	0	1	0	63	0	23	0	0	23	162
Total	2	0	4	2	8	6	297	0	1	304	264	3	12	0	279	1	114	0	0	115	706
12:00 PM	0	0	1	0	1	1	89	0	0	90	80	0	6	0	86	0	33	0	0	33	210
12:15 PM	0	0	1	0	1	2	95	0	0	97	77	2	3	0	82	0	33	2	0	35	215
12:30 PM	1	0	1	1	3	2	82	0	0	84	57	1	5	0	63	0	30	0	0	30	180
12:45 PM	1	0	2	0	3	1	79	0	0	80	67	2	4	0	73	0	33	0	0	33	189
Total	2	0	5	1	8	6	345	0	0	351	281	5	18	0	304	0	129	2	0	131	794
Grand Total	4	0	9	3	16	12	642	0	1	655	545	8	30	0	583	1	243	2	0	246	1500
Apprch %	25	0	56.2	18.8		1.8	98	0	0.2		93.5	1.4	5.1	0		0.4	98.8	0.8	0		
Total %	0.3	0	0.6	0.2	1.1	0.8	42.8	0	0.1	43.7	36.3	0.5	2	0	38.9	0.1	16.2	0.1	0	16.4	

Oaklawn Ave. at Halpin Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 1419-2s
Site Code : 00000002
Start Date : 12/10/2022
Page No : 5

Groups Printed- TRUCKS

	HALPIN AVE. SOUTHBOUND					OAKLAWL AVE. WESTBOUND					HALPIN AVE. NORTHBOUND					OAKLAWL AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

Oaklawn Ave. at Halpin Ave.

Mid-day TRAFFIC COUNTS (11:00 a.m. to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
12:00 TO 1:00 P.M.

File Name : 1419-2s
Site Code : 00000002
Start Date : 12/10/2022
Page No : 6

Groups Printed- BUSES

	HALPIN AVE. SOUTHBOUND					OAKLAWL AVE. WESTBOUND					HALPIN AVE. NORTHBOUND					OAKLAWL AVE. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	100	

PARKING OBSERVATIONS
Tables 1 and 2 Thursday and Saturday
December 15th and 17th,2022
Stamford Parking Lot and Halpin Ave.
Stamford, CT

Reliable Traffic Counts, LLC
Vehicle/Data Collection Service
11 Branhaven Dr. East Haven, CT 06512 Tel. 203-530-2042 Fax: 203-469-0215 rtcvdc@aol.com

Table 1

PARKING OBSERVATIONS

Stamford Parking lot and Halpin Ave.

Thursday December 15th, 2022

Stamford, CT

	Parking Lot "A"	Halpin Ave. "B"
TIME	120 Available Spaces	12 Available Spaces
before 4:00 p.m.	45	12
after 6:30 p.m.	55	11

Source: Reliable Traffic Counts, LLC field observations conducted on Thursday December15th, 2022

Table 2

PARKING OBSERVATIONS

Stamford Parking lot and Halpin Ave.

Saturday December 17th, 2022

Stamford, CT

	Parking Lot "A"	***Halpin Ave. "B"***
TIME	***120 Available Spaces***	***12 Available Spaces***
before 11:00 a.m.	*36*	*9*
after 1:00 p.m.	*42*	*8*

Source: Reliable Traffic Counts, LLC field observations conducted on Saturday December17th, 2022

P.M.TRAFFIC COUNTS (4:00 to 6:00 p.m.)
Location 1
Wednesday February 8th, 2023
~~Norwalk,~~ CT
Stamford

Reliable Traffic Counts, LLC
Vehicle/Data Collection Service
11 Branhaven Dr. East Haven, CT 06512 Tel. 203-530-2042 Fax: 203-469-0215 rtcvdc@aol.com

High Ridge Rd. at Cross Rd.

P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1432-1W
Site Code : 00000001
Start Date : 2/8/2023
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

	HIGH RIDGE RD. SOUTHBOUND					WESTBOUND					HIGH RIDGE RD. NORTHBOUND					CROSS RD. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	247	0	0	247	0	0	0	2	2	0	285	0	2	287	17	0	4	0	21	557
04:15 PM	1	243	0	0	244	0	0	0	1	1	0	234	0	0	234	11	0	1	3	15	494
04:30 PM	0	243	0	0	243	0	0	0	2	2	0	275	0	2	277	14	0	6	2	22	544
04:45 PM	5	227	0	0	232	0	0	0	0	0	5	288	1	0	294	12	0	3	0	15	541
Total	6	960	0	0	966	0	0	0	5	5	5	1082	1	4	1092	54	0	14	5	73	2136
05:00 PM	1	240	0	0	241	0	0	0	0	0	0	317	0	0	317	15	0	2	0	17	575
05:15 PM	2	265	0	0	267	0	0	0	0	0	0	368	0	0	368	9	0	4	1	14	649
05:30 PM	1	234	0	0	235	0	0	0	1	1	0	293	1	0	294	21	0	3	0	24	554
05:45 PM	0	245	0	0	245	0	0	0	0	0	0	286	1	0	287	21	0	5	0	26	558
Total	4	984	0	0	988	0	0	0	1	1	0	1264	2	0	1266	66	0	14	1	81	2336
Grand Total	10	1944	0	0	1954	0	0	0	6	6	5	2346	3	4	2358	120	0	28	6	154	4472
Apprch %	0.5	99.5	0	0		0	0	0	100		0.2	99.5	0.1	0.2		77.9	0	18.2	3.9		
Total %	0.2	43.5	0	0	43.7	0	0	0	0.1	0.1	0.1	52.5	0.1	0.1	52.7	2.7	0	0.6	0.1	3.4	
CARS	10	1923	0	0	1933	0	0	0	6	6	5	2339	3	4	2351	120	0	28	6	154	4444
% CARS	100	98.9	0	0	98.9	0	0	0	100	100	100	99.7	100	100	99.7	100	0	100	100	100	99.4
TRUCKS	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% TRUCKS	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BUSES	0	19	0	0	19	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	26
% BUSES	0	1	0	0	1	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.6

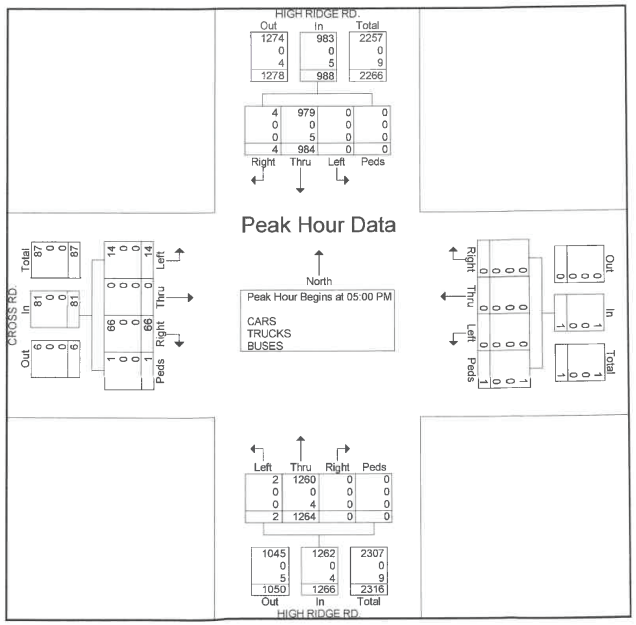
High Ridge Rd. at Cross Rd.

P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1432-1W
Site Code : 00000001
Start Date : 2/8/2023
Page No : 3

	HIGH RIDGE RD. SOUTHBOUND					WESTBOUND					HIGH RIDGE RD. NORTHBOUND					CROSS RD. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	1	240	0	0	241	0	0	0	0	0	0	317	0	0	317	15	0	2	0	17	575
05:15 PM	**2**	**265**	0	0	**267**	0	0	0	0	0	0	**368**	0	0	**368**	9	0	4	**1**	14	**649**
05:30 PM	1	234	0	0	235	0	0	0	**1**	**1**	0	293	**1**	0	294	**21**	0	3	0	24	554
05:45 PM	0	245	0	0	245	0	0	0	0	0	0	286	1	0	287	21	0	**5**	0	**26**	558
Total Volume	4	984	0	0	988	0	0	0	1	1	0	1264	2	0	1266	66	0	14	1	81	2336
% App. Total	0.4	99.6	0	0		0	0	0	100		0	99.8	0.2	0		81.5	0	17.3	1.2		
PHF	.500	.928	.000	.000	.925	.000	.000	.000	.250	.250	.000	.859	.500	.000	.860	.786	.000	.700	.250	.779	.900
CARS	4	979	0	0	983	0	0	0	1	1	0	1260	2	0	1262	66	0	14	1	81	2327
% CARS	100	99.5	0	0	99.5	0	0	0	100	100	0	99.7	100	0	99.7	100	0	100	100	100	99.6
TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BUSES	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
% BUSES	0	0.5	0	0	0.5	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.4



High Ridge Rd. at Cross Rd.

P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1432-1W
Site Code : 00000001
Start Date : 2/8/2023
Page No : 4

Groups Printed- CARS

	HIGH RIDGE RD. SOUTHBOUND					WESTBOUND					HIGH RIDGE RD. NORTHBOUND					CROSS RD. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	239	0	0	239	0	0	0	2	2	0	285	0	2	287	17	0	4	0	21	549
04:15 PM	1	241	0	0	242	0	0	0	1	1	0	233	0	0	233	11	0	1	3	15	491
04:30 PM	0	240	0	0	240	0	0	0	2	2	0	274	0	2	276	14	0	6	2	22	540
04:45 PM	5	224	0	0	229	0	0	0	0	0	5	287	1	0	293	12	0	3	0	15	537
Total	6	944	0	0	950	0	0	0	5	5	5	1079	1	4	1089	54	0	14	5	73	2117
05:00 PM	1	239	0	0	240	0	0	0	0	0	0	316	0	0	316	15	0	2	0	17	573
05:15 PM	2	264	0	0	266	0	0	0	0	0	0	368	0	0	368	9	0	4	1	14	648
05:30 PM	1	233	0	0	234	0	0	0	1	1	0	291	1	0	292	21	0	3	0	24	551
05:45 PM	0	243	0	0	243	0	0	0	0	0	0	285	1	0	286	21	0	5	0	26	555
Total	4	979	0	0	983	0	0	0	1	1	0	1260	2	0	1262	66	0	14	1	81	2327
Grand Total	10	1923	0	0	1933	0	0	0	6	6	5	2339	3	4	2351	120	0	28	6	154	4444
Apprch %	0.5	99.5	0	0		0	0	0	100		0.2	99.5	0.1	0.2		77.9	0	18.2	3.9		
Total %	0.2	43.3	0	0	43.5	0	0	0	0.1	0.1	0.1	52.6	0.1	0.1	52.9	2.7	0	0.6	0.1	3.5	

High Ridge Rd. at Cross Rd.

P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1432-1W
Site Code : 00000001
Start Date : 2/8/2023
Page No : 5

Groups Printed- TRUCKS

	HIGH RIDGE RD. SOUTHBOUND					WESTBOUND					HIGH RIDGE RD. NORTHBOUND					CROSS RD. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

High Ridge Rd. at Cross Rd.

P.M. TRAFFIC COUNTS (4:00 to 6:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
5:00 TO 6:00 P.M.

File Name : 1432-1W
Site Code : 00000001
Start Date : 2/8/2023
Page No : 6

Groups Printed- BUSES

	HIGH RIDGE RD. SOUTHBOUND					WESTBOUND					HIGH RIDGE RD. NORTHBOUND					CROSS RD. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	14	0	0	14	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	17
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
Grand Total	0	19	0	0	19	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	26
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	73.1	0	0	73.1	0	0	0	0	0	0	26.9	0	0	26.9	0	0	0	0	0	

Mid-day TRAFFIC COUNTS (11:00 to 1:00 p.m.)
Location 1
Saturday February 11th, 2023
~~Norwalk~~, CT
Stamford

Reliable Traffic Counts, LLC
Vehicle/Data Collection Service
11 Branhaven Dr. East Haven, CT 06512 Tel. 203-530-2042 Fax: 203-469-0215 rtcvdc@aol.com

High Ridge Rd. at Cross Rd.

Mid-day TRAFFIC COUNTS (11:00 to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
11:30 TO 12:30 P.M.

File Name : 1432-1s
Site Code : 00000001
Start Date : 2/11/2023
Page No : 1

Groups Printed- CARS - TRUCKS - BUSES

	HIGH RIDGE RD. SOUTHBOUND					WESTBOUND					HIGH RIDGE RD. NORTHBOUND					CROSS RD. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	219	0	0	219	0	0	0	2	2	0	210	0	1	211	7	0	2	1	10	442
11:15 AM	2	197	0	0	199	0	0	0	0	0	0	201	0	0	201	13	0	2	1	16	416
11:30 AM	3	241	0	0	244	0	0	0	0	0	0	254	0	0	254	8	0	5	0	13	511
11:45 AM	1	222	0	0	223	0	0	0	2	2	0	219	2	0	221	5	0	2	0	7	453
Total	6	879	0	0	885	0	0	0	4	4	0	884	2	1	887	33	0	11	2	46	1822
12:00 PM	1	233	0	0	234	0	0	0	0	0	0	231	0	1	232	9	0	2	1	12	478
12:15 PM	2	223	0	0	225	0	0	0	0	0	0	181	0	0	181	8	0	4	0	12	418
12:30 PM	2	218	0	0	220	0	0	0	1	1	0	238	0	0	238	11	0	0	4	15	474
12:45 PM	1	239	0	0	240	0	0	0	0	0	0	235	0	0	235	11	0	0	0	11	486
Total	6	913	0	0	919	0	0	0	1	1	0	885	0	1	886	39	0	6	5	50	1856
Grand Total	12	1792	0	0	1804	0	0	0	5	5	0	1769	2	2	1773	72	0	17	7	96	3678
Apprch %	0.7	99.3	0	0		0	0	0	100		0	99.8	0.1	0.1		75	0	17.7	7.3		
Total %	0.3	48.7	0	0	49	0	0	0	0.1	0.1	0	48.1	0.1	0.1	48.2	2	0	0.5	0.2	2.6	
CARS	12	1785	0	0	1797	0	0	0	5	5	0	1763	2	2	1767	72	0	17	7	96	3665
% CARS	100	99.6	0	0	99.6	0	0	0	100	100	0	99.7	100	100	99.7	100	0	100	100	100	99.6
TRUCKS	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% TRUCKS	0	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1
BUSES	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
% BUSES	0	0.3	0	0	0.3	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.3

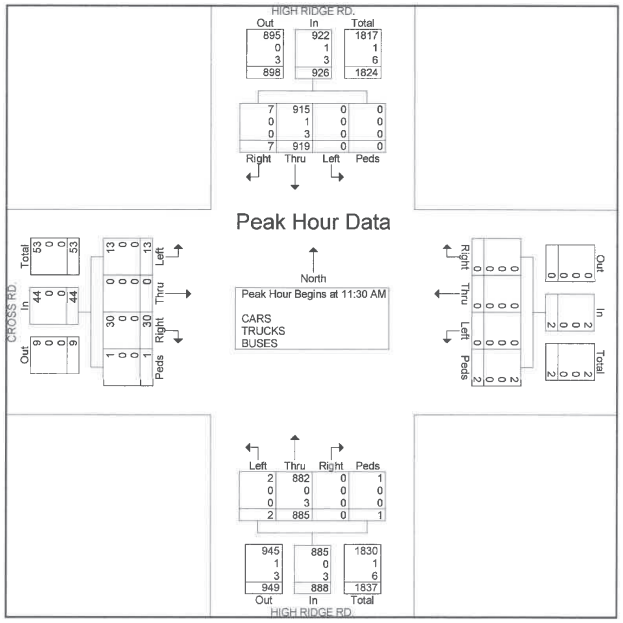
High Ridge Rd. at Cross Rd.

Mid-day TRAFFIC COUNTS (11:00 to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
11:30 TO 12:30 P.M.

File Name : 1432-1s
Site Code : 00000001
Start Date : 2/11/2023
Page No : 3

	HIGH RIDGE RD. SOUTHBOUND					WESTBOUND					HIGH RIDGE RD. NORTHBOUND					CROSS RD. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 12:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30 AM																					
11:30 AM	**3**	**241**	0	0	**244**	0	0	0	0	0	0	**254**	0	0	**254**	8	0	**5**	0	**13**	**511**
11:45 AM	1	222	0	0	223	0	0	0	**2**	**2**	0	219	**2**	0	221	5	0	2	0	7	453
12:00 PM	1	233	0	0	234	0	0	0	0	0	0	231	0	**1**	232	**9**	0	2	**1**	12	478
12:15 PM	2	223	0	0	225	0	0	0	0	0	0	181	0	0	181	8	0	4	0	12	418
Total Volume	7	919	0	0	926	0	0	0	2	2	0	885	2	1	888	30	0	13	1	44	1860
% App. Total	0.8	99.2	0	0		0	0	0	100		0	99.7	0.2	0.1		68.2	0	29.5	2.3		
PHF	.583	.953	.000	.000	.949	.000	.000	.000	.250	.250	.000	.871	.250	.250	.874	.833	.000	.650	.250	.846	.910
CARS	7	915	0	0	922	0	0	0	2	2	0	882	2	1	885	30	0	13	1	44	1853
% CARS	100	99.6	0	0	99.6	0	0	0	100	100	0	99.7	100	100	99.7	100	0	100	100	100	99.6
TRUCKS	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% TRUCKS	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1
BUSES	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
% BUSES	0	0.3	0	0	0.3	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.3



High Ridge Rd. at Cross Rd.

Mid-day TRAFFIC COUNTS (11:00 to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
11:30 TO 12:30 P.M.

File Name : 1432-1s
Site Code : 00000001
Start Date : 2/11/2023
Page No : 4

Groups Printed- CARS

	HIGH RIDGE RD. SOUTHBOUND					WESTBOUND					HIGH RIDGE RD. NORTHBOUND					CROSS RD. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	217	0	0	217	0	0	0	2	2	0	209	0	1	210	7	0	2	1	10	439
11:15 AM	2	197	0	0	199	0	0	0	0	0	0	201	0	0	201	13	0	2	1	16	416
11:30 AM	3	240	0	0	243	0	0	0	0	0	0	252	0	0	252	8	0	5	0	13	508
11:45 AM	1	221	0	0	222	0	0	0	2	2	0	219	2	0	221	5	0	2	0	7	452
Total	6	875	0	0	881	0	0	0	4	4	0	881	2	1	884	33	0	11	2	46	1815
12:00 PM	1	231	0	0	232	0	0	0	0	0	0	230	0	1	231	9	0	2	1	12	475
12:15 PM	2	223	0	0	225	0	0	0	0	0	0	181	0	0	181	8	0	4	0	12	418
12:30 PM	2	217	0	0	219	0	0	0	1	1	0	237	0	0	237	11	0	0	4	15	472
12:45 PM	1	239	0	0	240	0	0	0	0	0	0	234	0	0	234	11	0	0	0	11	485
Total	6	910	0	0	916	0	0	0	1	1	0	882	0	1	883	39	0	6	5	50	1850
Grand Total	12	1785	0	0	1797	0	0	0	5	5	0	1763	2	2	1767	72	0	17	7	96	3665
Apprch %	0.7	99.3	0	0		0	0	0	100		0	99.8	0.1	0.1		75	0	17.7	7.3		
Total %	0.3	48.7	0	0	49	0	0	0	0.1	0.1	0	48.1	0.1	0.1	48.2	2	0	0.5	0.2	2.6	

High Ridge Rd. at Cross Rd.

Mid-day TRAFFIC COUNTS (11:00 to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

TRAFFIC COUNTS
PEAK HOUR
11:30 TO 12:30 P.M.

File Name : 1432-1s
Site Code : 00000001
Start Date : 2/11/2023
Page No : 5

Groups Printed- TRUCKS

	HIGH RIDGE RD. SOUTHBOUND					WESTBOUND					HIGH RIDGE RD. NORTHBOUND					CROSS RD. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	66.7	0	0	66.7	0	0	0	0	0	0	33.3	0	0	33.3	0	0	0	0	0	

High Ridge Rd. at Cross Rd.

Mid-day TRAFFIC COUNTS (11:00 to 1:00 p.m.)
Stamford, CT
prepared by Reliable Traffic Counts, LLC
Weather Clear

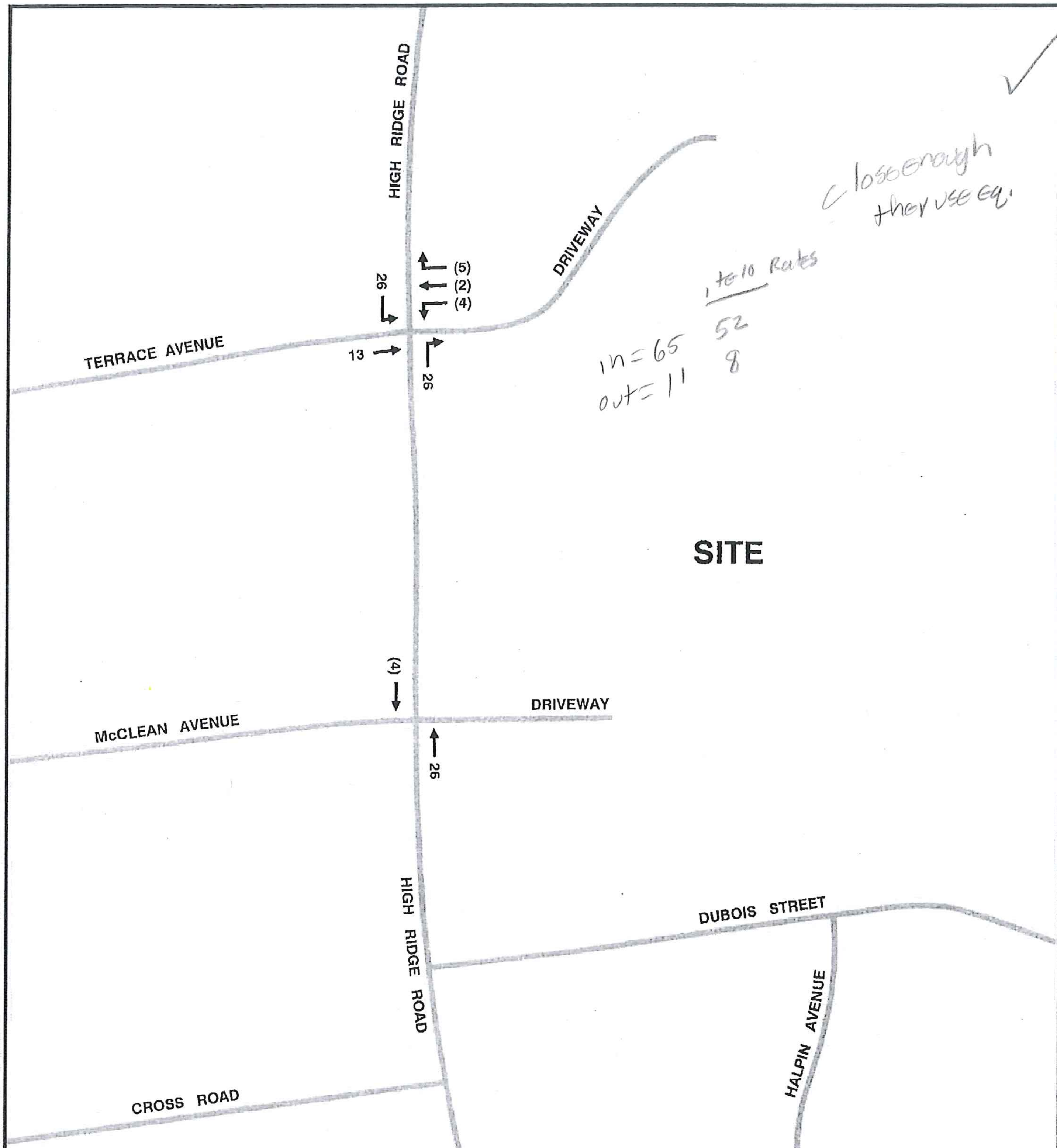
TRAFFIC COUNTS
PEAK HOUR
11:30 TO 12:30 P.M.

File Name : 1432-1s
Site Code : 00000001
Start Date : 2/11/2023
Page No : 6

Groups Printed- BUSES

	HIGH RIDGE RD. SOUTHBOUND					WESTBOUND					HIGH RIDGE RD. NORTHBOUND					CROSS RD. EASTBOUND					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
12:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Grand Total	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	50	0	0	50	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	

#	Address	Name	Source	Notes
1	225 High Ridge Road	Goddard School	CTDOT - Traffic Access and Impact Study, Frederick P Clark Associates, Inc, December 2018	
2	3 Cold Spring Road	3 Restaurants	Stamford TTP - estimated	
NOT INCLUDED				
	201 High Ridge Road	Office + Senior Adult Housing Development	CTDOT - Traffic Access and Impact Study, Frederick P Clark Associates, Inc, December 2018	Was open by the time the counts were conducted
	110 High Ridge Road	Whole Foods	Stamford TTP - estimated	Will not be open untill Q1 of 2024



REOCCUPANCY OF
225 HIGH RIDGE ROAD
VACANT SPACE TRAFFIC:
Enter 65
Exit (11)
Total 76 Vehicle Trip Ends

NOTE:
The Future Site Traffic
Directional Distribution was used.

REOCCUPANCY OF 225 HIGH RIDGE ROAD
VACANT SPACE TRAFFIC VOLUMES
WEEKDAY MORNING PEAK HOUR

PROPOSED REDEVELOPMENT
201 High Ridge Road
Stamford, Connecticut

N

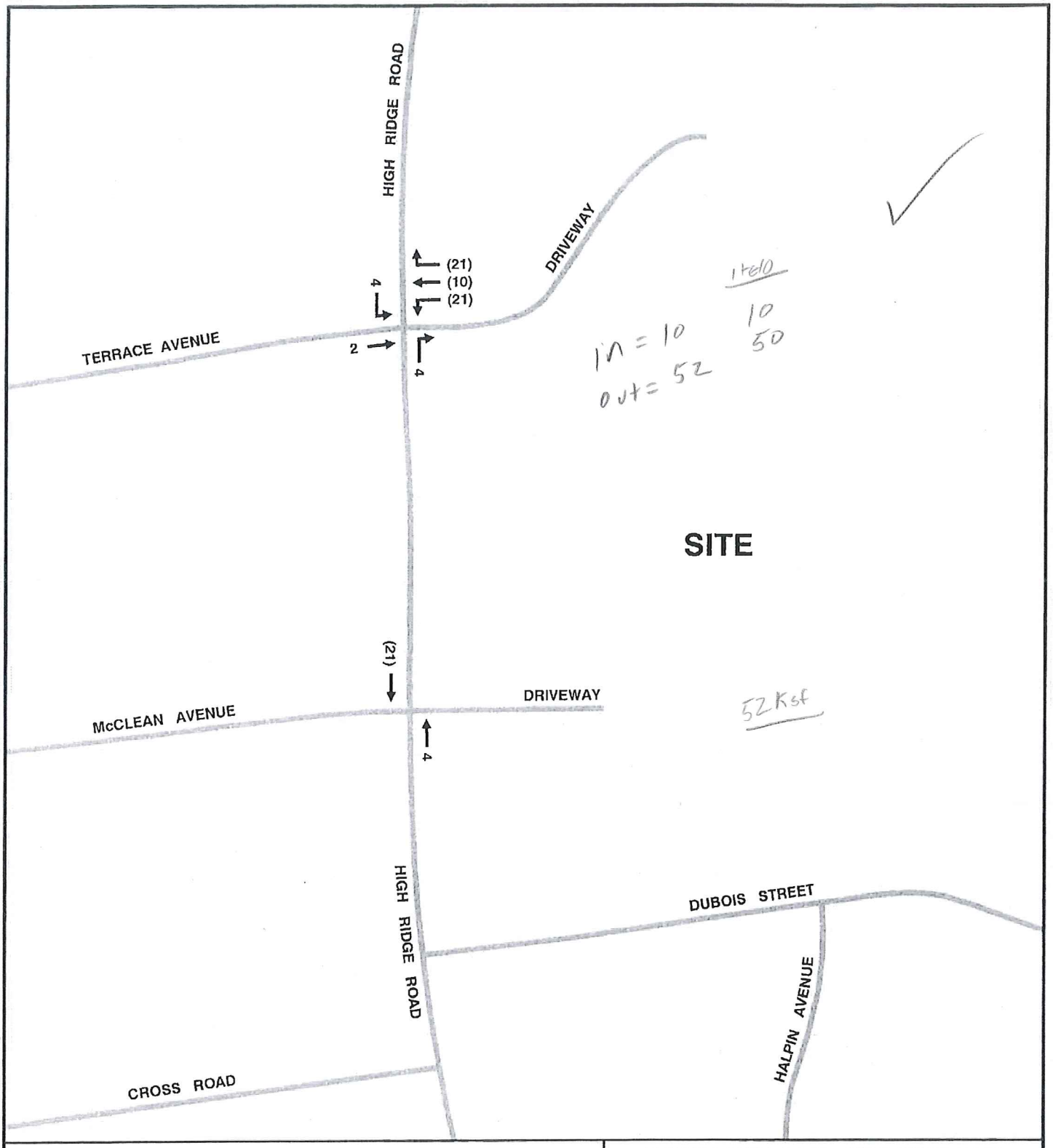
FREDERICK P. CLARK ASSOCIATES, INC.
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

Not to Scale

9

12/4/18

File: G:\601.125 201 High Ridge Rd, Stamford\Autocad\High Ridge Figures.dwg



REOCCUPANCY OF
225 HIGH RIDGE ROAD
VACANT SPACE TRAFFIC:
Enter 10
Exit (52)
Total 62 Vehicle Trip Ends

NOTE:
The Future Site Traffic
Directional Distribution was used.

REOCCUPANCY OF 225 HIGH RIDGE ROAD
VACANT SPACE TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR

PROPOSED REDEVELOPMENT
201 High Ridge Road
Stamford, Connecticut

N

FREDERICK P. CLARK ASSOCIATES, INC.
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

Not to Scale

10

12/4/18

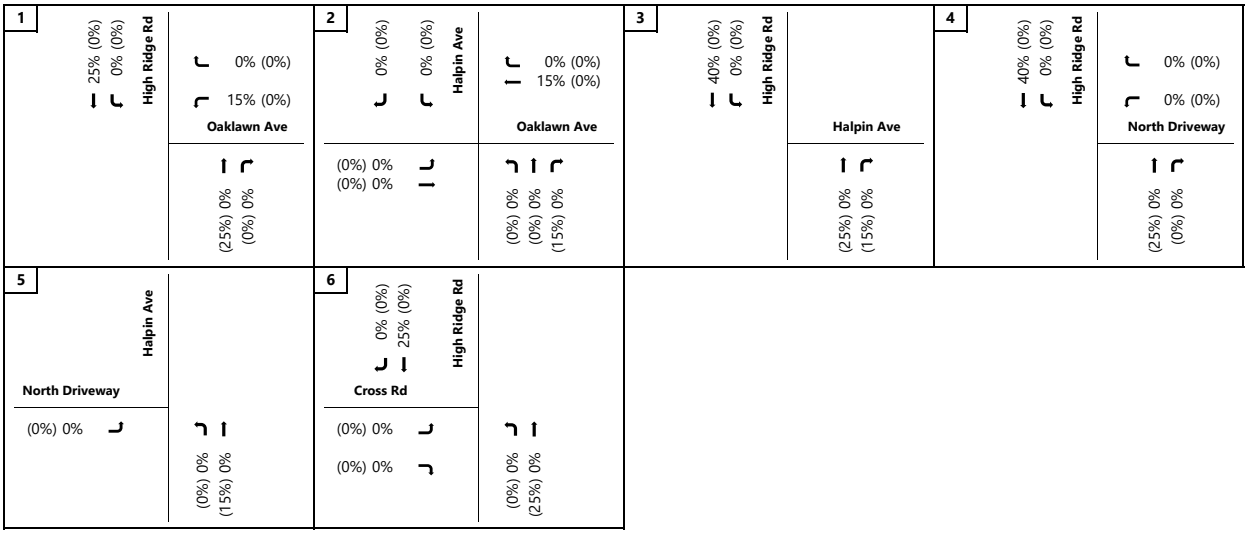
File: G:\801.125 201 High Ridge Rd, Stamford\Autocad\High Ridge Figures.dwg

Land Use as Listed in ITE[1]		Units[2]	Weekday PM Peak Hour (Peak Hour of Adjacent Street Traffic)					Saturday Peak Hour (Peak Hour of Generator)				
			PM Rate	In:Out Percentage	In	Out	Total	PM Rate	In:Out Percentage	In	Out	Total
Background Projects - Cold Spring Road between Long Ridge Road and High Ridge Road												
932	High-Turnover (Sit-Down) Restaurant	7.91 KSF	9.05	0.61 : 0.39	44	28	72	11.19	0.51 : 0.49	45	43	88

Notes:

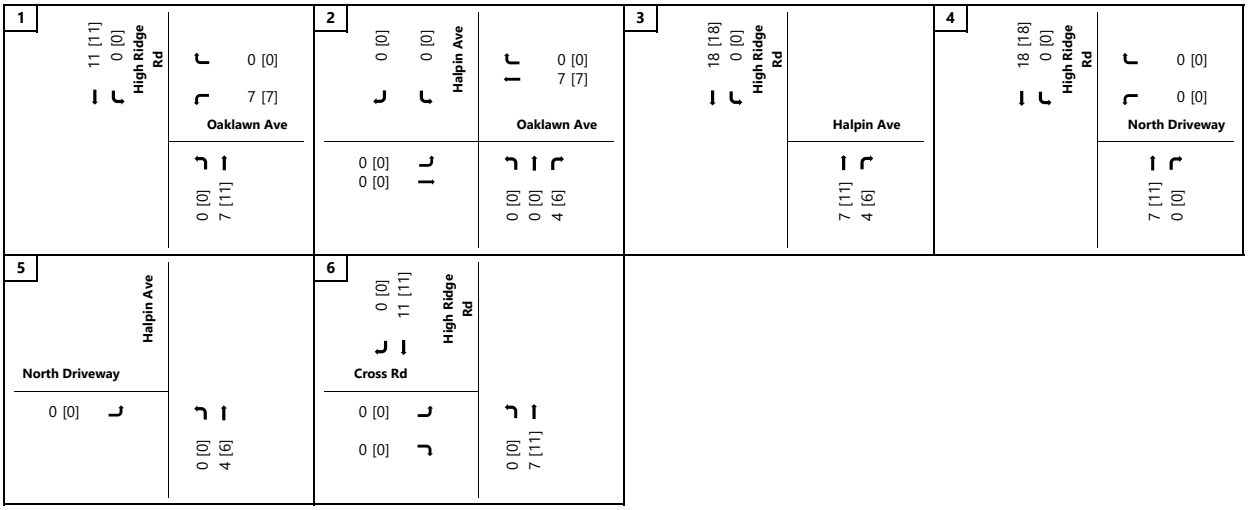
1. Trip Generation, 11th Edition, Institute of Transportation Engineers

2. KSF = Thousand Square Feet Gross Floor Area



LEGEND

⇦ X (Y) = Inbound (Outbound) Distribution



LEGEND

X [Y] = Weekday PM[Saturday MID]
Peak Hour Turning
Movements

LEVEL OF SERVICE
FOR
SIGNALIZED INTERSECTIONS
(MOTORIZED VEHICLE MODE)

Level of service for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Specifically, LOS criteria for traffic signals are stated in terms of the average control delay per vehicle, typically for a 15-min analysis period. Delay is a complex measure and depends on a number of variables, including the quality of progression, the cycle length, the green ratio, and the v/c ratio for the lane group. The criteria are given below.

LEVEL-OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS
MOTORIZED VEHICLE MODE

LOS By Volume-to-Capacity Ratio[1]		CONTROL DELAY (s/veh)
v/c ≤ 1.0	v/c > 1.0	
A	F	≤ 10
B	F	> 10 AND ≤ 20
C	F	> 20 AND ≤ 35
D	F	> 35 AND ≤ 55
E	F	> 55 AND ≤ 80
F	F	> 80

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

Specific descriptions of each LOS for signalized intersections are provided below:

Level of Service A describes operations with a control delay of 10 s/veh and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

Level of Service B describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

Level of Service C describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

Level of Service D describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

Level of Service E describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

Level of Service F describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Reference: Highway Capacity Manual 6, Transportation Research Board, 2016.

LEVEL OF SERVICE
FOR TWO-WAY
STOP SIGN CONTROLLED INTERSECTIONS

The level of service for a TWSC (two-way stop controlled) intersection is determined by the computed or measured control delay and is defined for each minor movement. Level of service is not defined for the intersection as a whole. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS criteria are given in the Table**.** LOS criteria are given below:

LEVEL-OF SERVICE CRITERIA FOR AWSC INTERSECTIONS	
LOS[1]	**CONTROL DELAY (s/veh)**
A	**≤ 10**
B	**> 10 AND ≤ 15**
C	**> 15 AND ≤ 25**
D	**> 25 AND ≤ 35**
E	**> 35 AND ≤ 50**
F	**> 50**

Note: LOS criteria apply to each lane on a given approach and to each approach on the minor street.
LOS is not calculated for major-street approaches or for the intersection as a whole.
LOS F is assigned to a movement if the volume-to-capacity ratio exceeds 1.0, regardless of the control delay

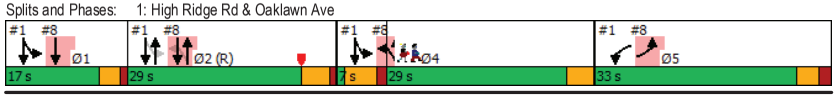
Reference: Highway Capacity Manual Version 6.0, Transportation Research Board, 2016.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Lane Configurations									
Traffic Volume (vph)	287	98	1318	6	199	847			
Future Volume (vph)	287	98	1318	6	199	847			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	0.97	0.95	0.95	0.95	1.00	0.95			
Frt	0.962		0.999						
Flt Protected	0.964				0.950				
Satd. Flow (prot)	3418	0	3606	0	1805	3610			
Flt Permitted	0.964				0.079				
Satd. Flow (perm)	3418	0	3606	0	150	3610			
Right Turn on Red		No		Yes					
Satd. Flow (RTOR)									
Link Speed (mph)	30		30			30			
Link Distance (ft)	290		240			212			
Travel Time (s)	6.6		5.5			4.8			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97			
Adj. Flow (vph)	296	101	1359	6	205	873			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	397	0	1365	0	205	873			
Number of Detectors	2		1		3	1			
Detector Template									
Leading Detector (ft)	10		25		30	0			
Trailing Detector (ft)	-10		0		0	-10			
Detector 1 Position(ft)	-10		0		0	-10			
Detector 1 Size(ft)	6		25		6	6			
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0		0.0	0.0			
Detector 1 Queue (s)	0.0		0.0		0.0	0.0			
Detector 1 Delay (s)	0.0		0.0		0.0	0.0			
Detector 2 Position(ft)	4				12				
Detector 2 Size(ft)	6				6				
Detector 2 Type	Cl+Ex				Cl+Ex				
Detector 2 Channel									
Detector 2 Extend (s)	0.0				0.0				
Detector 3 Position(ft)					24				
Detector 3 Size(ft)					6				
Detector 3 Type					Cl+Ex				
Detector 3 Channel									
Detector 3 Extend (s)					0.0				
Turn Type	Prot		NA		D.P+P	NA			
Protected Phases	5		2		1 3	1 2 3	1	3	4
Permitted Phases					2				
Detector Phase	5		2		1 3	1 2 3			
Switch Phase									
Minimum Initial (s)	7.0		15.0				3.0	1.0	1.0
Minimum Split (s)	11.9		20.0				7.0	7.0	29.0
Total Split (s)	33.0		29.0				17.0	7.0	29.0
Total Split (%)	28.7%		25.2%				15%	6%	25%

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Maximum Green (s)	28.1		24.0				13.0	1.0	25.0
Yellow Time (s)	3.0		4.0				3.0	4.7	4.0
All-Red Time (s)	1.9		1.0				1.0	1.3	0.0
Lost Time Adjust (s)	0.0		0.0						
Total Lost Time (s)	4.9		5.0						
Lead/Lag			Lag				Lead	Lead	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes
Vehicle Extension (s)	1.0		3.0				1.5	3.0	3.0
Recall Mode	None		C-Min				Min	Max	None
Walk Time (s)									7.0
Flash Dont Walk (s)									18.0
Pedestrian Calls (#/hr)									10
Act Effct Green (s)	19.5		54.1		72.8	80.8			
Actuated g/C Ratio	0.17		0.47		0.63	0.70			
v/c Ratio	0.68		0.80		0.59	0.34			
Control Delay	50.5		32.6		24.2	1.3			
Queue Delay	0.4		0.3		1.7	0.1			
Total Delay	50.9		33.0		25.9	1.4			
LOS	D		C		C	A			
Approach Delay	50.9		33.0			6.1			
Approach LOS	D		C			A			
Queue Length 50th (ft)	143		408		28	7			
Queue Length 95th (ft)	181		#940		129	20			
Internal Link Dist (ft)	210		160			132			
Turn Bay Length (ft)									
Base Capacity (vph)	835		1696		357	2526			
Starvation Cap Reductn	0		0		55	593			
Spillback Cap Reductn	137		62		0	0			
Storage Cap Reductn	0		0		0	0			
Reduced v/c Ratio	0.57		0.84		0.68	0.45			

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 25.3		Intersection LOS: C	
Intersection Capacity Utilization 70.5%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: High Ridge Rd & Oaklawn Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	204	0	0	314	6	21	3	436	5	0	3
Future Volume (vph)	0	204	0	0	314	6	21	3	436	5	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.998			0.872			0.949	
Flt Protected								0.998			0.970	
Satd. Flow (prot)	0	1900	0	0	1896	0	0	1653	0	0	1749	0
Flt Permitted								0.998			0.970	
Satd. Flow (perm)	0	1900	0	0	1896	0	0	1653	0	0	1749	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		290			240			230			214	
Travel Time (s)		6.6			5.5			5.2			4.9	
Confl. Peds. (#/hr)	4		1	1		4	1		2	2		1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	213	0	0	327	6	22	3	454	5	0	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	333	0	0	479	0	0	8	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	51.8%	ICU Level of Service	A
Analysis Period (min)	15		

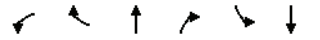
Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	204	0	0	314	6	21	3	436	5	0	3
Future Vol, veh/h	0	204	0	0	314	6	21	3	436	5	0	3
Conflicting Peds, #/hr	4	0	1	1	0	4	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	213	0	0	327	6	22	3	454	5	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	337	0	-	-	-	0	546	550	215	778	547	335
Stage 1	-	-	-	-	-	-	213	213	-	334	334	-
Stage 2	-	-	-	-	-	-	333	337	-	444	213	-
Critical Hdwy	4.1	-	-	-	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1234	-	0	0	-	-	452	446	830	316	447	712
Stage 1	-	-	0	0	-	-	794	730	-	684	647	-
Stage 2	-	-	0	0	-	-	685	645	-	597	730	-
Platoon blocked, %		-				-	-					
Mov Cap-1 Maneuver	1229	-	-	-	-	-	450	444	828	141	445	709
Mov Cap-2 Maneuver	-	-	-	-	-	-	450	444	-	141	445	-
Stage 1	-	-	-	-	-	-	794	730	-	681	644	-
Stage 2	-	-	-	-	-	-	681	642	-	268	730	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	16.2	23.6
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	793	1229	-	-	-	202
HCM Lane V/C Ratio	0.604	-	-	-	-	0.041
HCM Control Delay (s)	16.2	0	-	-	-	23.6
HCM Lane LOS	C	A	-	-	-	C
HCM 95th %tile Q(veh)	4.1	0	-	-	-	0.1



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1341	326	81	1036
Future Volume (vph)	0	0	1341	326	81	1036
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	75	
Storage Lanes	0	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91
Frt			0.971			
Flt Protected						0.996
Satd. Flow (prot)	0	0	3505	0	0	5166
Flt Permitted						0.996
Satd. Flow (perm)	0	0	3505	0	0	5166
Link Speed (mph)	30		30			30
Link Distance (ft)	187		292			394
Travel Time (s)	4.3		6.6			9.0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	1382	336	84	1068
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1718	0	0	1152
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	10	1314	16	13	1121
Future Volume (vph)	5	10	1314	16	13	1121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	100	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91
Frt	0.910		0.998			
Flt Protected	0.984					0.999
Satd. Flow (prot)	1701	0	3603	0	0	5182
Flt Permitted	0.984					0.999
Satd. Flow (perm)	1701	0	3603	0	0	5182
Link Speed (mph)	30		30			30
Link Distance (ft)	145		228			240
Travel Time (s)	3.3		5.2			5.5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	5	10	1369	17	14	1168
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	1386	0	0	1182
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	46.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	10	1314	16	13	1121
Future Vol, veh/h	5	10	1314	16	13	1121
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	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	10	1369	17	14	1168

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1873	693	0	0	1386	0
Stage 1	1378	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Critical Hdwy	6.25	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	85	390	-	-	500	-
Stage 1	199	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	78	390	-	-	500	-
Mov Cap-2 Maneuver	78	-	-	-	-	-
Stage 1	199	-	-	-	-	-
Stage 2	506	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.8	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	167	500	-
HCM Lane V/C Ratio	-	-	0.094	0.027	-
HCM Control Delay (s)	-	-	28.8	12.4	0.3
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	0	10	393	0	0
Future Volume (vph)	19	0	10	393	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected	0.950			0.999		
Satd. Flow (prot)	1805	0	0	1898	0	0
Flt Permitted	0.950			0.999		
Satd. Flow (perm)	1805	0	0	1898	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	134			358	230	
Travel Time (s)	3.0			8.1	5.2	
Confl. Peds. (#/hr)		1	1			1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	21	0	11	432	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	0	443	0	0
Sign Control	Stop			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	38.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	0	10	393	0	0
Future Vol, veh/h	19	0	10	393	0	0
Conflicting Peds, #/hr	0	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	0	11	432	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	455	-	1	0
Stage 1	1	-	-	-
Stage 2	454	-	-	-
Critical Hdwy	6.4	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-
Follow-up Hdwy	3.5	-	2.2	-
Pot Cap-1 Maneuver	567	0	1635	-
Stage 1	-	0	-	-
Stage 2	644	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	561	-	1633	-
Mov Cap-2 Maneuver	561	-	-	-
Stage 1	-	-	-	-
Stage 2	643	-	-	-

Approach	EB	NB
HCM Control Delay, s	11.7	0.2
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	1633	-	561
HCM Lane V/C Ratio	0.007	-	0.037
HCM Control Delay (s)	7.2	0	11.7
HCM Lane LOS	A	A	B
HCM 95th %tile Q(veh)	0	-	0.1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø4
Lane Configurations									
Traffic Volume (vph)	14	66	2	1413	980	4			
Future Volume (vph)	14	66	2	1413	980	4			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0	0	0			100			
Storage Lanes	1	0	0			0			
Taper Length (ft)	25		25						
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91			
Ped Bike Factor				1.00	1.00				
Frt	0.889				0.999				
Flt Protected	0.991								
Satd. Flow (prot)	1674	0	0	3610	5181	0			
Flt Permitted	0.991			0.954					
Satd. Flow (perm)	1674	0	0	3444	5181	0			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)	73								
Link Speed (mph)	30			30	30				
Link Distance (ft)	409			212	360				
Travel Time (s)	9.3			4.8	8.2				
Confl. Peds. (#/hr)			1			1			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90			
Adj. Flow (vph)	16	73	2	1570	1089	4			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	89	0	0	1572	1093	0			
Number of Detectors	4		1	0	1				
Detector Template			Left						
Leading Detector (ft)	320		20	0	25				
Trailing Detector (ft)	-6		0	0	0				
Detector 1 Position(ft)	-6		0	0	0				
Detector 1 Size(ft)	6		20	6	25				
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0	0.0	0.0				
Detector 1 Queue (s)	0.0		0.0	0.0	0.0				
Detector 1 Delay (s)	0.0		0.0	0.0	0.0				
Detector 2 Position(ft)	6								
Detector 2 Size(ft)	6								
Detector 2 Type	Cl+Ex								
Detector 2 Channel									
Detector 2 Extend (s)	0.0								
Detector 3 Position(ft)	18								
Detector 3 Size(ft)	6								
Detector 3 Type	Cl+Ex								
Detector 3 Channel									
Detector 3 Extend (s)	0.0								
Detector 4 Position(ft)	314								
Detector 4 Size(ft)	6								
Detector 4 Type	Cl+Ex								
Detector 4 Channel									

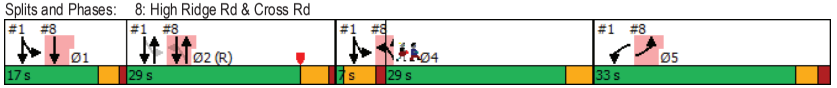
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø4
Detector 4 Extend (s)	0.0								
Turn Type	Prot		custom	NA	NA				
Protected Phases	5		3	2 3	1 2		1	2	4
Permitted Phases			2						
Detector Phase	5		3	2 3	1 2				
Switch Phase									
Minimum Initial (s)	7.0		1.0				3.0	15.0	1.0
Minimum Split (s)	11.9		7.0				7.0	20.0	29.0
Total Split (s)	33.0		7.0				17.0	29.0	29.0
Total Split (%)	28.7%		6.1%				15%	25%	25%
Maximum Green (s)	28.1		1.0				13.0	24.0	25.0
Yellow Time (s)	3.0		4.7				3.0	4.0	4.0
All-Red Time (s)	1.9		1.3				1.0	1.0	0.0
Lost Time Adjust (s)	0.0								
Total Lost Time (s)	4.9								
Lead/Lag			Lead				Lead	Lag	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes
Vehicle Extension (s)	1.0		3.0				1.5	3.0	3.0
Recall Mode	None		Max				Min	C-Min	None
Walk Time (s)									7.0
Flash Dont Walk (s)									18.0
Pedestrian Calls (#/hr)									10
Act Effct Green (s)	19.5			56.1	73.8				
Actuated g/C Ratio	0.17			0.49	0.64				
v/c Ratio	0.26			0.93	0.33				
Control Delay	13.8			21.1	12.4				
Queue Delay	0.0			0.0	0.0				
Total Delay	13.8			21.1	12.4				
LOS	B			C	B				
Approach Delay	13.8			21.1	12.4				
Approach LOS	B			C	B				
Queue Length 50th (ft)	10			62	104				
Queue Length 95th (ft)	51			#1005	276				
Internal Link Dist (ft)	329			132	280				
Turn Bay Length (ft)									
Base Capacity (vph)	464			1683	3310				
Starvation Cap Reductn	0			0	0				
Spillback Cap Reductn	1			0	30				
Storage Cap Reductn	0			0	0				
Reduced v/c Ratio	0.19			0.93	0.33				

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	

Intersection Signal Delay: 17.4	Intersection LOS: B
Intersection Capacity Utilization 54.5%	ICU Level of Service A
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: High Ridge Rd & Cross Rd

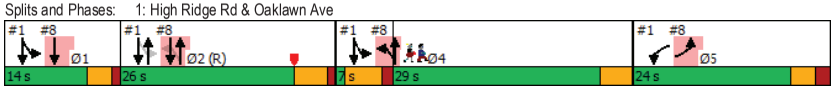


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Lane Configurations									
Traffic Volume (vph)	322	64	906	3	126	899			
Future Volume (vph)	322	64	906	3	126	899			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	0.97	0.95	0.95	0.95	1.00	0.95			
Frt	0.975								
Flt Protected	0.960				0.950				
Satd. Flow (prot)	3382	0	3539	0	1770	3539			
Flt Permitted	0.960				0.155				
Satd. Flow (perm)	3382	0	3539	0	289	3539			
Right Turn on Red		No		Yes					
Satd. Flow (RTOR)									
Link Speed (mph)	30		30			30			
Link Distance (ft)	290		240			212			
Travel Time (s)	6.6		5.5			4.8			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94			
Adj. Flow (vph)	343	68	964	3	134	956			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	411	0	967	0	134	956			
Number of Detectors	2		1		3	1			
Detector Template									
Leading Detector (ft)	10		25		30	0			
Trailing Detector (ft)	-10		0		0	-10			
Detector 1 Position(ft)	-10		0		0	-10			
Detector 1 Size(ft)	6		25		6	6			
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0		0.0	0.0			
Detector 1 Queue (s)	0.0		0.0		0.0	0.0			
Detector 1 Delay (s)	0.0		0.0		0.0	0.0			
Detector 2 Position(ft)	4				12				
Detector 2 Size(ft)	6				6				
Detector 2 Type	Cl+Ex				Cl+Ex				
Detector 2 Channel									
Detector 2 Extend (s)	0.0				0.0				
Detector 3 Position(ft)					24				
Detector 3 Size(ft)					6				
Detector 3 Type					Cl+Ex				
Detector 3 Channel									
Detector 3 Extend (s)					0.0				
Turn Type	Prot		NA		D.P+P	NA			
Protected Phases	5		2		1 3	1 2 3	1	3	4
Permitted Phases					2				
Detector Phase	5		2		1 3	1 2 3			
Switch Phase									
Minimum Initial (s)	7.0		15.0				3.0	1.0	1.0
Minimum Split (s)	11.9		20.0				7.0	7.0	29.0
Total Split (s)	24.0		26.0				14.0	7.0	29.0
Total Split (%)	24.0%		26.0%				14%	7%	29%

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Maximum Green (s)	19.1		21.0				10.0	1.0	25.0
Yellow Time (s)	3.0		4.0				3.0	4.7	4.0
All-Red Time (s)	1.9		1.0				1.0	1.3	0.0
Lost Time Adjust (s)	0.0		0.0						
Total Lost Time (s)	4.9		5.0						
Lead/Lag			Lag				Lead	Lead	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes
Vehicle Extension (s)	1.0		3.0				1.5	3.0	3.0
Recall Mode	None		C-Min				Min	Max	None
Walk Time (s)									7.0
Flash Dont Walk (s)									18.0
Pedestrian Calls (#/hr)									5
Act Effct Green (s)	16.5		42.7		60.8	68.8			
Actuated g/C Ratio	0.16		0.43		0.61	0.69			
v/c Ratio	0.74		0.64		0.31	0.39			
Control Delay	47.9		28.5		11.2	1.7			
Queue Delay	0.0		0.1		0.3	0.1			
Total Delay	47.9		28.6		11.5	1.7			
LOS	D		C		B	A			
Approach Delay	47.9		28.6			2.9			
Approach LOS	D		C			A			
Queue Length 50th (ft)	128		238		1	11			
Queue Length 95th (ft)	176		#544		74	46			
Internal Link Dist (ft)	210		160			132			
Turn Bay Length (ft)									
Base Capacity (vph)	651		1511		429	2436			
Starvation Cap Reductn	0		0		60	384			
Spillback Cap Reductn	0		55		0	0			
Storage Cap Reductn	0		0		0	0			
Reduced v/c Ratio	0.63		0.66		0.36	0.47			

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 20.5		Intersection LOS: C	
Intersection Capacity Utilization 54.9%		ICU Level of Service A	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: High Ridge Rd & Oaklawn Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	130	0	0	355	6	18	5	289	5	0	2
Future Volume (vph)	2	130	0	0	355	6	18	5	289	5	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.998			0.875			0.961	
Flt Protected		0.999						0.997			0.966	
Satd. Flow (prot)	0	1861	0	0	1859	0	0	1625	0	0	1729	0
Flt Permitted		0.999						0.997			0.966	
Satd. Flow (perm)	0	1861	0	0	1859	0	0	1625	0	0	1729	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		290			240			230			214	
Travel Time (s)		6.6			5.5			5.2			4.9	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	141	0	0	386	7	20	5	314	5	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	143	0	0	393	0	0	339	0	0	7	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	44.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	130	0	0	355	6	18	5	289	5	0	2
Future Vol, veh/h	2	130	0	0	355	6	18	5	289	5	0	2
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	141	0	0	386	7	20	5	314	5	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	394	0	-	-	-	0	536	539	141	696	536	391
Stage 1	-	-	-	-	-	-	145	145	-	391	391	-
Stage 2	-	-	-	-	-	-	391	394	-	305	145	-
Critical Hdwy	4.12	-	-	-	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1165	-	0	0	-	-	455	449	907	356	451	658
Stage 1	-	-	0	0	-	-	858	777	-	633	607	-
Stage 2	-	-	0	0	-	-	633	605	-	705	777	-
Platoon blocked, %		-				-	-					
Mov Cap-1 Maneuver	1164	-	-	-	-	-	453	448	907	230	450	657
Mov Cap-2 Maneuver	-	-	-	-	-	-	453	448	-	230	450	-
Stage 1	-	-	-	-	-	-	856	775	-	631	606	-
Stage 2	-	-	-	-	-	-	631	604	-	457	775	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	12.1	18.1
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	844	1164	-	-	-	282
HCM Lane V/C Ratio	0.402	0.002	-	-	-	0.027
HCM Control Delay (s)	12.1	8.1	0	-	-	18.1
HCM Lane LOS	B	A	A	-	-	C
HCM 95th %tile Q(veh)	2	0	-	-	-	0.1

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	915	248	61	1157
Future Volume (vph)	0	0	915	248	61	1157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	75	
Storage Lanes	0	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91
Frt			0.968			
Flt Protected						0.997
Satd. Flow (prot)	0	0	3426	0	0	5070
Flt Permitted						0.997
Satd. Flow (perm)	0	0	3426	0	0	5070
Link Speed (mph)	30		30			30
Link Distance (ft)	187		292			394
Travel Time (s)	4.3		6.6			9.0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	984	267	66	1244
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1251	0	0	1310
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	10	899	8	6	1215
Future Volume (vph)	4	10	899	8	6	1215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	100	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91
Frt	0.901		0.999			
Flt Protected	0.987					
Satd. Flow (prot)	1657	0	3536	0	0	5085
Flt Permitted	0.987					
Satd. Flow (perm)	1657	0	3536	0	0	5085
Link Speed (mph)	30		30			30
Link Distance (ft)	145		228			240
Travel Time (s)	3.3		5.2			5.5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	4	11	956	9	6	1293
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	965	0	0	1299
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	37.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	10	899	8	6	1215
Future Vol, veh/h	4	10	899	8	6	1215
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	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	11	956	9	6	1293

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1490	483	0	0	965	0
Stage 1	961	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Critical Hdwy	6.29	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.67	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	141	530	-	-	709	-
Stage 1	324	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	137	530	-	-	709	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	506	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	291	709	-
HCM Lane V/C Ratio	-	-	0.051	0.009	-
HCM Control Delay (s)	-	-	18	10.1	0.1
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	16	0	12	314	0	0
Future Volume (vph)	16	0	12	314	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected	0.950			0.998		
Satd. Flow (prot)	1770	0	0	1859	0	0
Flt Permitted	0.950			0.998		
Satd. Flow (perm)	1770	0	0	1859	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	134			358	230	
Travel Time (s)	3.0			8.1	5.2	
Confl. Peds. (#/hr)		1	2			2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	18	0	14	361	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	0	375	0	0
Sign Control	Stop			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	34.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	0	12	314	0	0
Future Vol, veh/h	16	0	12	314	0	0
Conflicting Peds, #/hr	0	1	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	0	14	361	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	391	-	2	0
Stage 1	2	-	-	-
Stage 2	389	-	-	-
Critical Hdwy	6.42	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	-	2.218	-
Pot Cap-1 Maneuver	613	0	1620	-
Stage 1	-	0	-	-
Stage 2	685	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	604	-	1617	-
Mov Cap-2 Maneuver	604	-	-	-
Stage 1	-	-	-	-
Stage 2	684	-	-	-

Approach	EB	NB
HCM Control Delay, s	11.1	0.3
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	1617	-	604
HCM Lane V/C Ratio	0.009	-	0.03
HCM Control Delay (s)	7.2	0	11.1
HCM Lane LOS	A	A	B
HCM 95th %tile Q(veh)	0	-	0.1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø4
Lane Configurations									
Traffic Volume (vph)	13	30	2	968	994	7			
Future Volume (vph)	13	30	2	968	994	7			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0	0	0			100			
Storage Lanes	1	0	0			0			
Taper Length (ft)	25		25						
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91			
Ped Bike Factor	0.99			1.00	1.00				
Frt	0.905				0.999				
Flt Protected	0.985								
Satd. Flow (prot)	1645	0	0	3539	5079	0			
Flt Permitted	0.985			0.954					
Satd. Flow (perm)	1645	0	0	3376	5079	0			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)	33				1				
Link Speed (mph)	30			30	30				
Link Distance (ft)	409			212	360				
Travel Time (s)	9.3			4.8	8.2				
Confl. Peds. (#/hr)		1	1			1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91			
Adj. Flow (vph)	14	33	2	1064	1092	8			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	47	0	0	1066	1100	0			
Number of Detectors	4		1	0	1				
Detector Template			Left						
Leading Detector (ft)	320		20	0	25				
Trailing Detector (ft)	-6		0	0	0				
Detector 1 Position(ft)	-6		0	0	0				
Detector 1 Size(ft)	6		20	6	25				
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0	0.0	0.0				
Detector 1 Queue (s)	0.0		0.0	0.0	0.0				
Detector 1 Delay (s)	0.0		0.0	0.0	0.0				
Detector 2 Position(ft)	6								
Detector 2 Size(ft)	6								
Detector 2 Type	Cl+Ex								
Detector 2 Channel									
Detector 2 Extend (s)	0.0								
Detector 3 Position(ft)	18								
Detector 3 Size(ft)	6								
Detector 3 Type	Cl+Ex								
Detector 3 Channel									
Detector 3 Extend (s)	0.0								
Detector 4 Position(ft)	314								
Detector 4 Size(ft)	6								
Detector 4 Type	Cl+Ex								
Detector 4 Channel									

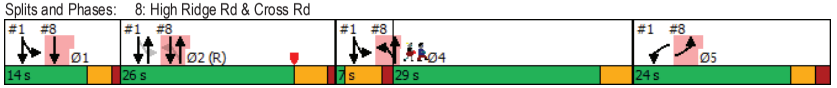
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø4
Detector 4 Extend (s)	0.0								
Turn Type	Prot		custom	NA	NA				
Protected Phases	5		3	2 3	1 2		1	2	4
Permitted Phases			2						
Detector Phase	5		3	2 3	1 2				
Switch Phase									
Minimum Initial (s)	7.0		1.0				3.0	15.0	1.0
Minimum Split (s)	11.9		7.0				7.0	20.0	29.0
Total Split (s)	24.0		7.0				14.0	26.0	29.0
Total Split (%)	24.0%		7.0%				14%	26%	29%
Maximum Green (s)	19.1		1.0				10.0	21.0	25.0
Yellow Time (s)	3.0		4.7				3.0	4.0	4.0
All-Red Time (s)	1.9		1.3				1.0	1.0	0.0
Lost Time Adjust (s)	0.0								
Total Lost Time (s)	4.9								
Lead/Lag			Lead				Lead	Lag	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes
Vehicle Extension (s)	1.0		3.0				1.5	3.0	3.0
Recall Mode	None		Max				Min	C-Min	None
Walk Time (s)									7.0
Flash Dont Walk (s)									18.0
Pedestrian Calls (#/hr)									5
Act Effct Green (s)	16.5			44.7	61.8				
Actuated g/C Ratio	0.16			0.45	0.62				
v/c Ratio	0.16			0.71	0.35				
Control Delay	17.5			12.2	12.2				
Queue Delay	0.0			0.0	0.0				
Total Delay	17.5			12.2	12.2				
LOS	B			B	B				
Approach Delay	17.5			12.2	12.2				
Approach LOS	B			B	B				
Queue Length 50th (ft)	8			30	97				
Queue Length 95th (ft)	39			#524	253				
Internal Link Dist (ft)	329			132	280				
Turn Bay Length (ft)									
Base Capacity (vph)	343			1512	3141				
Starvation Cap Reductn	0			0	0				
Spillback Cap Reductn	0			0	0				
Storage Cap Reductn	0			0	0				
Reduced v/c Ratio	0.14			0.71	0.35				

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	

Intersection Signal Delay: 12.3	Intersection LOS: B
Intersection Capacity Utilization 42.2%	ICU Level of Service A
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: High Ridge Rd & Cross Rd

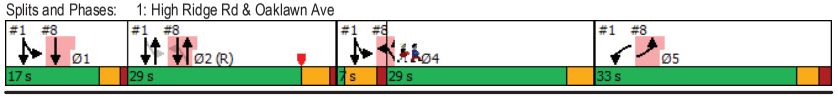


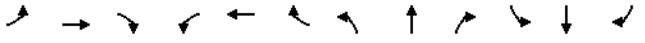
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Lane Configurations									
Traffic Volume (vph)	296	103	1325	8	199	859			
Future Volume (vph)	296	103	1325	8	199	859			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	0.97	0.95	0.95	0.95	1.00	0.95			
Frt	0.961		0.999						
Flt Protected	0.964				0.950				
Satd. Flow (prot)	3415	0	3606	0	1805	3610			
Flt Permitted	0.964				0.080				
Satd. Flow (perm)	3415	0	3606	0	152	3610			
Right Turn on Red		No		Yes					
Satd. Flow (RTOR)									
Link Speed (mph)	30		30			30			
Link Distance (ft)	290		240			212			
Travel Time (s)	6.6		5.5			4.8			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97			
Adj. Flow (vph)	305	106	1366	8	205	886			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	411	0	1374	0	205	886			
Number of Detectors	2		1		3	1			
Detector Template									
Leading Detector (ft)	10		25		30	0			
Trailing Detector (ft)	-10		0		0	-10			
Detector 1 Position(ft)	-10		0		0	-10			
Detector 1 Size(ft)	6		25		6	6			
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0		0.0	0.0			
Detector 1 Queue (s)	0.0		0.0		0.0	0.0			
Detector 1 Delay (s)	0.0		0.0		0.0	0.0			
Detector 2 Position(ft)	4				12				
Detector 2 Size(ft)	6				6				
Detector 2 Type	Cl+Ex				Cl+Ex				
Detector 2 Channel									
Detector 2 Extend (s)	0.0				0.0				
Detector 3 Position(ft)					24				
Detector 3 Size(ft)					6				
Detector 3 Type					Cl+Ex				
Detector 3 Channel									
Detector 3 Extend (s)					0.0				
Turn Type	Prot		NA		D.P+P	NA			
Protected Phases	5		2		1 3	1 2 3	1	3	4
Permitted Phases					2				
Detector Phase	5		2		1 3	1 2 3			
Switch Phase									
Minimum Initial (s)	7.0		15.0				3.0	1.0	1.0
Minimum Split (s)	11.9		20.0				7.0	7.0	29.0
Total Split (s)	33.0		29.0				17.0	7.0	29.0
Total Split (%)	28.7%		25.2%				15%	6%	25%

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Maximum Green (s)	28.1		24.0				13.0	1.0	25.0
Yellow Time (s)	3.0		4.0				3.0	4.7	4.0
All-Red Time (s)	1.9		1.0				1.0	1.3	0.0
Lost Time Adjust (s)	0.0		0.0						
Total Lost Time (s)	4.9		5.0						
Lead/Lag			Lag				Lead	Lead	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes
Vehicle Extension (s)	1.0		3.0				1.5	3.0	3.0
Recall Mode	None		C-Min				Min	Max	None
Walk Time (s)									7.0
Flash Dont Walk (s)									18.0
Pedestrian Calls (#/hr)									10
Act Effct Green (s)	20.0		53.4		72.3	80.3			
Actuated g/C Ratio	0.17		0.46		0.63	0.70			
v/c Ratio	0.69		0.82		0.58	0.35			
Control Delay	50.4		33.8		24.1	1.4			
Queue Delay	0.5		0.5		1.6	0.1			
Total Delay	50.9		34.3		25.6	1.5			
LOS	D		C		C	A			
Approach Delay	50.9		34.3			6.0			
Approach LOS	D		C			A			
Queue Length 50th (ft)	148		419		27	7			
Queue Length 95th (ft)	187		#947		#138	20			
Internal Link Dist (ft)	210		160			132			
Turn Bay Length (ft)									
Base Capacity (vph)	834		1673		361	2511			
Starvation Cap Reductn	0		0		55	568			
Spillback Cap Reductn	139		66		0	0			
Storage Cap Reductn	0		0		0	0			
Reduced v/c Ratio	0.59		0.86		0.67	0.46			

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 25.9		Intersection LOS: C	
Intersection Capacity Utilization 71.2%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: High Ridge Rd & Oaklawn Ave





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	206	0	0	319	6	30	3	439	5	0	3
Future Volume (vph)	0	206	0	0	319	6	30	3	439	5	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.998			0.874			0.949	
Flt Protected								0.997			0.970	
Satd. Flow (prot)	0	1900	0	0	1896	0	0	1656	0	0	1749	0
Flt Permitted								0.997			0.970	
Satd. Flow (perm)	0	1900	0	0	1896	0	0	1656	0	0	1749	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		290			240			230			214	
Travel Time (s)		6.6			5.5			5.2			4.9	
Confl. Peds. (#/hr)	4		1	1		4	1		2	2		1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	215	0	0	332	6	31	3	457	5	0	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	215	0	0	338	0	0	491	0	0	8	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	52.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	206	0	0	319	6	30	3	439	5	0	3
Future Vol, veh/h	0	206	0	0	319	6	30	3	439	5	0	3
Conflicting Peds, #/hr	4	0	1	1	0	4	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	215	0	0	332	6	31	3	457	5	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	342	0	-	-	-	0	553	557	217	786	554	340
Stage 1	-	-	-	-	-	-	215	215	-	339	339	-
Stage 2	-	-	-	-	-	-	338	342	-	447	215	-
Critical Hdwy	4.1	-	-	-	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1228	-	0	0	-	-	447	442	828	312	443	707
Stage 1	-	-	0	0	-	-	792	729	-	680	643	-
Stage 2	-	-	0	0	-	-	681	642	-	595	729	-
Platoon blocked, %		-				-	-					
Mov Cap-1 Maneuver	1223	-	-	-	-	-	445	440	826	138	441	704
Mov Cap-2 Maneuver	-	-	-	-	-	-	445	440	-	138	441	-
Stage 1	-	-	-	-	-	-	792	729	-	677	640	-
Stage 2	-	-	-	-	-	-	677	639	-	264	729	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	17.2	24
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	779	1223	-	-	-	198
HCM Lane V/C Ratio	0.631	-	-	-	-	0.042
HCM Control Delay (s)	17.2	0	-	-	-	24
HCM Lane LOS	C	A	-	-	-	C
HCM 95th %tile Q(veh)	4.6	0	-	-	-	0.1

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	1343	331	81	1043
Future Volume (vph)	0	0	1343	331	81	1043
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	75	
Storage Lanes	0	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91
Frt			0.970			
Flt Protected						0.996
Satd. Flow (prot)	0	0	3502	0	0	5166
Flt Permitted						0.996
Satd. Flow (perm)	0	0	3502	0	0	5166
Link Speed (mph)	30		30			30
Link Distance (ft)	187		292			394
Travel Time (s)	4.3		6.6			9.0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	1385	341	84	1075
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1726	0	0	1159
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	76.2%	ICU Level of Service	D
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	19	1314	18	29	1126
Future Volume (vph)	7	19	1314	18	29	1126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	100	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91
Frt	0.900		0.998			
Flt Protected	0.987					0.999
Satd. Flow (prot)	1688	0	3603	0	0	5182
Flt Permitted	0.987					0.999
Satd. Flow (perm)	1688	0	3603	0	0	5182
Link Speed (mph)	30		30			30
Link Distance (ft)	145		228			240
Travel Time (s)	3.3		5.2			5.5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	7	20	1369	19	30	1173
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	1388	0	0	1203
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	52.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	19	1314	18	29	1126
Future Vol, veh/h	7	19	1314	18	29	1126
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	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	20	1369	19	30	1173

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1908	694	0	0	1388	0
Stage 1	1379	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Critical Hdwy	6.25	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	81	390	-	-	500	-
Stage 1	199	-	-	-	-	-
Stage 2	528	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	67	390	-	-	500	-
Mov Cap-2 Maneuver	67	-	-	-	-	-
Stage 1	199	-	-	-	-	-
Stage 2	437	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.1	0	1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	170	500	-
HCM Lane V/C Ratio	-	-	0.159	0.06	-
HCM Control Delay (s)	-	-	30.1	12.7	0.7
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.2	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	31	0	15	393	0	0
Future Volume (vph)	31	0	15	393	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected	0.950			0.998		
Satd. Flow (prot)	1805	0	0	1896	0	0
Flt Permitted	0.950			0.998		
Satd. Flow (perm)	1805	0	0	1896	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	134			358	230	
Travel Time (s)	3.0			8.1	5.2	
Confl. Peds. (#/hr)		1	1			1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	34	0	16	432	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	0	448	0	0
Sign Control	Stop			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	0	15	393	0	0
Future Vol, veh/h	31	0	15	393	0	0
Conflicting Peds, #/hr	0	1	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	34	0	16	432	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	465	-	1	0
Stage 1	1	-	-	-
Stage 2	464	-	-	-
Critical Hdwy	6.4	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-
Follow-up Hdwy	3.5	-	2.2	-
Pot Cap-1 Maneuver	559	0	1635	-
Stage 1	-	0	-	-
Stage 2	637	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	551	-	1633	-
Mov Cap-2 Maneuver	551	-	-	-
Stage 1	-	-	-	-
Stage 2	636	-	-	-

Approach	EB	NB
HCM Control Delay, s	12	0.3
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	1633	-	551
HCM Lane V/C Ratio	0.01	-	0.062
HCM Control Delay (s)	7.2	0	12
HCM Lane LOS	A	A	B
HCM 95th %tile Q(veh)	0	-	0.2

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø4
Lane Configurations									
Traffic Volume (vph)	14	66	2	1425	992	4			
Future Volume (vph)	14	66	2	1425	992	4			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0	0	0			100			
Storage Lanes	1	0	0			0			
Taper Length (ft)	25		25						
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91			
Ped Bike Factor				1.00	1.00				
Frt	0.889				0.999				
Flt Protected	0.991								
Satd. Flow (prot)	1674	0	0	3610	5181	0			
Flt Permitted	0.991			0.954					
Satd. Flow (perm)	1674	0	0	3444	5181	0			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)	73								
Link Speed (mph)	30			30	30				
Link Distance (ft)	409			212	360				
Travel Time (s)	9.3			4.8	8.2				
Confl. Peds. (#/hr)			1			1			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90			
Adj. Flow (vph)	16	73	2	1583	1102	4			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	89	0	0	1585	1106	0			
Number of Detectors	4		1	0	1				
Detector Template			Left						
Leading Detector (ft)	320		20	0	25				
Trailing Detector (ft)	-6		0	0	0				
Detector 1 Position(ft)	-6		0	0	0				
Detector 1 Size(ft)	6		20	6	25				
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0	0.0	0.0				
Detector 1 Queue (s)	0.0		0.0	0.0	0.0				
Detector 1 Delay (s)	0.0		0.0	0.0	0.0				
Detector 2 Position(ft)	6								
Detector 2 Size(ft)	6								
Detector 2 Type	Cl+Ex								
Detector 2 Channel									
Detector 2 Extend (s)	0.0								
Detector 3 Position(ft)	18								
Detector 3 Size(ft)	6								
Detector 3 Type	Cl+Ex								
Detector 3 Channel									
Detector 3 Extend (s)	0.0								
Detector 4 Position(ft)	314								
Detector 4 Size(ft)	6								
Detector 4 Type	Cl+Ex								
Detector 4 Channel									

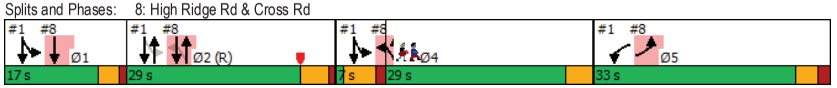
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø4
Detector 4 Extend (s)	0.0								
Turn Type	Prot		custom	NA	NA				
Protected Phases	5		3	2 3	1 2		1	2	4
Permitted Phases			2						
Detector Phase	5		3	2 3	1 2				
Switch Phase									
Minimum Initial (s)	7.0		1.0				3.0	15.0	1.0
Minimum Split (s)	11.9		7.0				7.0	20.0	29.0
Total Split (s)	33.0		7.0				17.0	29.0	29.0
Total Split (%)	28.7%		6.1%				15%	25%	25%
Maximum Green (s)	28.1		1.0				13.0	24.0	25.0
Yellow Time (s)	3.0		4.7				3.0	4.0	4.0
All-Red Time (s)	1.9		1.3				1.0	1.0	0.0
Lost Time Adjust (s)	0.0								
Total Lost Time (s)	4.9								
Lead/Lag			Lead				Lead	Lag	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes
Vehicle Extension (s)	1.0		3.0				1.5	3.0	3.0
Recall Mode	None		Max				Min	C-Min	None
Walk Time (s)									7.0
Flash Dont Walk (s)									18.0
Pedestrian Calls (#/hr)									10
Act Effct Green (s)	20.0			55.4	73.3				
Actuated g/C Ratio	0.17			0.48	0.64				
v/c Ratio	0.25			0.95	0.33				
Control Delay	13.6			23.5	12.7				
Queue Delay	0.0			0.0	0.0				
Total Delay	13.6			23.5	12.7				
LOS	B			C	B				
Approach Delay	13.6			23.5	12.7				
Approach LOS	B			C	B				
Queue Length 50th (ft)	10			65	107				
Queue Length 95th (ft)	51			#1014	283				
Internal Link Dist (ft)	329			132	280				
Turn Bay Length (ft)									
Base Capacity (vph)	464			1660	3288				
Starvation Cap Reductn	0			0	0				
Spillback Cap Reductn	1			0	43				
Storage Cap Reductn	0			0	0				
Reduced v/c Ratio	0.19			0.95	0.34				

Intersection Summary	
Area Type:	Other
Cycle Length: 115	
Actuated Cycle Length: 115	
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	

Intersection Signal Delay: 18.9	Intersection LOS: B
Intersection Capacity Utilization 54.9%	ICU Level of Service A
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: High Ridge Rd & Cross Rd

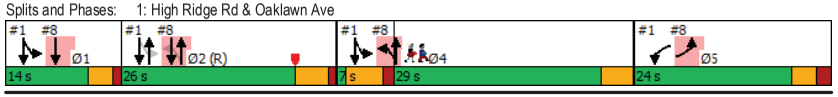


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Lane Configurations									
Traffic Volume (vph)	336	71	916	7	126	917			
Future Volume (vph)	336	71	916	7	126	917			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	0.97	0.95	0.95	0.95	1.00	0.95			
Frt	0.974		0.999						
Flt Protected	0.960				0.950				
Satd. Flow (prot)	3379	0	3536	0	1770	3539			
Flt Permitted	0.960				0.140				
Satd. Flow (perm)	3379	0	3536	0	261	3539			
Right Turn on Red		No		Yes					
Satd. Flow (RTOR)			1						
Link Speed (mph)	30		30			30			
Link Distance (ft)	290		240			212			
Travel Time (s)	6.6		5.5			4.8			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94			
Adj. Flow (vph)	357	76	974	7	134	976			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	433	0	981	0	134	976			
Number of Detectors	2		1		3	1			
Detector Template									
Leading Detector (ft)	10		25		30	0			
Trailing Detector (ft)	-10		0		0	-10			
Detector 1 Position(ft)	-10		0		0	-10			
Detector 1 Size(ft)	6		25		6	6			
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex			
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0		0.0	0.0			
Detector 1 Queue (s)	0.0		0.0		0.0	0.0			
Detector 1 Delay (s)	0.0		0.0		0.0	0.0			
Detector 2 Position(ft)	4				12				
Detector 2 Size(ft)	6				6				
Detector 2 Type	Cl+Ex				Cl+Ex				
Detector 2 Channel									
Detector 2 Extend (s)	0.0				0.0				
Detector 3 Position(ft)					24				
Detector 3 Size(ft)					6				
Detector 3 Type					Cl+Ex				
Detector 3 Channel									
Detector 3 Extend (s)					0.0				
Turn Type	Prot		NA		D.P+P	NA			
Protected Phases	5		2		1 3	1 2 3	1	3	4
Permitted Phases					2				
Detector Phase	5		2		1 3	1 2 3			
Switch Phase									
Minimum Initial (s)	7.0		15.0				3.0	1.0	1.0
Minimum Split (s)	11.9		20.0				7.0	7.0	29.0
Total Split (s)	24.0		26.0				14.0	7.0	29.0
Total Split (%)	24.0%		26.0%				14%	7%	29%

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Maximum Green (s)	19.1		21.0				10.0	1.0	25.0
Yellow Time (s)	3.0		4.0				3.0	4.7	4.0
All-Red Time (s)	1.9		1.0				1.0	1.3	0.0
Lost Time Adjust (s)	0.0		0.0						
Total Lost Time (s)	4.9		5.0						
Lead/Lag			Lag				Lead	Lead	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes
Vehicle Extension (s)	1.0		3.0				1.5	3.0	3.0
Recall Mode	None		C-Min				Min	Max	None
Walk Time (s)									7.0
Flash Dont Walk (s)									18.0
Pedestrian Calls (#/hr)									5
Act Effct Green (s)	17.3		41.4		60.0	68.0			
Actuated g/C Ratio	0.17		0.41		0.60	0.68			
v/c Ratio	0.74		0.67		0.32	0.41			
Control Delay	47.3		30.0		12.1	1.8			
Queue Delay	0.0		0.1		0.3	0.1			
Total Delay	47.3		30.1		12.4	1.8			
LOS	D		C		B	A			
Approach Delay	47.3		30.1			3.1			
Approach LOS	D		C			A			
Queue Length 50th (ft)	133		254		1	14			
Queue Length 95th (ft)	185		#560		77	49			
Internal Link Dist (ft)	210		160			132			
Turn Bay Length (ft)									
Base Capacity (vph)	661		1464		422	2408			
Starvation Cap Reductn	0		0		66	327			
Spillback Cap Reductn	0		57		0	0			
Storage Cap Reductn	0		0		0	0			
Reduced v/c Ratio	0.66		0.70		0.38	0.47			

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 21.2		Intersection LOS: C	
Intersection Capacity Utilization 55.9%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: High Ridge Rd & Oaklawn Ave



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	134	0	0	362	6	32	5	293	5	0	2
Future Volume (vph)	2	134	0	0	362	6	32	5	293	5	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.998			0.880			0.961	
Flt Protected		0.999						0.995			0.966	
Satd. Flow (prot)	0	1861	0	0	1859	0	0	1631	0	0	1729	0
Flt Permitted		0.999						0.995			0.966	
Satd. Flow (perm)	0	1861	0	0	1859	0	0	1631	0	0	1729	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		290			240			230			214	
Travel Time (s)		6.6			5.5			5.2			4.9	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	146	0	0	393	7	35	5	318	5	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	148	0	0	400	0	0	358	0	0	7	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	134	0	0	362	6	32	5	293	5	0	2
Future Vol, veh/h	2	134	0	0	362	6	32	5	293	5	0	2
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	146	0	0	393	7	35	5	318	5	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	401	0	-	-	-	0	548	551	146	710	548	398
Stage 1	-	-	-	-	-	-	150	150	-	398	398	-
Stage 2	-	-	-	-	-	-	398	401	-	312	150	-
Critical Hdwy	4.12	-	-	-	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1158	-	0	0	-	-	447	442	901	348	444	652
Stage 1	-	-	0	0	-	-	853	773	-	628	603	-
Stage 2	-	-	0	0	-	-	628	601	-	699	773	-
Platoon blocked, %		-				-	-					
Mov Cap-1 Maneuver	1157	-	-	-	-	-	445	441	901	222	443	651
Mov Cap-2 Maneuver	-	-	-	-	-	-	445	441	-	222	443	-
Stage 1	-	-	-	-	-	-	851	771	-	626	602	-
Stage 2	-	-	-	-	-	-	626	600	-	448	771	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	13	18.6
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	808	1157	-	-	-	273
HCM Lane V/C Ratio	0.444	0.002	-	-	-	0.028
HCM Control Delay (s)	13	8.1	0	-	-	18.6
HCM Lane LOS	B	A	A	-	-	C
HCM 95th %tile Q(veh)	2.3	0	-	-	-	0.1

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	918	255	61	1167
Future Volume (vph)	0	0	918	255	61	1167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	75	
Storage Lanes	0	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91
Frt			0.967			
Flt Protected						0.998
Satd. Flow (prot)	0	0	3422	0	0	5075
Flt Permitted						0.998
Satd. Flow (perm)	0	0	3422	0	0	5075
Link Speed (mph)	30		30			30
Link Distance (ft)	187		292			394
Travel Time (s)	4.3		6.6			9.0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	987	274	66	1255
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1261	0	0	1321
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	64.0%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	24	899	11	31	1222
Future Volume (vph)	7	24	899	11	31	1222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	100	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91
Frt	0.894		0.998			
Flt Protected	0.990					0.999
Satd. Flow (prot)	1649	0	3532	0	0	5080
Flt Permitted	0.990					0.999
Satd. Flow (perm)	1649	0	3532	0	0	5080
Link Speed (mph)	30		30			30
Link Distance (ft)	145		228			240
Travel Time (s)	3.3		5.2			5.5
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	7	26	956	12	33	1300
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	968	0	0	1333
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	24	899	11	31	1222
Future Vol, veh/h	7	24	899	11	31	1222
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	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	26	956	12	33	1300

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1548	484	0	0	968	0
Stage 1	962	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Critical Hdwy	6.29	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.67	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	130	529	-	-	707	-
Stage 1	323	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	108	529	-	-	707	-
Mov Cap-2 Maneuver	108	-	-	-	-	-
Stage 1	323	-	-	-	-	-
Stage 2	405	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.5	0	0.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	281	707	-
HCM Lane V/C Ratio	-	-	0.117	0.047	-
HCM Control Delay (s)	-	-	19.5	10.3	0.5
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	34	0	19	314	0	0
Future Volume (vph)	34	0	19	314	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected	0.950			0.997		
Satd. Flow (prot)	1770	0	0	1857	0	0
Flt Permitted	0.950			0.997		
Satd. Flow (perm)	1770	0	0	1857	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	134			358	230	
Travel Time (s)	3.0			8.1	5.2	
Confl. Peds. (#/hr)		1	2			2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	39	0	22	361	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	0	383	0	0
Sign Control	Stop			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	34.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	0	19	314	0	0
Future Vol, veh/h	34	0	19	314	0	0
Conflicting Peds, #/hr	0	1	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	0	22	361	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	407	-	2	0
Stage 1	2	-	-	-
Stage 2	405	-	-	-
Critical Hdwy	6.42	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	-	2.218	-
Pot Cap-1 Maneuver	600	0	1620	-
Stage 1	-	0	-	-
Stage 2	673	0	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	587	-	1617	-
Mov Cap-2 Maneuver	587	-	-	-
Stage 1	-	-	-	-
Stage 2	672	-	-	-

Approach	EB	NB
HCM Control Delay, s	11.6	0.4
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	1617	-	587
HCM Lane V/C Ratio	0.014	-	0.067
HCM Control Delay (s)	7.3	0	11.6
HCM Lane LOS	A	A	B
HCM 95th %tile Q(veh)	0	-	0.2

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø4
Lane Configurations									
Traffic Volume (vph)	13	30	2	985	1012	7			
Future Volume (vph)	13	30	2	985	1012	7			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0	0	0			100			
Storage Lanes	1	0	0			0			
Taper Length (ft)	25		25						
Lane Util. Factor	1.00	1.00	0.95	0.95	0.91	0.91			
Ped Bike Factor	0.99			1.00	1.00				
Frt	0.905				0.999				
Flt Protected	0.985								
Satd. Flow (prot)	1645	0	0	3539	5079	0			
Flt Permitted	0.985			0.954					
Satd. Flow (perm)	1645	0	0	3376	5079	0			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)	33				1				
Link Speed (mph)	30			30	30				
Link Distance (ft)	409			212	360				
Travel Time (s)	9.3			4.8	8.2				
Confl. Peds. (#/hr)		1	1			1			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91			
Adj. Flow (vph)	14	33	2	1082	1112	8			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	47	0	0	1084	1120	0			
Number of Detectors	4		1	0	1				
Detector Template			Left						
Leading Detector (ft)	320		20	0	25				
Trailing Detector (ft)	-6		0	0	0				
Detector 1 Position(ft)	-6		0	0	0				
Detector 1 Size(ft)	6		20	6	25				
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex				
Detector 1 Channel									
Detector 1 Extend (s)	0.0		0.0	0.0	0.0				
Detector 1 Queue (s)	0.0		0.0	0.0	0.0				
Detector 1 Delay (s)	0.0		0.0	0.0	0.0				
Detector 2 Position(ft)	6								
Detector 2 Size(ft)	6								
Detector 2 Type	Cl+Ex								
Detector 2 Channel									
Detector 2 Extend (s)	0.0								
Detector 3 Position(ft)	18								
Detector 3 Size(ft)	6								
Detector 3 Type	Cl+Ex								
Detector 3 Channel									
Detector 3 Extend (s)	0.0								
Detector 4 Position(ft)	314								
Detector 4 Size(ft)	6								
Detector 4 Type	Cl+Ex								
Detector 4 Channel									

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø4
Detector 4 Extend (s)	0.0								
Turn Type	Prot		custom	NA	NA				
Protected Phases	5		3	2 3	1 2		1	2	4
Permitted Phases			2						
Detector Phase	5		3	2 3	1 2				
Switch Phase									
Minimum Initial (s)	7.0		1.0				3.0	15.0	1.0
Minimum Split (s)	11.9		7.0				7.0	20.0	29.0
Total Split (s)	24.0		7.0				14.0	26.0	29.0
Total Split (%)	24.0%		7.0%				14%	26%	29%
Maximum Green (s)	19.1		1.0				10.0	21.0	25.0
Yellow Time (s)	3.0		4.7				3.0	4.0	4.0
All-Red Time (s)	1.9		1.3				1.0	1.0	0.0
Lost Time Adjust (s)	0.0								
Total Lost Time (s)	4.9								
Lead/Lag			Lead				Lead	Lag	Lag
Lead-Lag Optimize?			Yes				Yes	Yes	Yes
Vehicle Extension (s)	1.0		3.0				1.5	3.0	3.0
Recall Mode	None		Max				Min	C-Min	None
Walk Time (s)									7.0
Flash Dont Walk (s)									18.0
Pedestrian Calls (#/hr)									5
Act Effct Green (s)	17.3			43.4	61.0				
Actuated g/C Ratio	0.17			0.43	0.61				
v/c Ratio	0.15			0.74	0.36				
Control Delay	17.1			12.9	12.6				
Queue Delay	0.0			0.0	0.0				
Total Delay	17.1			12.9	12.6				
LOS	B			B	B				
Approach Delay	17.1			12.9	12.6				
Approach LOS	B			B	B				
Queue Length 50th (ft)	7			33	105				
Queue Length 95th (ft)	39			#537	259				
Internal Link Dist (ft)	329			132	280				
Turn Bay Length (ft)									
Base Capacity (vph)	348			1468	3100				
Starvation Cap Reductn	0			0	0				
Spillback Cap Reductn	0			0	0				
Storage Cap Reductn	0			0	0				
Reduced v/c Ratio	0.14			0.74	0.36				

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	

Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 42.7%	ICU Level of Service A
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: High Ridge Rd & Cross Rd