

STONEFIELD

TECHNICAL MEMORANDUM

FROM: Matthew J. Seckler, PE, PP PTOE

PROJECT: Proposed Pickleball Courts
84-90 East Main Street
Borough of Mendham, Morris County, New Jersey

SUBJECT: Response to Review Letter Boswell Dated June 12, 2026 (Comments 14 & 15)

DATED: June 16, 2026

Stonefield Engineering & Design (“SED”) has prepared this technical memorandum to address comments number 14 and 15 in the Review Letter prepared by Boswell. In the review letter Boswell identified volumes related to background growth within the traffic study network that was unaccounted for in some of the analyses and adjusting the driveway movements to better align with the Build Scenario.

Appended to this Memorandum is the updated volume figure showing the corrected background growth volumes and trip distribution of the site driveways, the updated Level of Service and Delay tables, and Synchro printout pages in support of updated analyses. It is noted that the updated analyses are generally consistent with the previous conclusions of the earlier issued Traffic Impact Study. The analyses of the Pickleball use conservatively does not account for internal trips of pickleball users utilizing other uses on the site (retail and/or residential) and does not degrade the Level of Service letter grade for any of the studied movements.

Z:\Rutherford\ROUT\2020\ROUT-200218 ROI Development - 84-90 East Main Street, Mendham, NJ\Calculations & Reports\Traffic\Reports\2026-06 TIS (Pickleball)\Update for hearing\2026-06 Response to Boswell Comments.docx

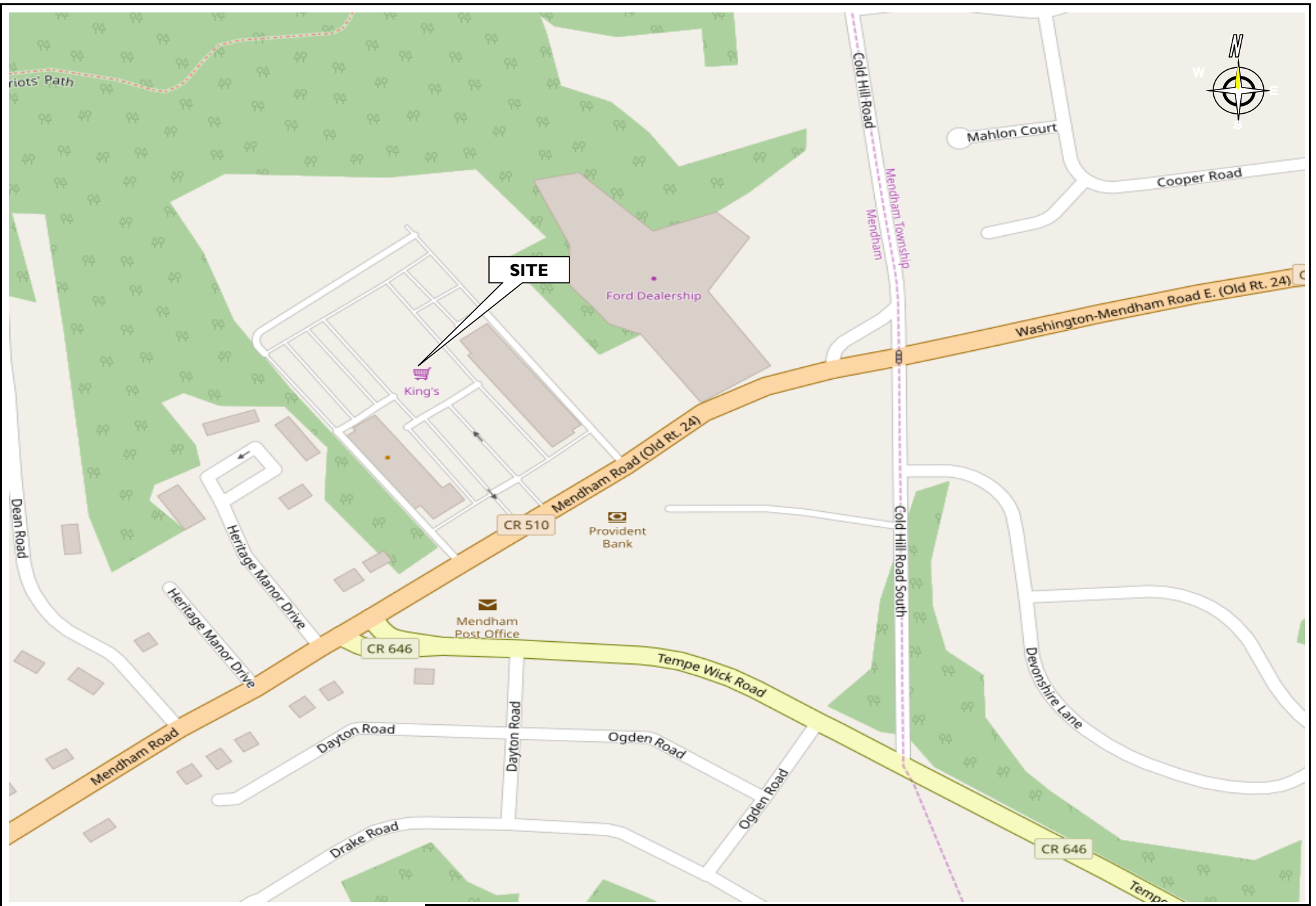
STONEFIELD

Table A1: Comparative Level of Service (Delay) Table

Borough of Mendham, Morris County, New Jersey

X (n) = Level of Service (seconds of delay)

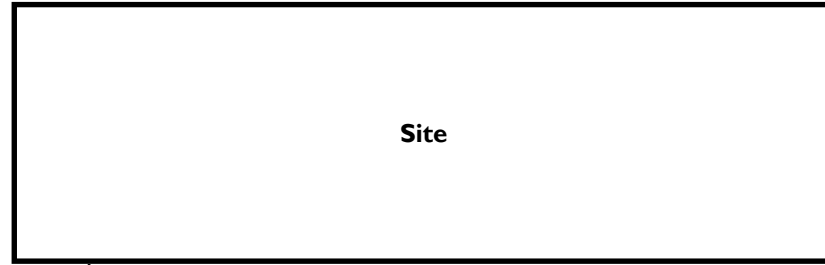
Intersection	Lane Group	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
		2026 Existing Condition	2028 No-Build Condition	2028 Build Condition	2026 Existing Condition	2028 No-Build Condition	2028 Build Condition	2026 Existing Condition	2028 No-Build Condition	2028 Build Condition
Intersection of East Main Street (E/W) & Westerly Site Driveway (S)	EB Left/Through	A (8.7)	A (8.8)	A (8.8)	B (10.3)	B (10.6)	B (10.7)	A (8.7)	A (8.8)	A (8.9)
	SB Left/Right	B (10.7)			B (11.7)			A (8.7)		
Intersection of East Main Street (E/W) & Central Site Driveway (S)	EB Left/Through	A (9.1)	A (9.3)	A (9.3)	A (9.9)	B (10.1)	B (10.2)	A (9.0)	A (9.1)	A (9.2)
	SB Left	D (31.3)	E (37.1)	E (38.0)	D (33.6)	E (39.2)	E (47.1)	E (36.6)	E (42.5)	E (48.3)
	SB Right	B (11.1)	B (11.4)	B (11.5)	B (12.9)	B (13.5)	B (13.6)	B (11.4)	B (11.8)	B (12.0)
Intersection of East Main Street (E/W) & Easterly Site Driveway (S)	EB Left/Through	A (9.3)	A (9.4)	A (9.4)	A (9.3)	A (9.5)	A (9.5)	A (9.0)	A (9.1)	A (9.1)
	SB Left/Right	B (13.9)	B (14.0)	B (14.3)	C (17.1)	C (17.9)	C (18.0)	B (13.4)	B (13.4)	B (13.8)



STONEFIELD

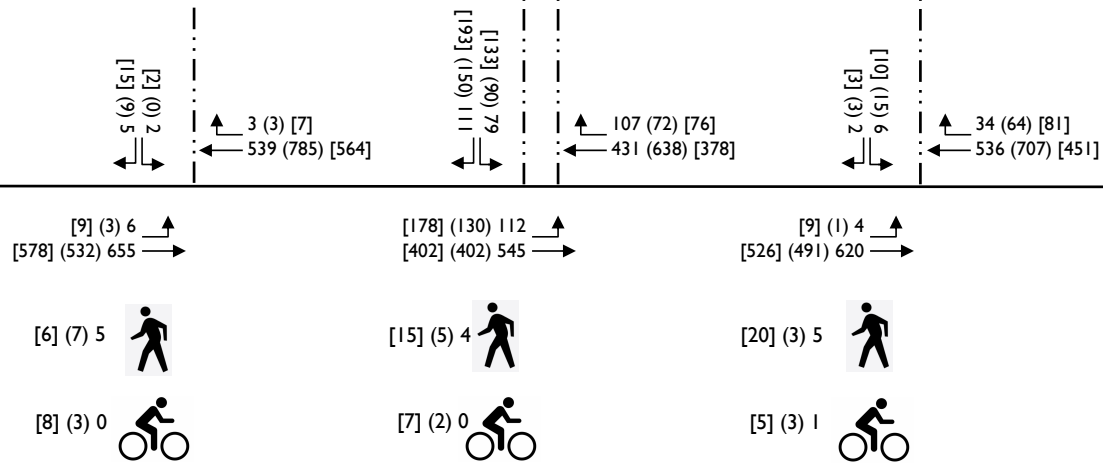
**Proposed Multi-Family Residential Development
Block 801, Lot 20
Borough of Mendham, Morris County, New Jersey
Traffic Impact Study**

**FIGURE I
Site Location Map**



Site

East Main Street



LEGEND

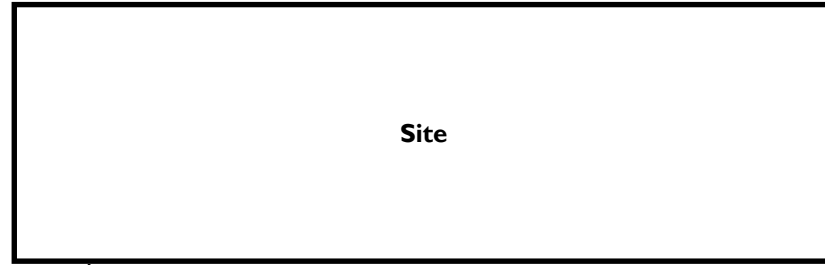
- Existing Roadway
- - - Proposed Driveway
- · · Existing Private Driveway
- ← AM (PM) [SAT] Peak Hour Volumes
- Signalized Intersection

not to scale

STONEFIELD

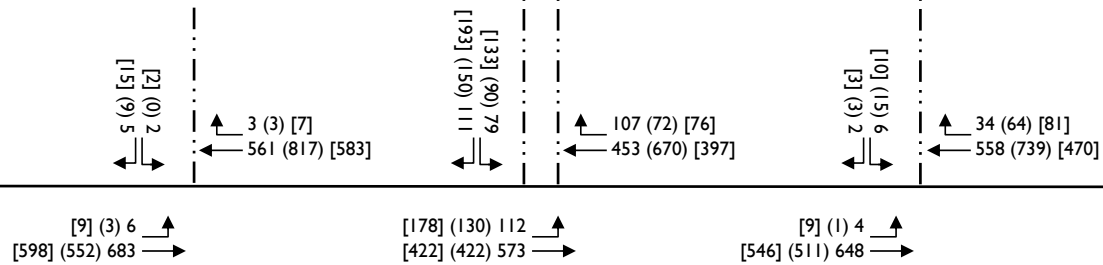
Proposed Multi-Family Residential Development
Block 801, Lot 20
Borough of Mendham, Morris County, New Jersey
Traffic Impact Study

FIGURE 2
2026 Existing Traffic
Volumes



Site

East Main Street



not to scale

LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) [SAT] Peak Hour Volumes
- Signalized Intersection

STONEFIELD

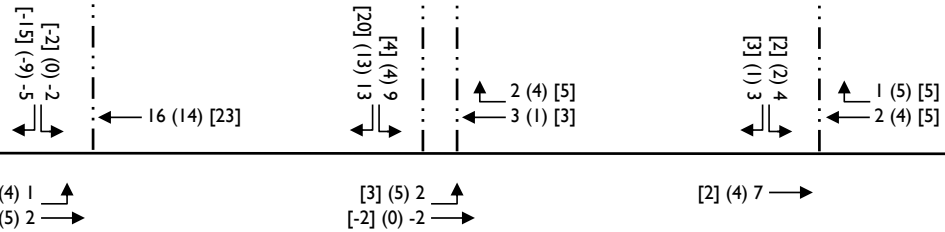
Proposed Multi-Family Residential Development
Block 801, Lot 20
Borough of Mendham, Morris County, New Jersey
Traffic Impact Study

FIGURE 3
2028 Base Traffic Volumes



Site

East Main Street



LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) [SAT] Peak Hour Volumes
- Signalized Intersection

not to scale

STONEFIELD

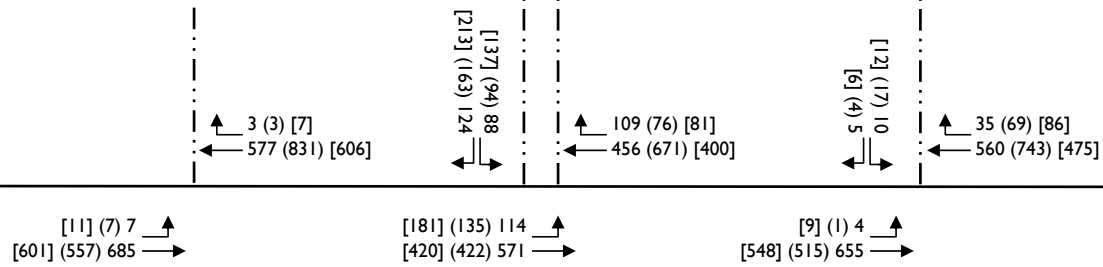
Proposed Multi-Family Residential Development
Block 801, Lot 20
Borough of Mendham, Morris County, New Jersey
Traffic Impact Study

FIGURE 4
V-Fee Mendham
Apartments Residential
Trip Generation



Site

East Main Street



not to scale

LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) [SAT] Peak Hour Volumes
- Signalized Intersection

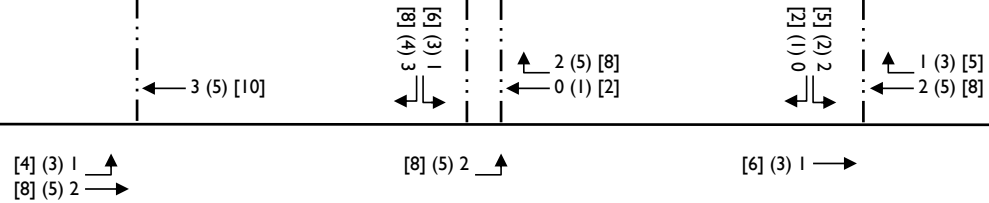
STONEFIELD

Proposed Multi-Family Residential Development
Block 801, Lot 20
Borough of Mendham, Morris County, New Jersey
Traffic Impact Study

FIGURE 5
2028 No-Build Traffic
Volumes



East Main Street



not to scale

LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) [SAT] Peak Hour Volumes
- Signalized Intersection

STONEFIELD

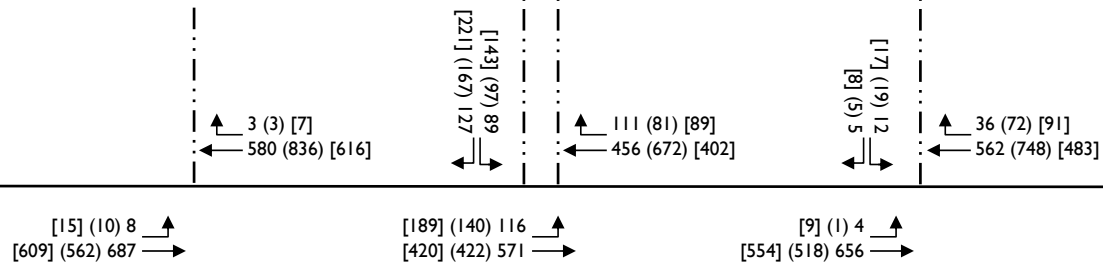
Proposed Multi-Family Residential Development
Block 801, Lot 20
Borough of Mendham, Morris County, New Jersey
Traffic Impact Study

FIGURE 6
Site-Generated Pickle-Ball
Traffic Volumes



Site

East Main Street



not to scale

LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) [SAT] Peak Hour Volumes
- Signalized Intersection

STONEFIELD

Proposed Multi-Family Residential Development
Block 801, Lot 20
Borough of Mendham, Morris County, New Jersey
Traffic Impact Study

FIGURE 7
2028 Build Traffic Volumes

HCM 7th TWSC
 1: East Main Street & Westerly Site Driveway

2026 Existing Condition
 Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	6	655	539	3	2	5
Future Vol, veh/h	6	655	539	3	2	5
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	6	4	0	0	0
Mvmt Flow	7	720	592	3	2	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	601	0	-	0	1332 599
Stage 1	-	-	-	-	599 -
Stage 2	-	-	-	-	733 -
Critical Hdwy	4.1	-	-	-	5.1 -
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	986	-	-	-	278 1418
Stage 1	-	-	-	-	553 -
Stage 2	-	-	-	-	479 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	982	-	-	-	272 1411
Mov Cap-2 Maneuver	-	-	-	-	272 -
Stage 1	-	-	-	-	544 -
Stage 2	-	-	-	-	477 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.08	0	10.67
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	16	-	-	-	643
HCM Lane V/C Ratio	0.007	-	-	-	0.012
HCM Control Delay (s/veh)	8.7	0	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	112	545	431	107	79	111
Future Vol, veh/h	112	545	431	107	79	111
Conflicting Peds, #/hr	4	0	0	4	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	7	5	0	6	2
Mvmt Flow	120	586	463	115	85	119

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	582	0	-	0	1352 525
Stage 1	-	-	-	-	525 -
Stage 2	-	-	-	-	827 -
Critical Hdwy	4.11	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.46 -
Critical Hdwy Stg 2	-	-	-	-	5.46 -
Follow-up Hdwy	2.209	-	-	-	3.554 3.318
Pot Cap-1 Maneuver	997	-	-	-	270 710
Stage 1	-	-	-	-	585 -
Stage 2	-	-	-	-	423 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	993	-	-	-	220 707
Mov Cap-2 Maneuver	-	-	-	-	220 -
Stage 1	-	-	-	-	478 -
Stage 2	-	-	-	-	421 -

Approach	EB	WB	SB
HCM Control Delay, s/v	1.56	0	19.51
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	307	-	-	-	220	707
HCM Lane V/C Ratio	0.121	-	-	-	0.386	0.169
HCM Control Delay (s/veh)	9.1	0	-	-	31.3	11.1
HCM Lane LOS	A	A	-	-	D	B
HCM 95th %tile Q(veh)	0.4	-	-	-	1.7	0.6

HCM 7th TWSC
 3: East Main Street & Easterly Site Driveway

2026 Existing Condition
 Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	4	620	536	34	6	2
Future Vol, veh/h	4	620	536	34	6	2
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	25	7	4	3	0	0
Mvmt Flow	4	674	583	37	7	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	625	0	-	0	1289
Stage 1	-	-	-	-	606
Stage 2	-	-	-	-	683
Critical Hdwy	4.35	-	-	-	5.1
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.425	-	-	-	3.5
Pot Cap-1 Maneuver	855	-	-	-	291
Stage 1	-	-	-	-	548
Stage 2	-	-	-	-	506
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	851	-	-	-	286
Mov Cap-2 Maneuver	-	-	-	-	368
Stage 1	-	-	-	-	541
Stage 2	-	-	-	-	503

Approach	EB	WB	SB
HCM Control Delay, s/v	0.06	0	13.88
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	12	-	-	-	414
HCM Lane V/C Ratio	0.005	-	-	-	0.021
HCM Control Delay (s/veh)	9.3	0	-	-	13.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th TWSC
 1: East Main Street & Westerly Site Driveway

2026 Existing Condition
 Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	3	532	785	3	0	9
Future Vol, veh/h	3	532	785	3	0	9
Conflicting Peds, #/hr	7	0	0	7	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	33	4	3	0	0	0
Mvmt Flow	3	554	818	3	0	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	828	0	-	0	1387 826
Stage 1	-	-	-	-	826 -
Stage 2	-	-	-	-	560 -
Critical Hdwy	4.43	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.497	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	684	-	-	-	263 554
Stage 1	-	-	-	-	433 -
Stage 2	-	-	-	-	576 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	680	-	-	-	257 550
Mov Cap-2 Maneuver	-	-	-	-	257 -
Stage 1	-	-	-	-	428 -
Stage 2	-	-	-	-	572 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.06	0	11.66
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	10	-	-	-	550
HCM Lane V/C Ratio	0.005	-	-	-	0.017
HCM Control Delay (s/veh)	10.3	0	-	-	11.7
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th TWSC
 2: East Main Street & Central Site Driveway

2026 Existing Condition
 Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↗		↘	↗
Traffic Vol, veh/h	130	402	638	72	90	150
Future Vol, veh/h	130	402	638	72	90	150
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	4	2	0	0	0
Mvmt Flow	135	419	665	75	94	156

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	745	0	-	0	1397 707
Stage 1	-	-	-	-	707 -
Stage 2	-	-	-	-	690 -
Critical Hdwy	4.1	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	872	-	-	-	260 612
Stage 1	-	-	-	-	492 -
Stage 2	-	-	-	-	502 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	868	-	-	-	217 610
Mov Cap-2 Maneuver	-	-	-	-	217 -
Stage 1	-	-	-	-	414 -
Stage 2	-	-	-	-	499 -

Approach	EB	WB	SB
HCM Control Delay, s/v	2.42	0	20.67
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	868	-	-	-	217	610
HCM Lane V/C Ratio	0.156	-	-	-	0.431	0.256
HCM Control Delay (s/veh)	9.9	-	-	-	33.6	12.9
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.6	-	-	-	2	1

HCM 7th TWSC
 3: East Main Street & Easterly Site Driveway

2026 Existing Condition
 Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	1	491	707	64	15	3
Future Vol, veh/h	1	491	707	64	15	3
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	3	2	2	7	0
Mvmt Flow	1	506	729	66	15	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	798	0	-	0	1273 765
Stage 1	-	-	-	-	765 -
Stage 2	-	-	-	-	508 -
Critical Hdwy	4.1	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	5.47 -
Follow-up Hdwy	2.2	-	-	-	3.563 3.3
Pot Cap-1 Maneuver	833	-	-	-	293 583
Stage 1	-	-	-	-	451 -
Stage 2	-	-	-	-	594 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	831	-	-	-	291 582
Mov Cap-2 Maneuver	-	-	-	-	291 -
Stage 1	-	-	-	-	449 -
Stage 2	-	-	-	-	592 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.02	0	17.06
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	4	-	-	-	317
HCM Lane V/C Ratio	0.001	-	-	-	0.059
HCM Control Delay (s/veh)	9.3	0	-	-	17.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 7th TWSC
1: East Main Street & Westerly Site Driveway

2026 Existing Condition
Saturday Midday Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	9	578	564	7	2	15
Future Vol, veh/h	9	578	564	7	2	15
Conflicting Peds, #/hr	6	0	0	6	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	9	596	581	7	2	15

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	595	0	-	0	1205 591
Stage 1	-	-	-	-	591 -
Stage 2	-	-	-	-	614 -
Critical Hdwy	4.1	-	-	-	5.1 -
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	991	-	-	-	317 1413
Stage 1	-	-	-	-	557 -
Stage 2	-	-	-	-	544 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	986	-	-	-	309 1405
Mov Cap-2 Maneuver	-	-	-	-	309 -
Stage 1	-	-	-	-	546 -
Stage 2	-	-	-	-	540 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.13	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	28	-	-	-	991
HCM Lane V/C Ratio	0.009	-	-	-	0.018
HCM Control Delay (s/veh)	8.7	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	6.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	178	402	378	76	133	193
Future Vol, veh/h	178	402	378	76	133	193
Conflicting Peds, #/hr	14	0	0	14	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	1	4	0	0	0	0
Mvmt Flow	180	406	382	77	134	195

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	473	0	-	0	1200
Stage 1	-	-	-	-	434
Stage 2	-	-	-	-	766
Critical Hdwy	4.11	-	-	-	5.1
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.209	-	-	-	3.5
Pot Cap-1 Maneuver	1095	-	-	-	318
Stage 1	-	-	-	-	657
Stage 2	-	-	-	-	463
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1080	-	-	-	243
Mov Cap-2 Maneuver	-	-	-	-	243
Stage 1	-	-	-	-	509
Stage 2	-	-	-	-	456

Approach	EB	WB	SB
HCM Control Delay, s/v	2.76	0	21.68
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	552	-	-	-	243	758
HCM Lane V/C Ratio	0.166	-	-	-	0.552	0.257
HCM Control Delay (s/veh)	9	0	-	-	36.6	11.4
HCM Lane LOS	A	A	-	-	E	B
HCM 95th %tile Q(veh)	0.6	-	-	-	3	1

HCM 7th TWSC
 3: East Main Street & Easterly Site Driveway

2026 Existing Condition
 Saturday Midday Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	9	526	451	81	10	3
Future Vol, veh/h	9	526	451	81	10	3
Conflicting Peds, #/hr	20	0	0	20	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	1	3	1	0	0
Mvmt Flow	10	572	490	88	11	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	598	0	-	0	1146
Stage 1	-	-	-	-	554
Stage 2	-	-	-	-	591
Critical Hdwy	4.21	-	-	-	5.1
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.299	-	-	-	3.5
Pot Cap-1 Maneuver	936	-	-	-	337
Stage 1	-	-	-	-	579
Stage 2	-	-	-	-	557
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	918	-	-	-	319
Mov Cap-2 Maneuver	-	-	-	-	398
Stage 1	-	-	-	-	559
Stage 2	-	-	-	-	546

Approach	EB	WB	SB
HCM Control Delay, s/v	0.15	0	13.45
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	30	-	-	-	440
HCM Lane V/C Ratio	0.011	-	-	-	0.032
HCM Control Delay (s/veh)	9	0	-	-	13.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th TWSC
 1: East Main Street & Westerly Site Driveway

2028 No-Build Condition
 Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	7	685	577	3	0	0
Future Vol, veh/h	7	685	577	3	0	0
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	6	4	0	0	0
Mvmt Flow	8	753	634	3	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	642	0	-	0	1409 641
Stage 1	-	-	-	-	641 -
Stage 2	-	-	-	-	768 -
Critical Hdwy	4.1	-	-	-	5.1 -
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	952	-	-	-	257 1442
Stage 1	-	-	-	-	529 -
Stage 2	-	-	-	-	461 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	947	-	-	-	251 1436
Mov Cap-2 Maneuver	-	-	-	-	251 -
Stage 1	-	-	-	-	519 -
Stage 2	-	-	-	-	459 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.09	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	18	-	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-	-
HCM Control Delay (s/veh)	8.8	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	114	571	456	109	88	124
Future Vol, veh/h	114	571	456	109	88	124
Conflicting Peds, #/hr	4	0	0	4	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	7	5	0	6	2
Mvmt Flow	123	614	490	117	95	133

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	612	0	-	0	1412 553
Stage 1	-	-	-	-	553 -
Stage 2	-	-	-	-	859 -
Critical Hdwy	4.11	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.46 -
Critical Hdwy Stg 2	-	-	-	-	5.46 -
Follow-up Hdwy	2.209	-	-	-	3.554 3.318
Pot Cap-1 Maneuver	972	-	-	-	254 694
Stage 1	-	-	-	-	568 -
Stage 2	-	-	-	-	408 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	969	-	-	-	204 691
Mov Cap-2 Maneuver	-	-	-	-	204 -
Stage 1	-	-	-	-	457 -
Stage 2	-	-	-	-	407 -

Approach	EB	WB	SB
HCM Control Delay, s/v	1.54	0	22.11
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	300	-	-	-	204	691
HCM Lane V/C Ratio	0.127	-	-	-	0.465	0.193
HCM Control Delay (s/veh)	9.3	0	-	-	37.1	11.4
HCM Lane LOS	A	A	-	-	E	B
HCM 95th %tile Q(veh)	0.4	-	-	-	2.2	0.7

HCM 7th TWSC
 3: East Main Street & Easterly Site Driveway

2028 No-Build Condition
 Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	4	655	560	35	10	5
Future Vol, veh/h	4	655	560	35	10	5
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	25	7	4	3	0	0
Mvmt Flow	4	712	609	38	11	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	652	0	-	0	1353 633
Stage 1	-	-	-	-	633 -
Stage 2	-	-	-	-	721 -
Critical Hdwy	4.35	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.425	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	834	-	-	-	272 652
Stage 1	-	-	-	-	533 -
Stage 2	-	-	-	-	485 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	831	-	-	-	267 649
Mov Cap-2 Maneuver	-	-	-	-	351 -
Stage 1	-	-	-	-	526 -
Stage 2	-	-	-	-	483 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.06	0	14.04
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	11	-	-	-	415
HCM Lane V/C Ratio	0.005	-	-	-	0.039
HCM Control Delay (s/veh)	9.4	0	-	-	14
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th TWSC
 1: East Main Street & Westerly Site Driveway

2028 No-Build Condition
 Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	7	557	831	3	0	0
Future Vol, veh/h	7	557	831	3	0	0
Conflicting Peds, #/hr	7	0	0	7	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	33	4	3	0	0	0
Mvmt Flow	7	580	866	3	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	876	0	-	0	1469 874
Stage 1	-	-	-	-	874 -
Stage 2	-	-	-	-	595 -
Critical Hdwy	4.43	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.497	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	655	-	-	-	241 532
Stage 1	-	-	-	-	411 -
Stage 2	-	-	-	-	555 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	650	-	-	-	234 528
Mov Cap-2 Maneuver	-	-	-	-	234 -
Stage 1	-	-	-	-	402 -
Stage 2	-	-	-	-	551 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.13	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	22	-	-	-	-
HCM Lane V/C Ratio	0.011	-	-	-	-
HCM Control Delay (s/veh)	10.6	0	-	-	0
HCM Lane LOS	B	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↗		↘	↗
Traffic Vol, veh/h	135	422	671	76	94	163
Future Vol, veh/h	135	422	671	76	94	163
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	4	2	0	0	0
Mvmt Flow	141	440	699	79	98	170

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	783	0	-	0	1464 744
Stage 1	-	-	-	-	744 -
Stage 2	-	-	-	-	721 -
Critical Hdwy	4.1	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	844	-	-	-	242 594
Stage 1	-	-	-	-	474 -
Stage 2	-	-	-	-	485 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	840	-	-	-	200 591
Mov Cap-2 Maneuver	-	-	-	-	200 -
Stage 1	-	-	-	-	392 -
Stage 2	-	-	-	-	483 -

Approach	EB	WB	SB
HCM Control Delay, s/v	2.46	0	22.91
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	840	-	-	-	200	591
HCM Lane V/C Ratio	0.167	-	-	-	0.49	0.287
HCM Control Delay (s/veh)	10.1	-	-	-	39.2	13.5
HCM Lane LOS	B	-	-	-	E	B
HCM 95th %tile Q(veh)	0.6	-	-	-	2.4	1.2

HCM 7th TWSC
 3: East Main Street & Easterly Site Driveway

2028 No-Build Condition
 Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	1	515	743	69	17	4
Future Vol, veh/h	1	515	743	69	17	4
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	3	2	2	7	0
Mvmt Flow	1	531	766	71	18	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	840	0	-	0	1338 805
Stage 1	-	-	-	-	805 -
Stage 2	-	-	-	-	533 -
Critical Hdwy	4.1	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	5.47 -
Follow-up Hdwy	2.2	-	-	-	3.563 3.3
Pot Cap-1 Maneuver	804	-	-	-	274 564
Stage 1	-	-	-	-	432 -
Stage 2	-	-	-	-	578 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	801	-	-	-	272 563
Mov Cap-2 Maneuver	-	-	-	-	272 -
Stage 1	-	-	-	-	430 -
Stage 2	-	-	-	-	577 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.02	0	17.86
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	3	-	-	-	302
HCM Lane V/C Ratio	0.001	-	-	-	0.072
HCM Control Delay (s/veh)	9.5	0	-	-	17.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 7th TWSC
 1: East Main Street & Westerly Site Driveway

2028 No-Build Condition
 Saturday Midday Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	11	601	606	7	0	0
Future Vol, veh/h	11	601	606	7	0	0
Conflicting Peds, #/hr	6	0	0	6	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	0	0	0
Mvmt Flow	11	620	625	7	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	638	0	-	0	1277 634
Stage 1	-	-	-	-	634 -
Stage 2	-	-	-	-	642 -
Critical Hdwy	4.1	-	-	-	5.1 -
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	956	-	-	-	294 1439
Stage 1	-	-	-	-	532 -
Stage 2	-	-	-	-	528 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	950	-	-	-	286 1430
Mov Cap-2 Maneuver	-	-	-	-	286 -
Stage 1	-	-	-	-	520 -
Stage 2	-	-	-	-	525 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.16	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	32	-	-	-	-
HCM Lane V/C Ratio	0.012	-	-	-	-
HCM Control Delay (s/veh)	8.8	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	181	420	400	81	137	213
Future Vol, veh/h	181	420	400	81	137	213
Conflicting Peds, #/hr	14	0	0	14	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	1	4	0	0	0	0
Mvmt Flow	183	424	404	82	138	215

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	500	0	-	0	1249 459
Stage 1	-	-	-	-	459 -
Stage 2	-	-	-	-	790 -
Critical Hdwy	4.11	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.209	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1069	-	-	-	303 753
Stage 1	-	-	-	-	641 -
Stage 2	-	-	-	-	451 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1055	-	-	-	228 743
Mov Cap-2 Maneuver	-	-	-	-	228 -
Stage 1	-	-	-	-	489 -
Stage 2	-	-	-	-	445 -

Approach	EB	WB	SB
HCM Control Delay, s/v	2.75	0	23.83
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	542	-	-	-	228	743
HCM Lane V/C Ratio	0.173	-	-	-	0.607	0.29
HCM Control Delay (s/veh)	9.1	0	-	-	42.5	11.8
HCM Lane LOS	A	A	-	-	E	B
HCM 95th %tile Q(veh)	0.6	-	-	-	3.5	1.2

HCM 7th TWSC
 3: East Main Street & Easterly Site Driveway

2028 No-Build Condition
 Saturday Midday Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	9	548	475	86	12	6
Future Vol, veh/h	9	548	475	86	12	6
Conflicting Peds, #/hr	20	0	0	20	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	1	3	1	0	0
Mvmt Flow	10	596	516	93	13	7

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	630	0	-	0	1198 583
Stage 1	-	-	-	-	583 -
Stage 2	-	-	-	-	615 -
Critical Hdwy	4.21	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.299	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	911	-	-	-	319 679
Stage 1	-	-	-	-	562 -
Stage 2	-	-	-	-	543 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	893	-	-	-	302 667
Mov Cap-2 Maneuver	-	-	-	-	383 -
Stage 1	-	-	-	-	542 -
Stage 2	-	-	-	-	533 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.15	0	13.44
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	29	-	-	-	446
HCM Lane V/C Ratio	0.011	-	-	-	0.044
HCM Control Delay (s/veh)	9.1	0	-	-	13.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th TWSC
 1: East Main Street & Westerly Site Driveway

2028 Build Condition
 Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	8	687	580	3	0	0
Future Vol, veh/h	8	687	580	3	0	0
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	6	4	0	0	0
Mvmt Flow	9	755	637	3	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	646	0	-	0	1417 644
Stage 1	-	-	-	-	644 -
Stage 2	-	-	-	-	773 -
Critical Hdwy	4.1	-	-	-	5.1 -
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	949	-	-	-	255 1444
Stage 1	-	-	-	-	527 -
Stage 2	-	-	-	-	459 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	945	-	-	-	248 1438
Mov Cap-2 Maneuver	-	-	-	-	248 -
Stage 1	-	-	-	-	516 -
Stage 2	-	-	-	-	457 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	21	-	-	-	-
HCM Lane V/C Ratio	0.009	-	-	-	-
HCM Control Delay (s/veh)	8.8	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	116	571	456	111	89	127
Future Vol, veh/h	116	571	456	111	89	127
Conflicting Peds, #/hr	4	0	0	4	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	7	5	0	6	2
Mvmt Flow	125	614	490	119	96	137

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	614	0	-	0	1417 554
Stage 1	-	-	-	-	554 -
Stage 2	-	-	-	-	863 -
Critical Hdwy	4.11	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.46 -
Critical Hdwy Stg 2	-	-	-	-	5.46 -
Follow-up Hdwy	2.209	-	-	-	3.554 3.318
Pot Cap-1 Maneuver	971	-	-	-	253 693
Stage 1	-	-	-	-	568 -
Stage 2	-	-	-	-	406 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	967	-	-	-	202 691
Mov Cap-2 Maneuver	-	-	-	-	202 -
Stage 1	-	-	-	-	455 -
Stage 2	-	-	-	-	405 -

Approach	EB	WB	SB
HCM Control Delay, s/v	1.57	0	22.42
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	304	-	-	-	202	691
HCM Lane V/C Ratio	0.129	-	-	-	0.475	0.198
HCM Control Delay (s/veh)	9.3	0	-	-	38	11.5
HCM Lane LOS	A	A	-	-	E	B
HCM 95th %tile Q(veh)	0.4	-	-	-	2.3	0.7

HCM 7th TWSC
 3: East Main Street & Easterly Site Driveway

2028 Build Condition
 Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	4	656	562	36	12	5
Future Vol, veh/h	4	656	562	36	12	5
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	25	7	4	3	0	0
Mvmt Flow	4	713	611	39	13	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	655	0	-	0	1357 635
Stage 1	-	-	-	-	635 -
Stage 2	-	-	-	-	722 -
Critical Hdwy	4.35	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.425	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	832	-	-	-	271 650
Stage 1	-	-	-	-	532 -
Stage 2	-	-	-	-	485 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	828	-	-	-	266 647
Mov Cap-2 Maneuver	-	-	-	-	350 -
Stage 1	-	-	-	-	524 -
Stage 2	-	-	-	-	482 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.06	0	14.31
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	11	-	-	-	405
HCM Lane V/C Ratio	0.005	-	-	-	0.046
HCM Control Delay (s/veh)	9.4	0	-	-	14.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 7th TWSC
 1: East Main Street & Westerly Site Driveway

2028 Build Condition
 Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	10	562	836	3	0	0
Future Vol, veh/h	10	562	836	3	0	0
Conflicting Peds, #/hr	7	0	0	7	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	33	4	3	0	0	0
Mvmt Flow	10	585	871	3	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	881	0	-	0	1486 879
Stage 1	-	-	-	-	879 -
Stage 2	-	-	-	-	606 -
Critical Hdwy	4.43	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.497	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	652	-	-	-	237 529
Stage 1	-	-	-	-	409 -
Stage 2	-	-	-	-	548 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	647	-	-	-	228 526
Mov Cap-2 Maneuver	-	-	-	-	228 -
Stage 1	-	-	-	-	397 -
Stage 2	-	-	-	-	545 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.19	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	31	-	-	-	-
HCM Lane V/C Ratio	0.016	-	-	-	-
HCM Control Delay (s/veh)	10.7	0	-	-	0
HCM Lane LOS	B	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	140	422	672	81	97	167
Future Vol, veh/h	140	422	672	81	97	167
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	146	440	700	84	101	174

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	789	0	-	0	1478 747
Stage 1	-	-	-	-	747 -
Stage 2	-	-	-	-	731 -
Critical Hdwy	4.1	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	839	-	-	-	239 592
Stage 1	-	-	-	-	472 -
Stage 2	-	-	-	-	480 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	835	-	-	-	182 589
Mov Cap-2 Maneuver	-	-	-	-	182 -
Stage 1	-	-	-	-	361 -
Stage 2	-	-	-	-	478 -

Approach	EB	WB	SB
HCM Control Delay, s/v	2.55	0	25.92
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	448	-	-	-	182	589
HCM Lane V/C Ratio	0.175	-	-	-	0.556	0.295
HCM Control Delay (s/veh)	10.2	0	-	-	47.1	13.6
HCM Lane LOS	B	A	-	-	E	B
HCM 95th %tile Q(veh)	0.6	-	-	-	2.9	1.2

HCM 7th TWSC
 3: East Main Street & Easterly Site Driveway

2028 Build Condition
 Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	518	748	72	19	5
Future Vol, veh/h	1	518	748	72	19	5
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	3	2	2	7	0
Mvmt Flow	1	534	771	74	20	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	848	0	-	0	1347 811
Stage 1	-	-	-	-	811 -
Stage 2	-	-	-	-	536 -
Critical Hdwy	4.1	-	-	-	5.1 4.5
Critical Hdwy Stg 1	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	5.47 -
Follow-up Hdwy	2.2	-	-	-	3.563 3.3
Pot Cap-1 Maneuver	798	-	-	-	271 561
Stage 1	-	-	-	-	428 -
Stage 2	-	-	-	-	577 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	796	-	-	-	269 559
Mov Cap-2 Maneuver	-	-	-	-	269 -
Stage 1	-	-	-	-	426 -
Stage 2	-	-	-	-	575 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.02	0	17.99
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	3	-	-	-	302
HCM Lane V/C Ratio	0.001	-	-	-	0.082
HCM Control Delay (s/veh)	9.5	0	-	-	18
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3