



APPLICATION FOR SPECIAL PERMIT

Complete, notarize, 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 filing 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): BUDR CANNABIS

APPLICANT ADDRESS: c/o Joseph Capalbo, 1100 Summer Street, Stamford, CT 06905

APPLICANT PHONE #: (203) 324-8882

IS APPLICANT AN OWNER OF PROPERTY IN THE CITY OF STAMFORD? No

LOCATION OF PROPERTY IN STAMFORD OWNED BY APPLICANT (S): N/A

ADDRESS OF SUBJECT PROPERTY: 389 West Main Street

PRESENT ZONING DISTRICT: C-L

TITLE OF SITE PLANS & ARCHITECTURAL PLANS: Plot Plan Prepared For BUDR Holding 5 LLC-D/B/A BUDR CANNABIS, 389 West Main Street Stamford, Connecticut
December 5, 2023

REQUESTED SPECIAL PERMIT: (Attach written statement describing request)
Application for a Special Permit to operate a Hybrid Marijuana Dispensary per the attached.

LOCATION: (Give boundaries of land affected, distance from nearest intersecting streets, lot depths and Town Clerk's Block Number)
Block 288, Corner of West Main Street and Liberty Street, Lot ±125' X 125';
legal description attached.

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

<u>NAME & ADDRESS</u>	<u>LOCATION</u>
<u>389 West Main St Realty LLC</u>	<u>389 West Main Street</u>
<u>389 West Main Street</u>	
<u>Stamford, CT 06902-4723</u>	

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).



DATED AT STAMFORD, CONNECTICUT, THIS 13th DAY OF December 20 23

SIGNED: _____

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 December 13 20 23
COUNTY OF FAIRFIELD

Personally appeared Joseph J. Capalbo, II _____, signer of the foregoing application, who made oath to the truth of the contents thereof, before me.

~~Notary Public~~ Commissioner of the Superior Court

FOR OFFICE USE ONLY

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

By: _____

AUTHORIZATION

December 13, 2023

Zoning Board
City of Stamford
888 Washington Boulevard
Stamford, CT 06901
ATTENTION: David Stein, Chairman

AUTHORIZATION

**RE: APPLICATION OF BUDR CANNABIS FOR A SPECIAL PERMIT
TO OPERATE A MARIJUANA DISPENSARY FACILITY AT
389 WEST MAIN STREET, STAMFORD, CONNECTICUT**

Dear Mr. Stein;

This shall confirm that the undersigned, 389 West Main St Realty LLC, is the current owner of the premises commonly known as 389 West Main Street, Stamford, Connecticut (the "Premises"). This shall also serve to confirm that authorization has been granted to BUDR Cannabis, and its duly authorized representative, Joseph J. Capalbo II, Attorney At Law, to file with and apply to the Zoning Board of the City of Stamford for a Special Permit to operate a Marijuana Dispensary Facility at the referenced Premises.

389 West Main St Realty LLC:

Donald Baez

BY:

Its

Duly Authorized

PROJECT DESCRIPTION



PROJECT DESCRIPTION

About Budr

Budr Cannabis envisions a healthy and equitable workforce, enabling all people to participate and reach their full potential. Further, we believe in the power of community and recognize the importance of social equity in the Connecticut cannabis marketplace.

Budr is currently 50% minority owned, and will endeavor to hire at least 50% of its employees who are of non-caucasian ethnicities.

Budr has also developed, and will deploy, the Social Equity for enhancing equity within the organization through a number of various outreach efforts, and training programs as well as provide employment and training opportunities for individuals in disproportionately impacted areas.

Building Security Plan

Facilities

All doors, gates, safes, vaults, cabinets, and other secured locations will be always locked.

Perimeter Security:

1. The premises will be monitored by security personnel
2. Only management level and other authorized staff will have keys or access codes/cards to open the perimeter fence
3. A security alarm/vendor, including a motion detection system within the perimeter, will notify management of an attempt to breach the perimeter in an unauthorized manner
4. Lighting will illuminate all areas of the perimeter during store hours
5. A back-up battery alarm system will be in place in case of a power outage to the system
6. A security company will be employed regularly to patrol the location during store hours and if there is any failure of alarm system



Premises Ingress and Egress

1. Only management and other authorized staff will have keys or access codes to open the building turn off security alarms, and open vault
2. There will only be one entrance door to the premises for visitors
3. There will be a mantrap to ensure no one under 21 enters the sales floor of the facility
4. Employees are expected to enter thru front left door or entrance door as necessary
5. The front door will be always staffed when visitors are expected
6. The whole interior and exterior of the building will be covered by security cameras in compliance with state regulations
7. Front left door will have swipe access such that only authorized personnel can gain access to the building
8. Door on roadside will act as an exit for visitors to the building, controlling traffic within the facility
9. When the side left door is used to bring in supplies, inventory, or remove waste, a company security officer will be present while the door is open
10. All doors will be alarmed, covered by security cameras, and well lit

Facility Access Procedures

Key Issuance Procedure

1. An authorized senior staff member will record the issuance of keys or access cards to a new employee into a security access log
2. The security access log will contain the name of the person being issued the item, the employee's company assigned identification number, the employee's position/title, the level of access being assigned, date, signature of employee, and the initial of the issuer
3. Extra keys/access cards will be in a locked safe, which only designated senior staff members will have access to
4. All employees issued an access card / code, will sign a Card User Agreement acknowledging they understand their related procedures and will not share their card or code with anyone else

Access Codes

1. For locations controlled by means of entering an access code into a keypad, each individual will have a separate access code which is used by a third-party security provider, both to track who



is accessing the controlled area, and to allow a single code to be terminated rather than rekeying the entire system after an employee's last day

2. The issuance of an access code will be recorded into the security access log, including a list or designation which indicated the locations the employee is able to access

Key Return and Termination Procedures

1. Upon learning of an employee's final employment date, an authorized senior staff member will notify all staff involved in maintaining the security system, including the computing security officer

Roles and Responsibilities

Chief Compliance Officer

The CEO will designate a Chief Compliance Officer / Store Manager, who will be responsible for implementing the plan by hiring a qualified Security Manager / Third Party vendor who will be responsible for a subset of tasks. The CCO / Store Manager will ensure that all security procedures are followed related to facility access, emergency response, transportation, training, hiring and supervising security officers, background checks, prohibiting the access of minors on the premises, and other procedures required for state compliance. The CCO / Store Manager is responsible for clearly for who will serve as the senior security officer in an emergency if both the CEO and CCO / Dispensary Manager are not present. The CCO / Store Manager will regularly report to the CEO the status and efficacy of the Security Plan. The CCO / Store Manager will review the plan annually and recommend changes or amendments to the CEO to improve security features or processes. The CCO / Dispensary Manager will be the primary contact for all security equipment vendors.

Security Manager

The Security Manager will be responsible for ensuring that the Security Plan is properly implemented.

Responsibilities:

- Act as a liaison to law enforcement if needed
- Schedule all security services



- Ensure all security equipment and systems are operated and maintained according to manuals, standard security practices, security plan, and the Department of Consumer Protection guidelines
- Administer the access control program
- Compile reports as needed
- Utilize all security systems to discover security breaches and identify compliance issues
- Ensure the protection of visitors and staff
- Manager all visitor access to the facility

Inventory

All inventory stored on the licensed premises will be secured in the vault. Budr will store all cannabis products in a regulation vault overnight mandated by the Department of Consumer Protection.

Offices, and bathrooms will be separate from all storage areas containing cash or cannabis materials. In the event of a disaster, a licensee or designated employee will be assigned to move cash and cannabis products to a new location for a short period of time to prevent loss, theft, or degradation of cannabis products from the disaster.

The Security Manager is responsible for protecting company products during delivery and once they are stored. The Security Manager will ensure good working order of mechanical systems associated with monitoring products, such as lights and cameras, and will track employee and Manager access to sensitive materials and stored company valuables. Steps for this will include:

- Ensure that no valuable or sensitive materials are visible to employees / customers
- Implement policies to ensure that workers cannot easily remove cash, cannabis material, or other valuables in their clothing or personal containers and will implement clear rules around pockets, containers, and bags to avert employee diversion and theft
- Monitor access of appropriate personnel and visitors to limited access areas
- Maintain a video monitor of cameras showing both the outside and inside of the facility
- Maintain logs of removal of sensitive and valuable products from their production or storage areas
- Ensure that all materials have been logged in properly to the Point-of-Sale system
- Ensure weekly inventory is conducted and any variances explained



Odor Remediation

Unlike Cannabis Cultivation facilities, Cannabis Retailers receive all products in pre-packaged and sealed containers, mylar bags, etc., which is a natural preventative to odor smell both on the interior and exterior of the facility. Furthermore, product cannot be opened on site when purchased as it is illegal. As an added precaution, we will purchase Air Purifiers and have them stationed in each designated Cannabis Storage or working area.

Property Management Program

<i>Opening Checklist</i>						
Task	M	T	W	Th	F	S
Disarm Alarm Code						
Turn Lights On						
Ensure all waste disposed						
Log into Security System and view all areas						
Clean POSCounters						
Ensure air purifiers turned on						
Walk Premises remove any overnight garbage						
Log into all POS and Ecommerce systems						
Unlock vault for daily access						

<i>Closing Checklist</i>						
Task	M	T	W	Th	F	S
Run Daily POS Reports						
Lock all safes and vaults						
Remove all garbage from facility and bring to dumpster						
Walk Parking Lot and Sidewalks and remove litter						
Clean POSCounters						
Ensure air purifiers turned off						
Log off all technology systems						
Ensure all access doors fully shot						
Turn off all lights						
Turn on alarm when leaving for the night						



Workplace Safety

Workplace safety plans will adhere to federal Occupational Safety and Health Administration (OSHA) regulations. Staff will receive ongoing training on safety protocols and practices.

Budr is committed to creating a secure environment that fully complies with Connecticut's cannabis regulations. Regular reviews and updates will be conducted to adapt to evolving security concerns and regulatory changes. The plan will serve as a framework to ensure the safety, compliance, and security of the operations.

STATEMENT OF FINDINGS

STATEMENT OF FINDINGS

- 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.**

The applicant, BUDR Cannabis is proposing to operate an adult-use Retailer in the existing building at 389 West Main Street. The facility is proposed to be the sole occupant in the existing building which totals approximately 2448 square feet in size. Any and all improvements will consist only of fit out within the existing structure and added security. The existing building footprint will not be changed. The drives and parking areas will remain as is and are more than adequate to service the proposed use. The premises is zoned C-L, Limited Business District, which permits the proposed use by Special permit. The proposed location fronts on West Main Street which is characterized by significant commercial development.

- 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 safety demands.**

The property is located in the C-L zone. As its zoning designation would indicate, the immediate area along West Main Street is characterized by a variety of commercial uses including a bank, restaurants, car wash, various service establishments (Triple S Carpet, Franklin Glass and others), a self-storage facility, gas stations, fast food establishments as well as others. The premises is a corner lot with frontage on Liberty Street as well. Direct across the street is a restaurant. The properties immediately adjacent on Liberty Street are also zone C-L. The majority of Liberty Street, west of the subject premises, which runs through to Stillwater Avenue is zoned R-5 and is characterized by multi-family housing and legally non-conforming commercial establishments. The nature of the proposed use, being so highly regulated and secure, and in light of the surrounding neighborhood, poses no risk to the health, safety, welfare and peaceful enjoyment of the area.

- 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.**

The existing site provides for twenty (20) parking spaces consisting of 18 standard spaces and two handicap spaces. All twenty spaces will service the proposed establishment. The proposed uses maintains the highest required number of parking spaces for a use at four (4) spaces per thousand square feet. The proposed use will occupy approximately 2500 square

feet, the entire building, which translates into the fact that there is more than enough parking to satisfy the parking demands for this project.

The site is located at the signalized intersection of West Main Street and Liberty Street. West Main Street is a state highway also referred to as Route 1. Access to and from the site is on West Main Street. A traffic assessment for the proposed use has been provided by Bubaris Traffic Associates which concludes that no adverse traffic consequences will result from the proposed establishment. A formal detailed traffic study shall be provided and submitted to the staff, land use boards and traffic department.

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

West Main Street is zoned and characterized almost exclusively by commercial uses. The proposed use, which will occupy an existing building location, is consistent and in character with its surroundings. In fact, the proposed use will be safer, quieter, and less conspicuous than many of the surrounding uses. Any future development within this vicinity will only be redevelopment as it can be argued that the immediate area is already developed to its capacity.

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

The proposed location is located in Master Plan Category 6, Commercial Neighborhood Business. The Master Plan states that this category is, "intended to provide for and promote pedestrian-scaled "Main Street" environments; encourage a variety of retail...distinct from most intensive downtown development." The district encourages density far below those permitted in the downtown and considers, among other factors for approval, shared parking, mixed use development and Main Street amenities, all of which are prevalent at the proposed location. The proposed use is modest in size and scope and extremely secure resulting in no impact to the surrounding neighborhood and it is consistent with the intention of its Master Plan and Zoning Designations.

ADDITIONAL REQUIREMENTS IN ACCORDANCE WITH SECTION 5 OF THE STAMFORD ZONING REGULATIONS.

- 1. 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.**

BUDR Cannabis is a Connecticut entity currently fifty (50%) percent minority owned. BUDR has applied for, received and is in possession of a provisional adult-use retailer license from the State of Connecticut. Upon receipt and approval of a Special Permit from the City of Stamford, BUDR Cannabis will operate its facility at the proposed location in compliance with the Rules and Regulations of the State of Connecticut Department of Consumer Protection Concerning the Palliative Use of Marijuana in accordance with the Connecticut General Statutes as amended from time to time.

2. No Medical Marijuana Dispensaries shall be located within a 3000 foot radius of any other Dispensary.

The nearest site of a Dispensary/Retailer in relation to the proposed location is well in excess of the 3000 foot radius as required in the Stamford Zoning regulations. The nearest facility is located at 111 High Ridge Road, a significant distance from this proposed location.

3. Signage for the Dispensary must be in compliance with the seven (7) standards enumerated in the Stamford Zoning Regulations.

Any and all signage proposed for the retailer shall be in full compliance with the Zoning Regulations of the City of Stamford. All signage details shall be included in a signage plan for review.

4. Parking shall be provided according to Section 12 of the Stamford Zoning Regulations, as follows: A Dispensary shall meet the parking standards for a retail store.

The existing building for the proposed location is, according to the City's assessor's records, 2448 square feet. The proposed use requires the most intensive parking requirements at four (4) spaces per thousand. If you round the size of the exiting building up to 3000 square feet, 12 parking spaces would be required. The existing site has twenty (20) parking spaces, 18 conventional and standard sized spaces and two handicap spaces. The existing parking configuration is more than adequate to satisfy the existing parking requirements.

LEGAL DESCRIPTION

LEGAL DESCRIPTION

ALL THAT CERTAIN piece or parcel of land, together with the buildings and improvements thereon, situated in the City of Stamford, County of Fairfield and State of Connecticut, shown and delineated on a certain map entitled, "Map Prepared for County Federal Savings and Loan Association, Stamford, Connecticut", certified "substantially correct" by John R. O'Brien, L.S. No. 7228, Sept. 29, 1977, on file in the Office of the Stamford Town Clerk as Map No. 10059. Said premises are bounded:

- NORTHERLY: 123.00 feet by land now or formerly of Dante Latte et al;
- EASTERLY: 125.03 feet by land now or formerly of The State National Bank of Connecticut;
- SOUTHERLY: 123.02 feet by West Main Street, so-called; and
- WESTERLY: 122.71 feet by Liberty Street, so-called.

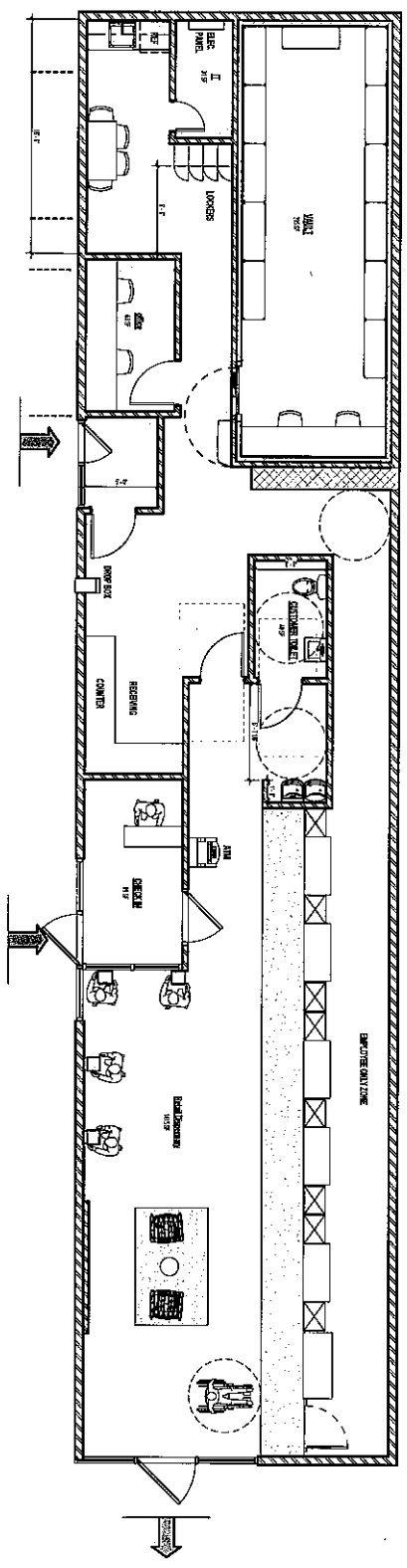
ZONING DATA CHART

ZONING DATA CHART

	MIN. LOT SIZE			BLDG. HEIGHT			BLDG. AREA			MIN. YARD DIMENSIONS (ft)				
	AREA (sf)	FRONTAGE (ft)	FAR	STORIES	FEET	CORNER LOT %	STREET LINE	STREET CENTER	ONE SIDE	BOTH SIDES	REAR			
C-L REQUIRED	4000	40	1	4	45	50	10	35	0*	0*	20			
EXISTING	15236	122.71' - Liberty St. 123.02' - West Main St.	0.162	1	12	15.90%	15' - Liberty St. 12.1' - West Main St.	35' - Liberty St. 37.1' - West Main St.	4.3'	13.1'	N/A			

* None required but if provided must be a minimum of 4 feet.
 All Dimensions are existing.
 No changes are being proposed to the footprint of the building.

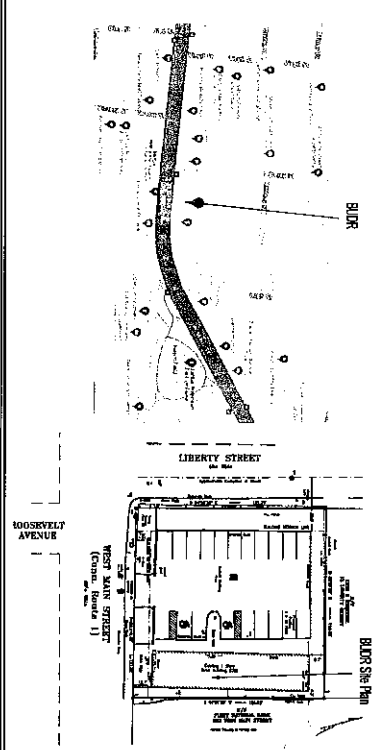
FLOOR PLAN



1 FLOOR PLAN

Egress Route Distances
 Egress Route 1
 Egress Route 2

LOCATION MAP



hambrecht oleson
 design, inc.
 127 e ridgewood ave, ste. 200
 Ridgewood, ny 11368
 phone: 718 991 8200
 www.hambredo.com

BUD-R DISPENSARY
 38 W 41 ST
 NEW YORK, NY 10018

PREMISES DIAGRAM

Project No.	131203
Client	BUD-R
Design	SCF
Drawn	SCF
Checked	SCF
Scale	
Date	

PD-100

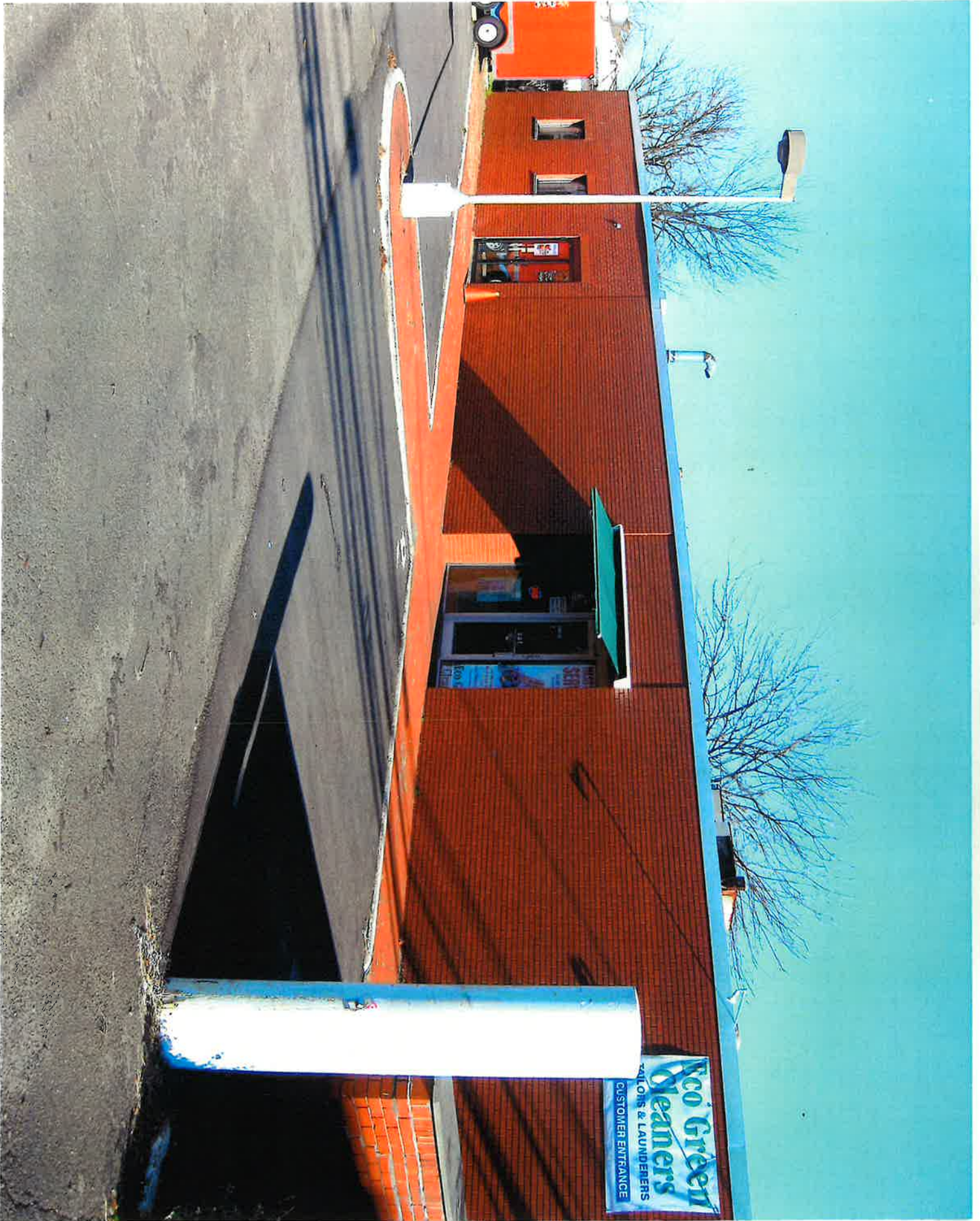
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SITE PHOTOGRAPHS









Eco Green
Cleaners & Launderers
CUSTOMER ENTRANCE



TRAFFIC STUDY

December 12, 2023

Joseph J. Capalbo, III
Attorney at Law
1100 Summer Street
Stamford, CT 06905

**Re: Site Traffic Assessment
Proposed Cannabis Dispensary
389 West Main Street (Route 1)
Stamford, Connecticut**

Dear Mr. Capalbo:

The site is located at the northeast quadrant of the signalized intersection of West Main Street (Route 1) at Liberty Street and Roosevelt Avenue, with one two-way site drive serving the site intersecting the north side of West Main Street directly east of Liberty Street.

Please refer to Exhibit 1 of the Appendix which locates this site with respect to the surrounding roadway network.

Traffic Conditions

West Main Street is a state highway (Route 1) running east-west in the vicinity of the site, with one eastbound and one westbound lane, and opposing eastbound and westbound left-turn lanes. Both the Liberty Street southbound and Roosevelt Avenue northbound approaches to this intersection are each one lane wide.

Please refer to Exhibit 2 of the Appendix which shows a detail of the adjacent signalized intersection.

A review of Connecticut Department of Transportation (CTDOT) data indicates the following:

- West Main Street carries about 13,000 vehicles per day, with about 6,500 vehicles per day traveling each way.
- West Main Street weekday am peak hour falls between 7 and 8 am carrying about 900 vehicles per hour, with 350 vehicles per hour westbound and 550 vehicles per hour eastbound.
- West Main Street weekday pm peak hour falls between 5 and 6 pm carrying about 1100 vehicles per hour, with 600 vehicles per hour westbound and 500 vehicles per hour eastbound.

- West Main Street is posted at 25 miles per hour with average speeds measured at 21 miles per hour, 85th percentile speeds measured at 26 miles per hour, and the measured 10-mile per hour pace (i.e., the 10-mph range which carries the most traffic) computed at 18 to 27 miles per hour.

Site Plan

Please refer to Exhibit 3 in the Appendix which shows a copy of the proposed site plan.

The footprint of the existing building will essentially remain the same and is located along the east side of the parcel. The site drive located at the southern end of the site will remain in its current location and directly interfaces with West Main Street. The 20 parking spaces to be provided will be located between the building and the west side of the parcel, with the west end of the parcel abutting Liberty Street with no site drive on Liberty Street itself. Nine of the parking spaces, including two handicapped spaces, will be located along the front, west side of the building, and the remaining eleven parking spaces will be located along the west end of the parcel. The aisle serving these spaces will run between these two rows of parking and align directly with the site drive which provides access to/egress from the north side of West Main Street.

Floor Space Layout

Please refer to Exhibit 4 in the Appendix which shows a copy of the proposed floor space layout.

The development plan includes refurbishing the interior space located within the existing building to accommodate the proposed dispensary functions. The interior space will include a retail dispensary area, a check-in area, an employee only zone, rest rooms, a vault, an office, a break room, and employee lockers. In all, the dispensary function will consist of about 2448 square feet of gross floor area, wherein it is the gross floor area of the specific use that is traditionally utilized in calculating the estimated trip generation estimates below.

Trip Generation

In estimating the likely trip generation associated with the proposed cannabis dispensary use, we utilized the trip generation calculations that are made available to the traffic engineering profession by the Institute of Transportation Engineers (ITE) in its data source entitled Trip Generation Manual.

This document provides trip generation equations derived from sources from throughout the country for various land uses based on the size of an independent variable. For most land uses, as with the subject dispensary, that independent variable is the size of the space devoted to the use, typically the gross floor area of the space allotted to the use.

Table A
Proposed Cannabis Dispensary
389 West Main Street (Route 1)
Stamford, Connecticut

Building Size (SF):

Retail Space:	1458
Vault:	295
Other Ancillary Space:	695

Total:	2448

Hours of Operation:

Monday thru Saturday:	9:00 am to 8:00 pm
Sunday:	9:00 am to 4:00 pm

Trip Generation (2-way):

Weekday Average Daily Trips:	620
Weekday AM Peak Hour of Adjacent Street:	26
Weekday AM Peak Hour of Generator:	52
Weekday PM Peak Hour of Adjacent Street:	54
Weekday PM Peak Hour of Generator:	74
Saturday Average Daily Trips:	636
Saturday Peak Hour of Generator:	90

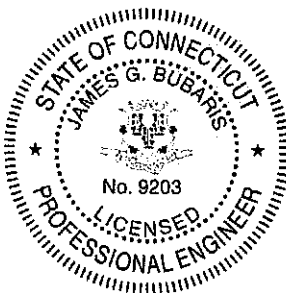
Parking Spaces:

Standard passenger vehicles:	18
Handicap parking spaces:	2

Total:	20

Please refer to Table A on the previous page which summarizes the trip generation estimates for various time periods based on the trip generation calculations summarized in Exhibit 5 of the Appendix for ITE Land Use Code No. 882.

A review of Table A indicates that the expected trip generation for the proposed cannabis dispensary use would vary between 26 to 90 vehicles per hour over the course of a typical day. As a "worse case", 90 vehicle per hour would convert to a maximum of 1.5 vehicles per minute which can certainly be accommodated by the proposed site drive at its interface with West Main Street with no adverse consequence.



Very truly yours,
Bubaris Traffic Associates

A handwritten signature in black ink that reads "James G. Bubaris".

James G. Bubaris, P.E.
President
Conn. Reg. No. 9203

Cc: Carl Tirella, Jr.
BUDR Hartford Holding, LLC
1251 South Main Street
Middletown, CT 06457

**Site Traffic Assessment
Proposed Cannabis Dispensary
389 West Main Street (Route 1)
Stamford, Connecticut**

APPENDIX

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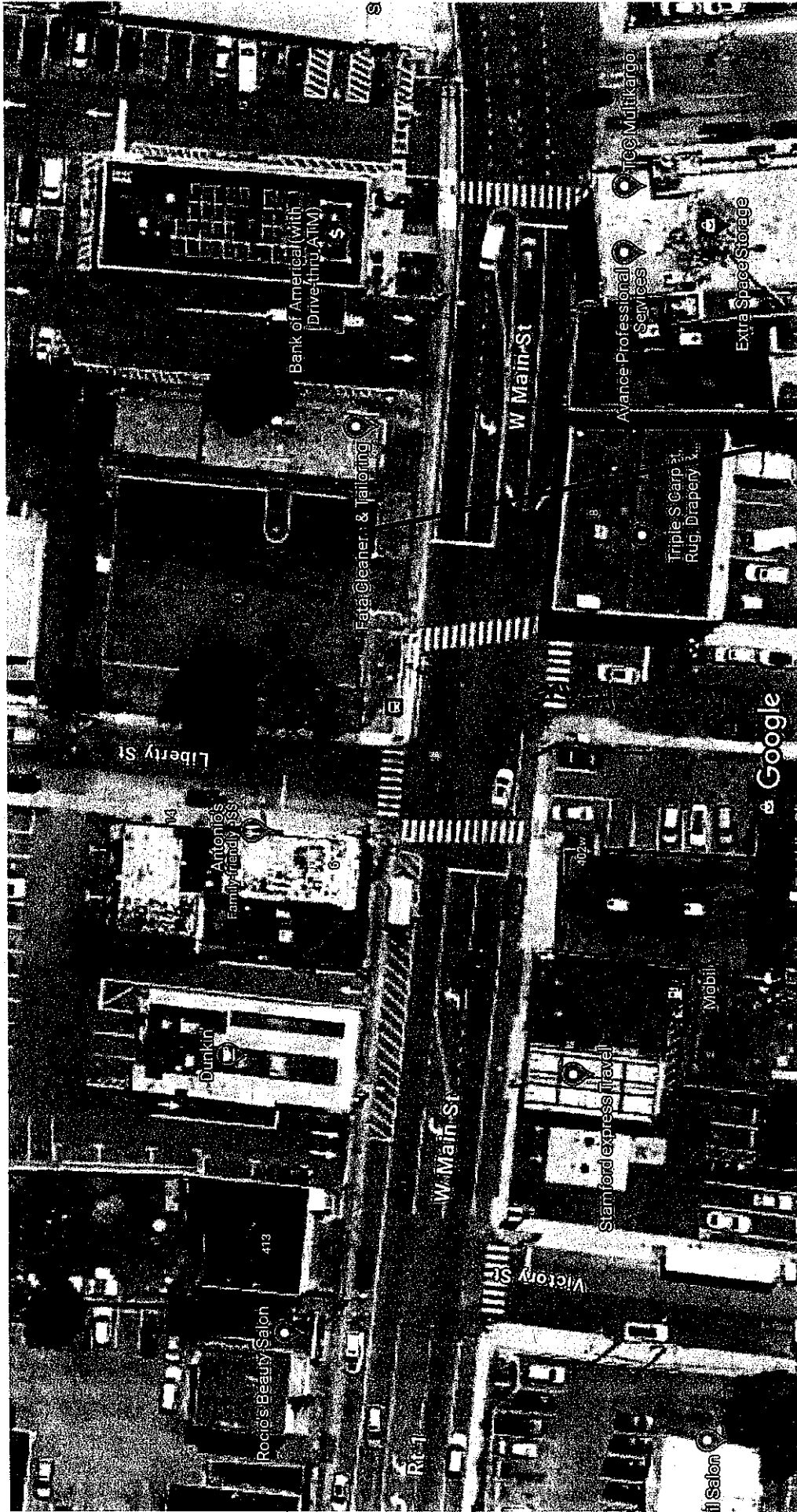
Exhibit 1
Location Map
Proposed Cannabis Dispensary
389 West Main Street (Route 1)
Stamford, Connecticut



Site

Exhibit 2
Adjacent Signalized Intersection to Site
West Main Street (Route 1) at Liberty Street and Roosevelt Avenue
Stamford, Connecticut

Google Maps 389 W Main St



Imagery ©2023 Airbus, CNES / Airbus, Maxar Technologies, New York GIS, Map data ©2023 50 ft

site

**Exhibit 3
Site Plan
Proposed Cannabis Dispensary
389 West Main Street (Route 1)
Stamford, Connecticut**

Block No. 288

LEGEND

Stone Wall	---X---
Brick Wall	---X---
Fence	---X---
Catch Basin (in Curb)	---X---
Catch Basin (flush)	---X---
Gas Box	---X---
Gas Meter	---X---
Electric Meter	---X---
Water Box	---X---
Monitoring Well	---X---
Manhole	---X---
Yard Drain	---X---
Light Pole	---X---
Sign	---X---
Down Out	---X---
Metal Cover	---X---



**PLOT PLAN
PREPARED FOR**

**BUDR HOLDING 5 LLC D/B/A BUDR CANNABIS
389 WEST MAIN STREET
STAMFORD, CONNECTICUT**



General NOTES:

- 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 parcel tax maps and from other sources. The information may not be considered as accurate. Additional utility features may exist on the site, the existence of which are unknown to Edward J. Frattoni, Inc. The size, location and existence of all such features must be field determined and verified by the appropriate authorities prior to construction.
- 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.
- Properties Depicted are Subject to Title Verification. References is Hereby made to all Notes and Recorded Documents as they may pertain to the Parcels Depicted on this map. Property is Subject to Easements, Covenants and Restrictions of public record refer to Vol. 12945 P 153 S.L.R.

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 Association 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 and Noncompliance with Existing Requirements.

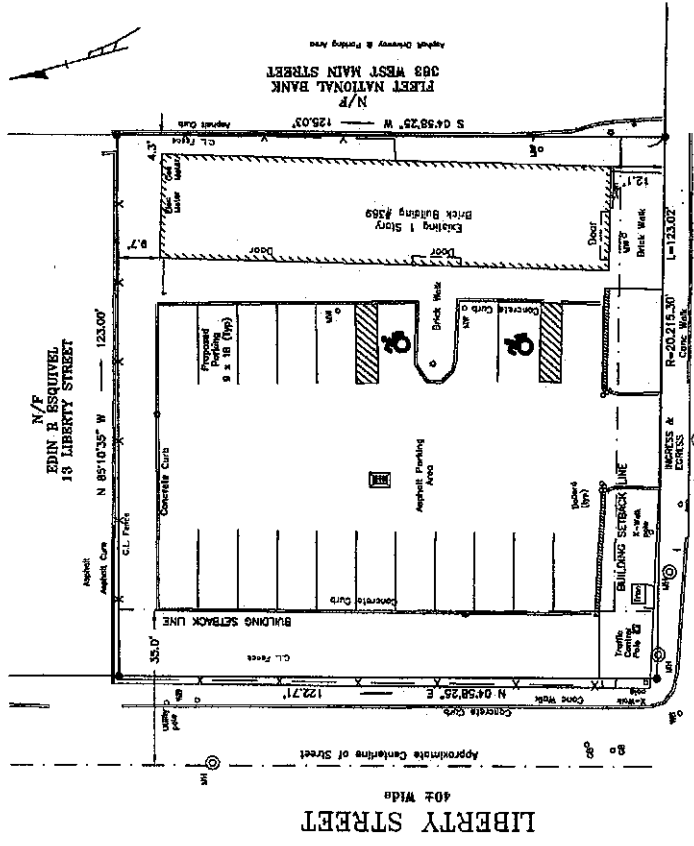
To my knowledge and belief this plan is substantially correct as noted hereon.

BY:

FOR: **EDWARD J. FRATTONI, INC.**
Land Surveyors - Engineers - Land Planners
STAMFORD, CONNECTICUT DECEMBER 5, 2023

C-L ZONE

- C-L ZONE BUILDING SETBACK REQUIREMENTS**
- Front Street Line Setback..... 10' (R47)
 - Center Line of Street Setback..... 35' (R47)
 - Side Yard - None required but if provided must be at least 4 feet (R47 & 7.4)
 - Max. Building Coverage..... 50% Of Lot Area
- A Building erected on a Corner Lot shall be required to comply with the Front Yard setback standard on all Streets and all other Yards shall comply with the Side Yard setback standard.
- Zoning Information is Subject to the Reader And Approved By The Appropriate Governing Authority
- Property Lines Not Shown By Contiguous Agreement
Set Types Not Determined By Contractor
REDESIGN AND APPROVAL BY THE APPROPRIATE GOVERNING AUTHORITIES



**WEST MAIN STREET
(Conn. Route 1)
50' + Wide**

ROOSEVELT AVENUE

Refer To:
Map No. 10,059 S.L.R.
LOT AREA 15,236 SQ FT (MAP)
EXISTING BUILDING COVERS 15.9% OF LOT AREA
Scale: 1" = 20'

Exhibit 4
Floor Space Layout
Proposed Cannabis Dispensary
389 West Main Street (Route 1)
Stamford, Connecticut

hambrecht oleson
 design, inc.
 177 Ridgemoor Ave., Ste. 200
 Ridgefield, CT 06877
 Phone: 860.439.9400
 Fax: 860.439.9401
 www.hambreo.com

PROFESSIONAL SEAL REQUIRED
 REGISTERED PROFESSIONAL ARCHITECT
 STATE OF CONNECTICUT
 PROJECT NO. 2003-04142-01
 SHEET NO. 10

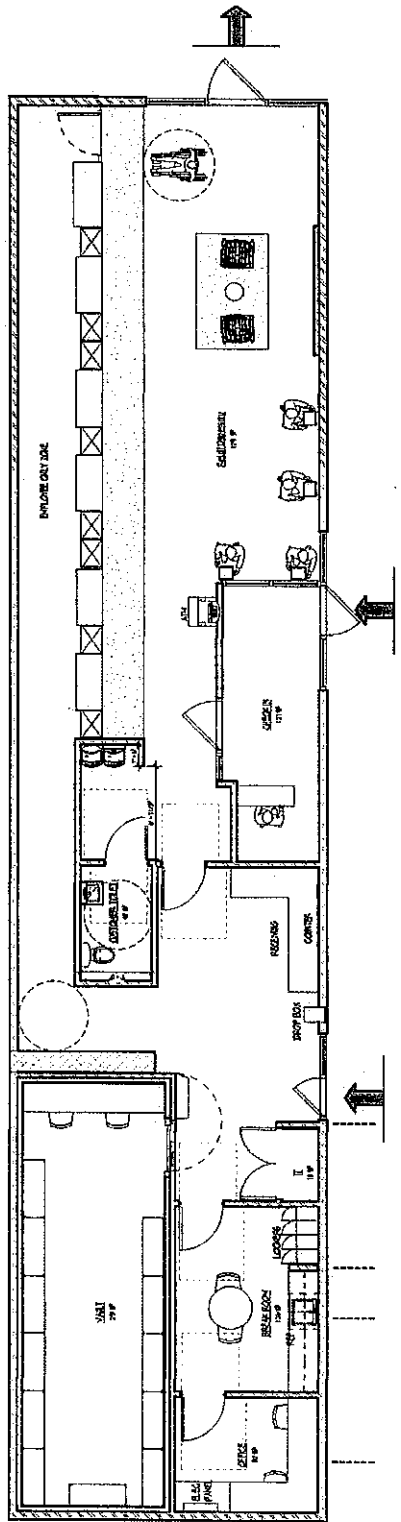
NO.	DESCRIPTION	DATE

BUD'S DISPENSARY
 100 MAIN STREET
 BRIDGEPORT, CT
PREMISES DIAGRAM

Project Number: 2003-04142-01
 Drawing Title: PREMISES DIAGRAM
 Scale: AS SHOWN
 Date: 04/15/03

FD-100

AS SHOWN



Egress Route Distances
 Egress Route D: _____
 Egress Length: _____

LOCATION MAP

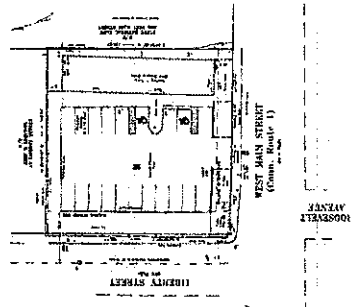


FIGURE PLAN
 04/15/03

Exhibit 5
Trip Generation Calculations
Proposed Cannabis Dispensary
389 West Main Street (Route 1)
Stamford, Connecticut

Detailed Land Use Data
For 2.45 1000 Sq. Ft. GFA of MARIJDISP 1
(882) Marijuana Dispensary

Open Date: 12/8/2023
 Analysis Date: 12/8/2023

Project: 389 West Main, Stamford, CT

Day / Period	Total Trips	Pass-By Trips	Avg Rate	Min Rate	Max Rate	Std Dev	Avg Size	% Enter	% Exit	Use Eq.	Equation	R2
Weekday Average Daily Trips	619	0	252.7	79.74	791.22	336.11	2	50	50	False		
Source : Trip Generation Manual 10th Edition												
Weekday AM Peak Hour of Generator	51	0	20.88	6.33	63.51	26.07	2	52	48	False		
Source : Trip Generation Manual 10th Edition												
Weekday AM Peak Hour of Adjacent Street Traffic	26	0	10.44	1.17	31.08	14	2	56	44	False		
Source : Trip Generation Manual 10th Edition												
Weekday PM Peak Hour of Generator	73	0	29.93	5.88	128.38	41.69	2	50	50	False		
Source : Trip Generation Manual 10th Edition												
Weekday PM Peak Hour of Adjacent Street Traffic	53	0	21.83	2.94	98.65	27.36	2	50	50	False		
Source : Trip Generation Manual 10th Edition												
Saturday Average Daily Trips	635	0	259.31	75.34	852.03	364.24	2	50	50	False		
Source : Trip Generation Manual 10th Edition												
Saturday Peak Hour of Generator	89	0	36.43	10.85	118.92	50.44	2			False		
Source : Trip Generation Manual 10th Edition												

Trip Generation Summary

Alternative: Alternative 1

Phase:

Open Date: 12/8/2023

Project: 389 West Main, Stamford, CT

Analysis Date: 12/8/2023

ITE	Land Use	Weekday Average Daily Trips			Saturday Average Daily Trips				
		*	Enter	Exit	Total	*	Enter	Exit	Total
882	MARIJDISP 1 2.45 1000 Sq. Ft. GFA		310	309	619		318	317	635
Unadjusted Volume			310	309	619		318	317	635
Internal Capture Trips			0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0
Volume Added to Adjacent Streets			310	309	619		318	317	635

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Saturday Average Daily Trips Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Trip Generation Summary

Alternative: Alternative 1

Phase:

Project: 389 West Main, Stamford, CT

Open Date: 12/8/2023

Analysis Date: 12/8/2023

ITE	Land Use	Weekday AM Peak Hour of Adjacent Street Traffic			Weekday PM Peak Hour of Adjacent Street Traffic			Weekday AM Peak Hour of Generator			Weekday PM Peak Hour of Generator		
		* Enter	Exit	Total	* Enter	Exit	Total	* Enter	Exit	Total	* Enter	Exit	Total
882	MARIJDISP 1 2.45 1000 Sq. Ft. GFA	15	11	26	27	26	53	27	24	51	37	36	73
	Unadjusted Volume	15	11	26	27	26	53	27	24	51	37	36	73
	Internal Capture Trips	0	0	0	0	0	0	0	0	0	0	0	0
	Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
	Volume Added to Adjacent Streets	15	11	26	27	26	53	27	24	51	37	36	73

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Generator Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Generator Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Trip Generation Summary

Alternative: Alternative 1

Phase:

Open Date: 12/8/2023

Project: 389 West Main, Stamford, CT

Analysis Date: 12/8/2023

ITE	Land Use	Saturday Peak Hour of Generator			Sunday Peak Hour of Generator		
		* Enter	Exit	Total	* Enter	Exit	Total
882	MARIJDISP 1 2.45 1000 Sq. Ft. GFA			89			0
Unadjusted Volume		0	0	0	0	0	0
Internal Capture Trips		0	0	0	0	0	0
Pass-By Trips		0	0	0	0	0	0
Volume Added to Adjacent Streets		0	0	0	0	0	0

Total Saturday Peak Hour of Generator Internal Capture = 0 Percent

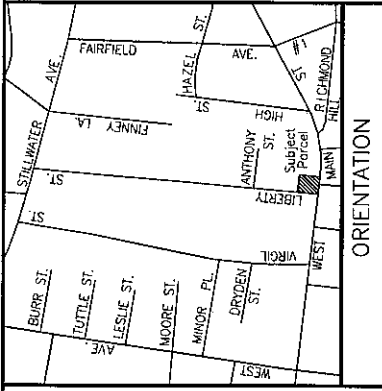
Total Sunday Peak Hour of Generator Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Block No. 288

LEGEND

Stone Wall	---X---	Manhole	⊗
Brick Wall	---X---	Yard Drain	⊕
Fence	---X---	Light Pole	⊙
Catch Basin (in Curb)	---X---	Sign	⊙
Catch Basin (Flush)	---X---	Clean Out	⊙
Gas Box	---X---	Electric Meter	⊙
Gas Meter	---X---	Water Box	⊙
Electric Meter	---X---	Monitoring Well	⊙
Water Box	---X---		
Monitoring Well	---X---		



**PLOT PLAN
PREPARED FOR
BUDR HOLDING 5 LLC D/B/A BUDR CANNABIS
389 WEST MAIN STREET
STAMFORD, CONNECTICUT**



General NOTES:

- 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 parcel testimony and from other sources. These locations must be considered as approximate and not guaranteed. The contractor shall verify the existence of all features which are unknown to Edward J. Frattaroli, Inc. The size, location and depth of all underground features must be field determined and verified by the appropriate authorities prior to construction.
- 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.
- Properties Depicted are Subject to Title Verification. Reference is Hereby made to all Notes and Recorded Documents as they may pertain to the Parcels Depicted on this map. Property is Subject to Easements, Covenants and Restrictions of public record refer to Vol 12945 P 193 S.L.R.

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

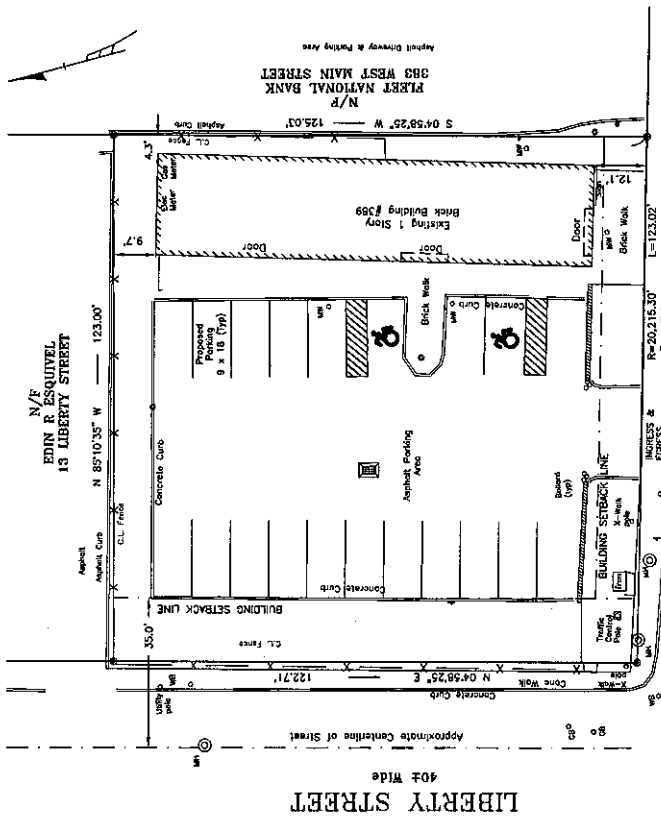
BY: *Edward J. Frattaroli*

EDWARD J. FRATTAROLI, INC.
 Licensed Professional Land Surveyors
 STAMFORD, CONNECTICUT DECEMBER 5, 2023

This Document and Copies Thereof are valid only if they bear the signature of the registered professional engineer. Unauthorized alterations render any declaration herein null and void.

C-L ZONE
C-L ZONE BUILDING SETBACK REQUIREMENTS
 Front Street Line Setback..... 10' (F17)
 Rear Street Line Setback..... 25' (R17)
 Center Line of Street Setback..... 35' (C17)
 Side Yard - Non-Residential Building Setback..... 4 feet (F17 & 7.4)
 Side Yard - Residential Building Setback..... 5 feet (F17 & 7.4)
 All setbacks shall be measured to the front yard setback standard on all streets and all other yards shall comply with the setbacks indicated.

Refer to the Plan and Approval by the Appropriate Governing Authority
 Property Lines Not Shaded by Connecticut Agreement
 See Types and Dimensions by Connecticut Agreement
 THIS PLAN IS SUBJECT TO THE REVIEW AND APPROVAL OF THE APPROPRIATE GOVERNING AUTHORITIES.



**WEST MAIN STREET
(Conn. Route 1)
50' + Wide**

**ROOSEVELT
AVENUE**

Refer To:
 Map No. 10,059 S.L.R.
 LOT AREA 15,236 SQ FT (MAP)
 EXISTING BUILDING COVERS 15.9% OF LOT AREA
 Scale: 1" = 20'

January 24, 2024

Carl Tirella, Jr.
BUDR Hartford Holding, LLC
1251 South Main Street
Middletown, CT 06457

**Re: Site Traffic Assessment
Proposed Cannabis Dispensary
389 West Main Street (Route 1)
Stamford, Connecticut**

The site is located at the northeast quadrant of the signalized intersection of West Main Street (Route 1) at Liberty Street and Roosevelt Avenue, with one two-way site drive serving the site intersecting the north side of West Main Street directly east of Liberty Street.

Please refer to Exhibit 1 of the Appendix which locates this site with respect to the surrounding roadway network.

Please refer to Table A on the next page which summarizes the development parameters for the proposed dispensary.

Traffic Conditions

West Main Street is a state highway (Route 1) running east-west in the vicinity of the site, with one eastbound and one westbound lane, and opposing eastbound and westbound left-turn lanes. Both the Liberty Street southbound and Roosevelt Avenue northbound approaches to this intersection are each one lane wide.

Please refer to Exhibit 2 of the Appendix which shows a detail of the adjacent signalized intersection.

A review of Connecticut Department of Transportation (CTDOT) data indicates the following:

- West Main Street carries about 13,000 vehicles per day, with about 6,500 vehicles per day traveling each way.
- West Main Street weekday am peak hour falls between 7 and 8 am carrying about 900 vehicles per hour, with 350 vehicles per hour westbound and 550 vehicles per hour eastbound.

Table A
Development Parameters
Proposed Cannabis Dispensary
389 West Main Street (Route 1)
Stamford, Connecticut

Building Size (SF):

Retail Space:	1458
Vault:	295
Other Ancillary Space:	695

Total:	2448

Hours of Operation:

Monday thru Saturday:	9:00 am to 8:00 pm
Sunday:	9:00 am to 4:00 pm

Trip Generation (2-way):

Weekday AM Peak Hour of Adjacent Street:	22
Weekday PM Peak Hour of Adjacent Street:	46
Saturday Peak Hour of Generator:	70

Parking Spaces:

Standard passenger vehicles:	18
Handicap parking spaces:	2

Total:	20

Bubaris Traffic Associates
January 2024

- West Main Street weekday pm peak hour falls between 5 and 6 pm carrying about 1100 vehicles per hour, with 600 vehicles per hour westbound and 500 vehicles per hour eastbound.
- West Main Street is posted at 25 miles per hour with average speeds measured at 21 miles per hour, 85th percentile speeds measured at 26 miles per hour, and the measured 10-mile per hour pace (i.e., the 10-mph range which carries the most traffic) computed at 18 to 27 miles per hour.

Building Layout

Please refer to Exhibit 3 in the Appendix which shows a copy of the proposed building layout.

The development plan includes refurbishing the existing building located on the site to repurpose the interior space to accommodate the dispensary functions. The interior space will include a reception area, a sales area, a vault area to secure the product, a cash-out function, and auxiliary storage space. In all, the building will consist of about 2448 square feet of gross floor area, wherein it is the gross floor area of the specific use that is typically utilized in calculating the estimated trip generation.

Site Plan

Please refer to Exhibit 4 in the Appendix which shows a copy of the proposed site plan.

The footprint of the existing building will essentially remain the same and is located along the east side of the parcel. The site drive located at the southern end of the site will remain in its current location and directly interfaces with West Main Street. The 20 parking spaces to be provided will be located between the building and the west side of the parcel, with the west end of the parcel abutting Liberty Street with no site drive on Liberty Street itself. Nine of the parking spaces, including two handicapped spaces, will be located along the front, west side of the building, and the remaining eleven parking spaces will be located along the west end of the parcel. The aisle serving these spaces will run between these two rows of parking and align directly with the site drive which provides access to/egress from the north side of West Main Street.

Trip Generation

In estimating the likely trip generation associated with the proposed cannabis dispensary use, we utilized the trip generation calculations that are made available to the traffic engineering profession by the Institute of Transportation Engineers (ITE) in its data source entitled Trip Generation Manual.

This document provides trip generation equations derived from sources from throughout the country for various land uses based on the size of an independent variable. For most land uses, as with the subject dispensary, that independent variable is typically the gross floor area of the space allotted to the use.

For this latest iteration of our evaluation of the subject proposal, we have opted to use the trip generation data from the latest edition of the Trip Generation Manual, version 11, versus the data that was used from the prior edition, version 10, previously presented in our preliminary Site Assessment dated December 11, 2023. The latest edition, which has a larger database for this relatively new use includes trip generation factors that are somewhat lower than the previous edition which had limited data for this use.

Please refer to Table B on the next page which summarizes the trip generation estimates for various time periods based on the latest trip generation factors for ITE Land Use Code No. 882, cannabis dispensaries, as follows:

- Weekday AM Peak: 8.99 trips per 1,000 square feet building area
- Weekday PM Peak: 18.92 trips per 1,000 square feet building area
- Saturday Midday Peak: 28.85 trips per 1,000 square feet building area

A review of Table B indicates that the expected trip generation for the proposed cannabis dispensary use would be about 22 trips per hour during the weekday am commuter peak, about 46 trips per hour during the weekday pm commuter peak, and about 70 trips per hour during the Saturday midday retail peak, all of which are considered relatively low trip generation values, distributed 50/50 east and west of the site.

Existing Traffic Volumes

For the purpose of determining the existing traffic volumes traveling through the study area, manual turning movement counts were conducted during mid-January 2024 during representative peak periods at the adjacent signalized intersection as follows:

<u>Peak Period</u>	<u>Time Interval</u>
• Weekday AM Peak	8 am to 10 am
• Weekday PM Peak	4 pm to 6 pm
• Saturday Peak	11 am to 1 pm

Table B
Trip Generation and Distribution
Proposed Cannabis Dispensary
389 West Main Street (Route 1)
Stamford, Connecticut

<u>Analysis Time Period</u>	<u>Trip Generation</u>			<u>Trip Distribution</u>	
	<u>Inbound</u>	<u>Outbound</u>	<u>Total</u>	<u>To/From West via Route 1 (50%)</u>	<u>To/From East via Route 1 (50%)</u>
Weekday AM Peak Hour of Adjacent Street:	11	11	22	11	11
Weekday PM Peak Hour of Adjacent Street:	23	23	46	23	23
Saturday Midday Peak Hour of Generator:	35	35	70	35	35

Bubaris Traffic Associates
January 2024

Please refer to Exhibit 5 of the Appendix which graphically summarizes the existing 2024 peak hour traffic volumes for the weekday am, weekday pm, and Saturday midday peaks for the adjacent signalized intersection of West Main Street at Liberty Street and Roosevelt Avenue.

Background and Combined Traffic Volumes

Please refer to Exhibits 6 and 7 of the Appendix which graphically depict the background 2026 (no-build) and combined 2026 (build) peak hour traffic volumes, respectively, for the adjacent signalized intersection of West Main Street at Liberty Street and Roosevelt Avenue during the weekday am, weekday pm, and Saturday midday peaks.

The background (no-build) peak hour traffic volumes were derived by projecting the existing traffic volumes from Exhibit 5 two years forward assuming a 2 percent per year growth in the pass-by traffic volumes, which is a typical growth rate.

The combined traffic volumes were derived by adding the estimated trip generation volumes from Table B to the background (no-build) traffic volumes from Exhibit 6 to develop the combined (build) traffic volumes shown in Exhibit 7.

Traffic Operations Analyses

Please refer to Exhibit 8 of the Appendix which includes a copy of the traffic control signal plan for the adjacent intersection of West Main Street at Liberty Street and Roosevelt Avenue.

A review of Exhibits 2 and 8 of the Appendix show that the two West Main Street eastbound and westbound approaches, are each two lanes wide with one dedicated left-turn lane and one combination through/right lane. The Roosevelt Avenue northbound and Liberty Street southbound approaches, which are offset from one another, are each one lane wide to accommodate combination left/through/right movements. There are sidewalks on both sides of all four approaches, and there are crosswalks across all four legs. The traffic signal operates to basically move the eastbound and westbound approaches during the same phase, and the two side-street approaches, which are offset, are programmed to move on each of their separate phases. Pedestrians are provided Walk signals at the end of each of the four crosswalks and are moved concurrently with the associated vehicular through movement.

All four stop bars at this intersection are set back to: (1) make space for the location of the crosswalks, and (2) to provide clear paths for turning movements to and from the four approaches. The site drive for no. 389 is located on the north side of West Main Street between Liberty Street and the stop bar for the West Main Street westbound approach. As such, this creates a situation where traffic traveling in and out of the dispensary site is not directly controlled by the traffic signal and free to move in and out as it sees fit, which works to the benefit of the site.

Intersection traffic operational analyses were performed for the adjacent signalized intersection and the subject site drive intersection utilizing the methodology described in the latest edition of Highway Capacity Manual, Special Report 209, Transportation Research Board, 1985, updated to 2010. Application of this methodology was facilitated by use of Synchro Analysis Software, developed by the Trafficware Corporation, Version 10, 2020. Operational analyses are utilized to determine a Level of Service (LOS) for a given intersection operating under either signalized or unsignalized control.

In the case of signalized intersections similar to the intersection adjacent to the site, Level of Service (LOS) is defined in terms of control delay, which is a measure of driver discomfort, frustration, increased fuel consumption, and lost of travel time. The delay experienced by a motorist is comprised of several factors that relate to control, geometric, traffic, and incidents. Total delay is the difference between the travel time 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-minute analysis period. Delay is a complex measure and depends on several variables, including the quality of progression, the cycle length, the green ratio, and the volume-to-capacity (v/c) ratio for the lane group. In the case of signalized intersections, the Level of Service for each approach is computed, and an overall Level of Service for the entire intersection is determined. In today's environment, Levels of Service C to D are considered acceptable, and Levels of Service A to B are seldom achieved at signalized intersections.

Please refer to Exhibit 9-A of the Appendix which provides the definitions of levels of service for signalized intersections.

In the case of unsignalized intersections similar to the proposed site drive intersection, Level of Service (LOS) is defined in terms of the average control delay for the approach or movement evaluated. Control delay involves movements at slower speeds and stops on intersection approaches as vehicles move up in the queue or slow down upstream of an intersection. The delay experienced by a motorist is comprised of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference time that would result during base conditions in the absence of incident, control, traffic, or geometric delay. Control delay

includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. At two-way stop-controlled and all-way stop-controlled intersections, control delay is the total elapsed time from a vehicle joining the queue until its departure from the stopped position at the head of the queue. The control delay also includes the time required to decelerate to a stop and to accelerate to the free-flow speed. Level of Service for a one-way or two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a one-way or two-way stop-controlled intersection is **not defined** for the intersection as a whole. In today's environment, Levels of Service D to F are common and are often experienced on minor street approaches to major streets carrying relatively high traffic volumes.

Please refer to Exhibit 9-B in the Appendix, which provides details on the definitions of Levels of Service for unsignalized intersections.

The results of the operational analyses, which evaluate 2024 existing, 2026 background (no-build), and 2026 combined (build) peak hour traffic operations for the three peak hour scenarios defined above are summarized in Table C on the next page.

The computer-generated worksheets for these traffic operations analyses are included in the Appendix as follows:

- Exhibit 10 – Existing 2024 Peak Hours
- Exhibit 11 – Background 2026 (no-build) Peak Hours
- Exhibit 12 – Combined 2026 (build) Peak Hours

A review of Table C shows that levels of service for the intersection of West Main Street (Route 1) at Liberty Street and Roosevelt Avenue will continue to operate at excellent overall level of service A for the entire intersection taken as a whole, with the West Main Street approaches operating at excellent level of service A, and the side street approaches operating at very good level of service B.

In addition, a review of Table C shows that the West Main Street at site drive intersection will provide excellent level of service A for the inbound left turn and right turn movements, and very good level of service B to good level of service C for the outbound movements.

Therefore, the proposed development should not have an adverse impact on pass-by traffic travelling through this area.

Table C
Summary of Traffic Operations Analysis
Levels of Service
Proposed Cannabis Dispensary Site
389 West Main Street (Route 1)
Stamford, Connecticut

Intersection	Existing 2024		Background (no-build) 2026		Combined (build) 2026	
	Weekday AM Peak	Weekday PM Peak	Weekday AM Peak	Weekday PM Peak	Weekday AM Peak	Weekday PM Peak
West Main Street at Liberty Street and Roosevelt Avenue						
West Main Street eastbound approach Delay per vehicle (sec.)	LOS A 4.1	LOS A 5.3	LOS A 4.2	LOS A 5.5	LOS A 4.2	LOS A 5.6
West Main Street westbound approach Delay per vehicle (sec.)	LOS A 4.7	LOS A 4.8	LOS A 4.8	LOS A 5.0	LOS A 4.8	LOS A 5.0
Roosevelt Avenue northbound approach Delay per vehicle (sec.)	LOS B 18.3	LOS B 16.3	LOS B 18.3	LOS B 16.1	LOS B 18.3	LOS B 16.1
Liberty Street southbound approach Delay per vehicle (sec.)	LOS B 17.6	LOS B 17.6	LOS B 17.7	LOS B 17.6	LOS B 17.7	LOS B 17.6
Overall Intersection	- LOS A - 6.5	- LOS A - 6.2	- LOS A - 6.6	- LOS A - 6.4	- LOS A - 6.6	- LOS A - 6.4
Delay per vehicle (sec.)	0.47	0.45	0.48	0.47	0.48	0.48
Maximum volume/capacity ratio						
West Main Street at Dispensary Site Drive						
West Main Street eastbound inbound left Delay per vehicle (sec.)	-----	-----	-----	-----	LOS A 8.4	LOS A 8.7
Site Drive southbound outbound approach Delay per vehicle (sec.)	-----	-----	-----	-----	LOS B 14.4	LOS C 20.2

Traffic Crash Analysis

A review was made of the most recent available three-year traffic crash experience summary for the immediate site drive intersection of West Main Street at Liberty Street and Roosevelt Avenue, and or the West Main Street at no. 389 site drive intersection, rive as compiled in UConn's Traffic Crash Data Depository from information provided by CTDOT, and state and municipal police departments.

A review of the latest UConn records for the adjacent signalized intersection shows only a total of 7 crashes during this 3-year period, and for the subject site drive intersection shows no traffic crash experience whatsoever for at least this three-year period, with no recurring problems requiring correction, or that may be exacerbated by the proposed development.

Please refer to Table D on the next page for a summary of this traffic crash review.

Sight Line Evaluation

Available sight lines from the proposed site drive location were evaluated utilizing the guidelines set forth by the CTDOT for this purpose.

West Main Street is posted at 25 miles per hour with measured 85th percentile speeds recently measured by CTDOT at 26 miles per hour, for which CTDOT guidelines recommend minimum sight distance of 305 feet.

Please refer to Exhibit 14 of the Appendix which demonstrates that adequate sight lines in each direction to and from the subject site drive are available.

Recommended Improvements

Given the foregoing favorable traffic operations, satisfactory traffic crash experience, and available sight line distances, traffic control and/or geometric improvements are neither deemed necessary nor recommended.

Table D
Summary of Traffic Crash Experience
Most Recent 3-Year Experience
2019 thru 2021
Immediate Study Area
Proposed Cannabis Dispensary, 389 West Main Street
Stamford, Connecticut
Source: UConn Traffic Crash Data Depository

Intersection	Rear End Crashes			Right Angle Crashes			Head-On Crashes			Fixed Object			GRAND TOTAL			
	EB/EB	WB/WB	NB/NB	SB/SB	Total	EB/NB	EB/SB	WB/NB	WB/SB	Total	EB/EB	WB/WB		NB/NB	SB/SB	Total
West Main Street (Route 1) at Liberty Street	1	1	1	1	3	0	0	1	2	3	0	0	0	0	0	6
West Main Street (Route 1) at Roosevelt Avenue	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	1
Total	1	1	0	1	3	0	0	0	0	4	0	0	0	0	0	7

Bubaris Traffic Associates
 January 2024

Conclusions

It is the professional opinion of Bubaris Traffic Associates that the proposed cannabis dispensary, to be located at the northeast quadrant of the signalized intersection of West Main Street at Liberty Street and Roosevelt Avenue, with access to/egress from the surrounding roadway network via the one existing drive serving the site intersecting the north side of West Main Street east of Liberty Street, should not adversely impact traffic operations on the surrounding roadway network in the year 2025-2026 when occupancy of the subject space and full operation is expected.

The proposed development will generate about 22 vehicular trips per hour during the weekday am peak, about 46 trips per hour during the weekday pm peak, and about 70 trips per hour during the Saturday midday peak, where each patron visiting the site will generate one inbound and one outbound vehicular trip. Therefore, the projected patron numbers would be HALF of these estimated trip generation estimates.

Traffic operational analyses indicate that the proposed development should not have an adverse impact on traffic operations with good to excellent levels of service.

The traffic crash experience for the subject study area is satisfactory, with no recurring problems that need to be corrected, or that may be exacerbated by the proposed development.

Available sight line distances at the proposed site drive location were found to be satisfactory.



Very truly yours,
Bubaris Traffic Associates

A handwritten signature in black ink that reads "James G. Bubaris".

James G. Bubaris, P.E.
President
Conn. Reg. No. 9203

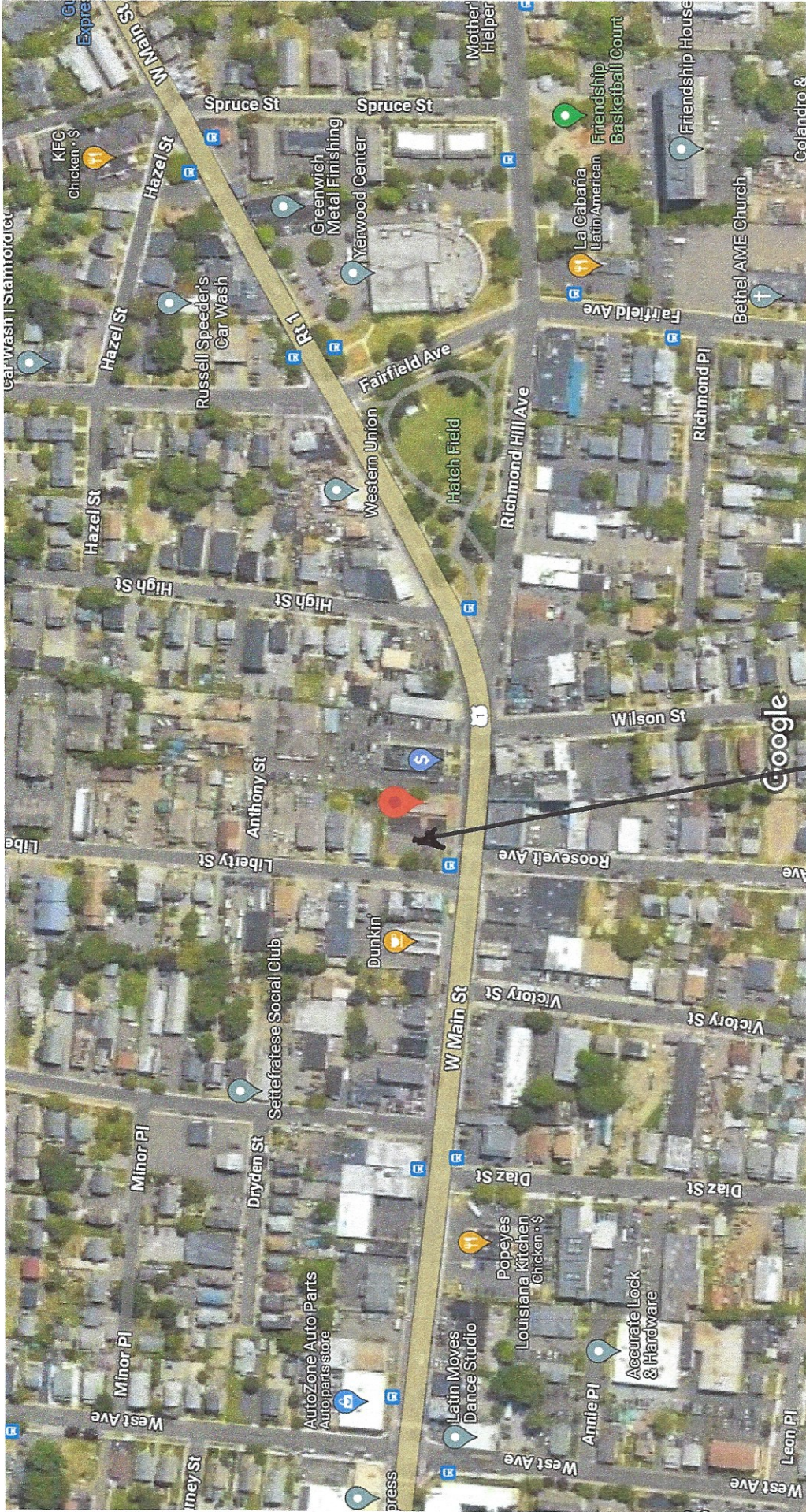
**Site Traffic Assessment
Proposed Cannabis Dispensary
389 West Main Street (Route 1)
Stamford, Connecticut**

APPENDIX

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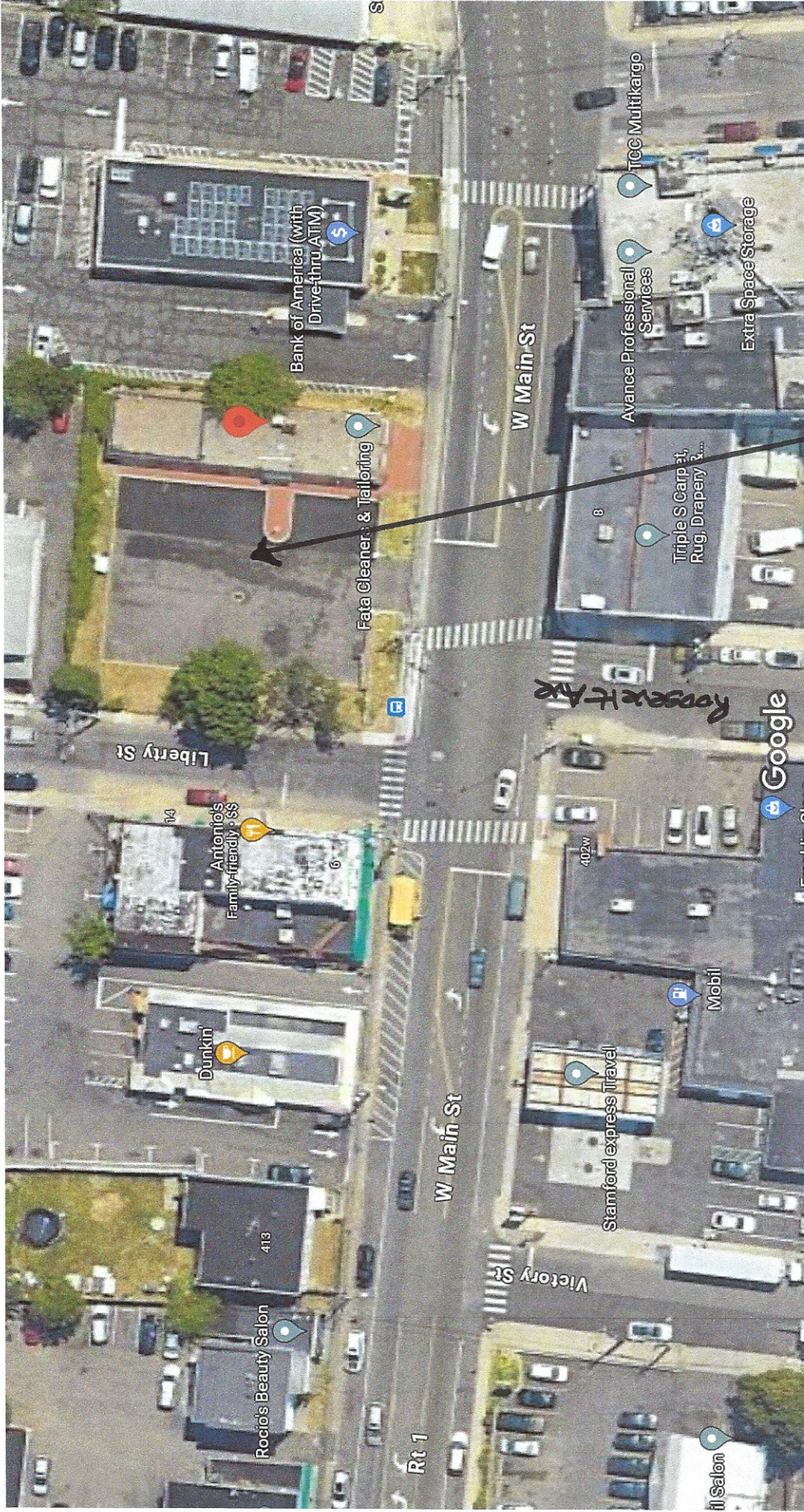
Exhibit 1	Location Map
Exhibit 2	Adjacent Signalized intersection to the Site West Main Street (Route 1) at Roosevelt Avenue and Liberty Street
Exhibit 3	Building Layout
Exhibit 4	Site Plan
Exhibit 5	Existing Peak Hour Traffic Volumes
Exhibit 6	Background (no-build) Peak Hour Traffic Volumes
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Exhibit 10	Traffic Operations Analyses Existing Peak Hours
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Exhibit 14	Sight Line Evaluation Proposed Dispensary Site Drive

Exhibit 1
Location Map
Proposed Cannabis Dispensary
389 West Main Street (Route 1)
Stamford, Connecticut



Site

Exhibit 2
Adjacent Signalized Intersection to Site
West Main Street (Route 1) at Liberty Street and Roosevelt Avenue
Stamford, Connecticut



Imagery ©2023 Airbus, CNES / Airbus, Maxar Technologies, New York GIS, Map data ©2023 50 ft

Site

Exhibit 3
Building Layout
Proposed Cannabis Dispensary
389 West Main Street (Route 1)
Stamford, Connecticut

© 2008 HAMBRECHT OLESON, INC.

THE GENERAL CONTRACTOR AND ALL SUBCONTRACTORS REPRESENTED BY THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES AND AUTHORITIES. ALSO, THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS FROM THE LOCAL FIRE DEPARTMENT.

NO.	DESCRIPTION	DATE

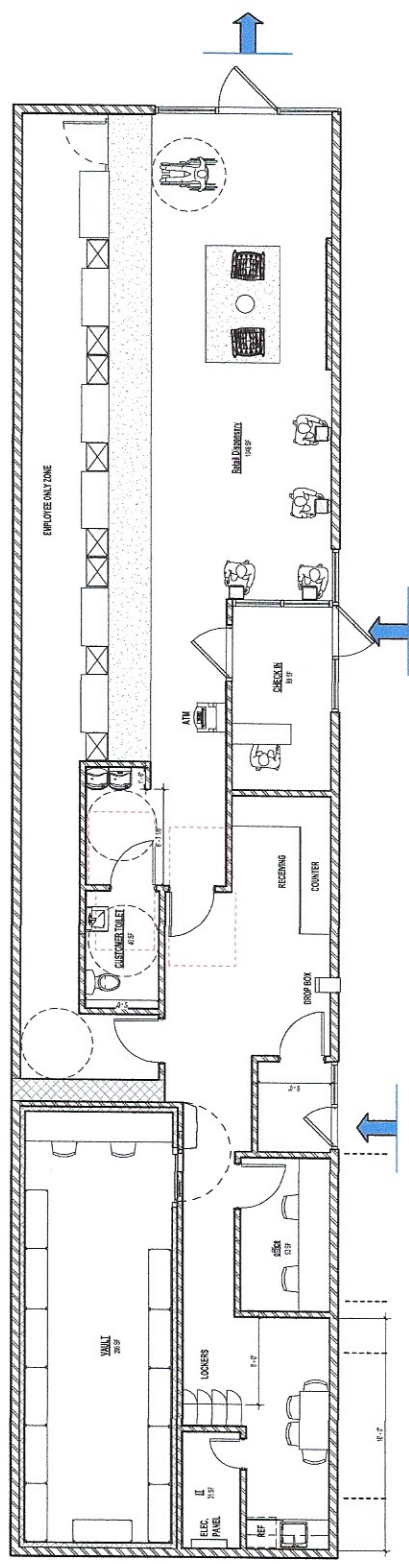
BUD-R DISPENSARY
 25
 Summit Ct
 Summit NJ

PREMISES DIAGRAM

Project Number: 191203
 Date: 05/21/11
 Designer: SBT
 Drafter: SBT

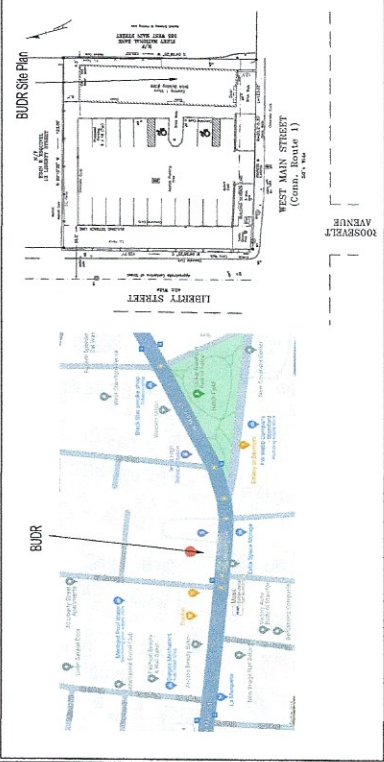
PD-100

AS 10/26/08



Egress Route Distances
 Egress Path ID | Egress Length

LOCATION MAP



**Exhibit 4
Site Plan
Proposed Cannabis Dispensary
389 West Main Street (Route 1)
Stamford, Connecticut**

C-L ZONE

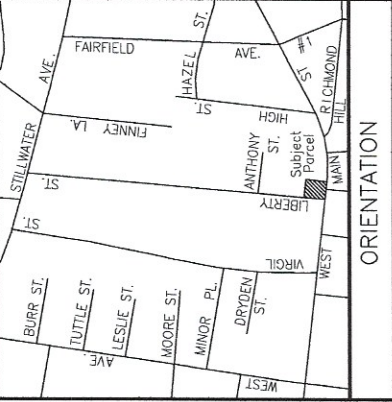
C-L ZONE BUILDING SETBACK REQUIREMENTS

- Front Street Line Setback..... 10' (R17)
 - Center Street Setback..... 35' (R17)
 - Back Street Setback..... 20' (R17)
 - Side Yard - None required but if provided must be at least 4 feet (R17 & 7.4)
 - Max. Building Coverage.....50% Of Lot Area
- a Building erected on a Corner Lot shall be required to comply with the Front Yard setback standard on all Streets and all other Yards shall comply with the Side Yard setback standard.
- Zoning Information is Subject To The Review And Approval By The Appropriate Governing Authority
- Property Lines Not Shown By Contractual Agreement
 300 Type Not Determined By Contractual Agreement
 SIZE AND LOCATION OF PROPOSED DEVELOPMENT AND ADJACENT PROPERTIES IS SUBJECT TO THE REVIEW AND APPROVAL BY THE APPROPRIATE GOVERNING AUTHORITIES

Block No. 288

LEGEND

Stone Wall	Existing
Brick Wall	Manhole
Fence	Yard Drain
Catch Basin (In Curb)	Light Pole
Catch Basin (Flush)	Gas Box
Gas Meter	Electric Meter
Heater Box	Water Box
Monitoring Well	Metal Cover



**PLOT PLAN
 PREPARED FOR
 BUDR HOLDING 5 LLC D/B/A BUDR CANNABIS
 389 WEST MAIN STREET
 STAMFORD, CONNECTICUT**



General NOTES:

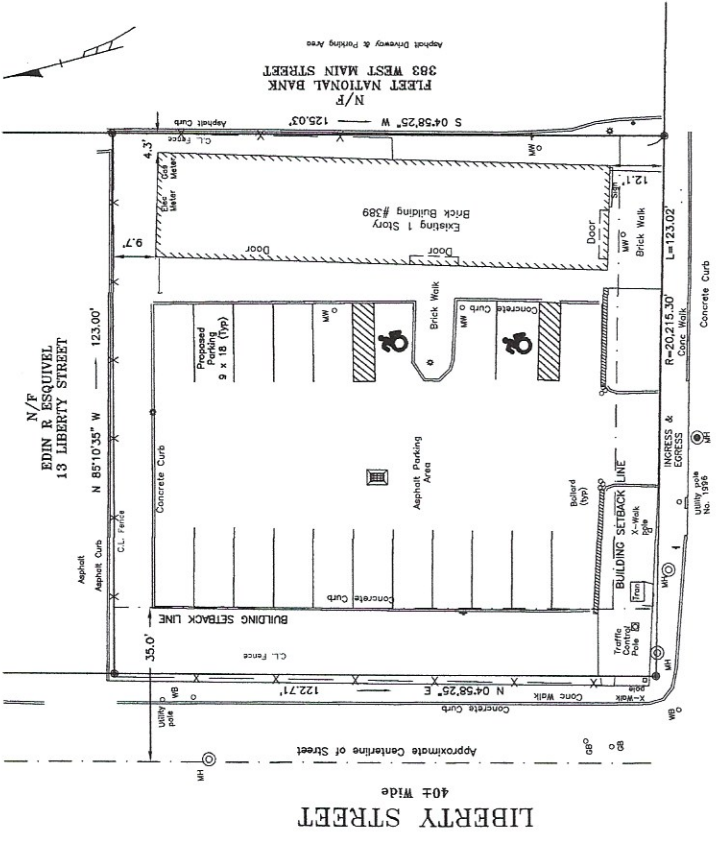
- Underground utility, structure and facility locations depicted and noted hereon have been compiled, in part, from record mapping supplied by the respective utility companies or governmental agencies, from parcel testimony and from other sources. These locations must be considered as approximate in 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.
- 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.
- Properties Depicted are Subject to Title Verification. Reference is Hereby made to all Notes and Recorded Documents as they may pertain to the Parcels Depicted on this map. Property is Subject to Easements, Covenants and Restrictions of public record refer to Vol 12843 P.193 S.L.R.

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 Association 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 and Noncompliance with Existing Requirements.

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

BY: *Edward J. Frattaroli*

FOR: EDWARD J. FRATTAROLI, INC.
 Land Surveyors & Professional Planners
 STAMFORD, CONNECTICUT DECEMBER 5, 2023

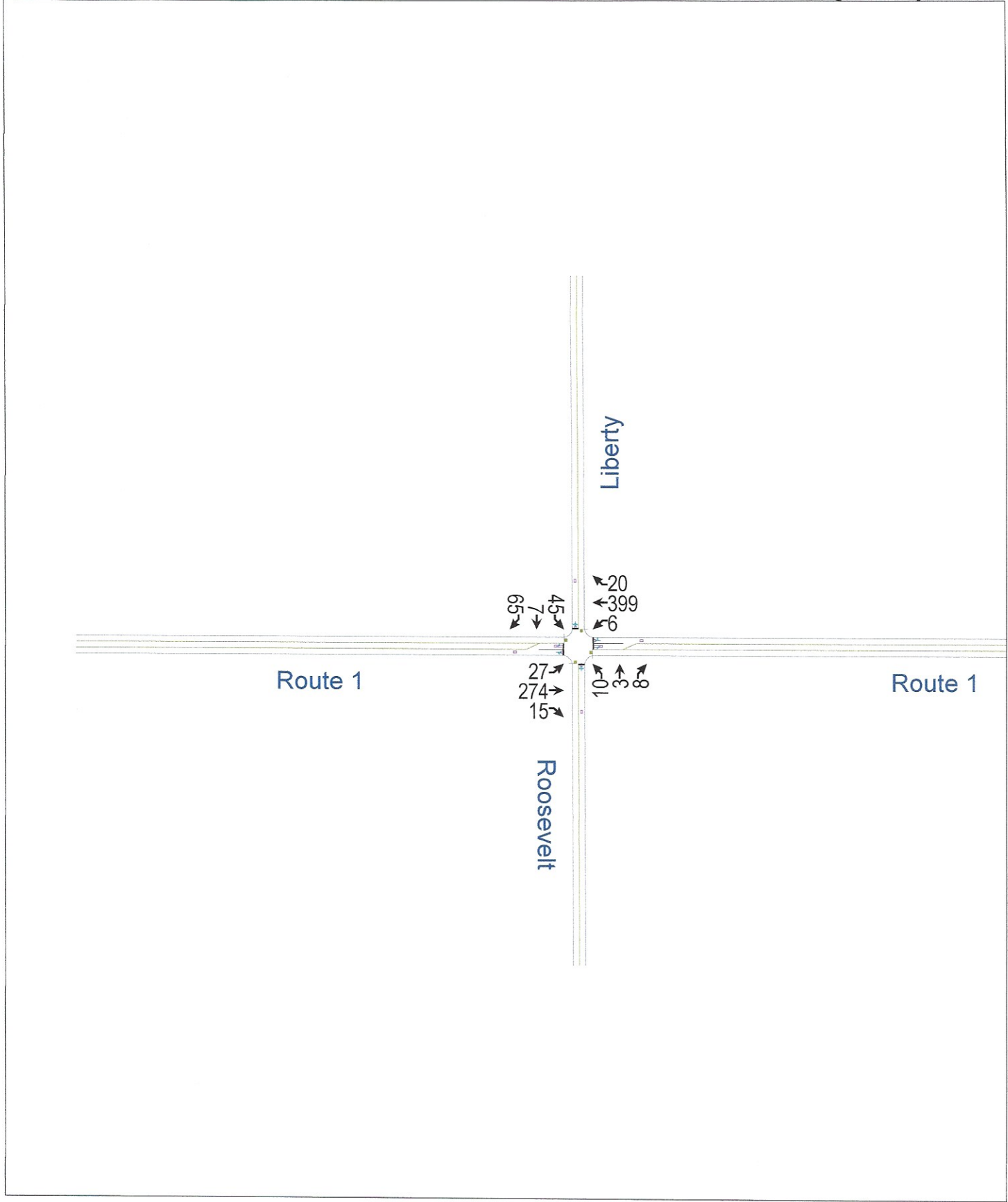


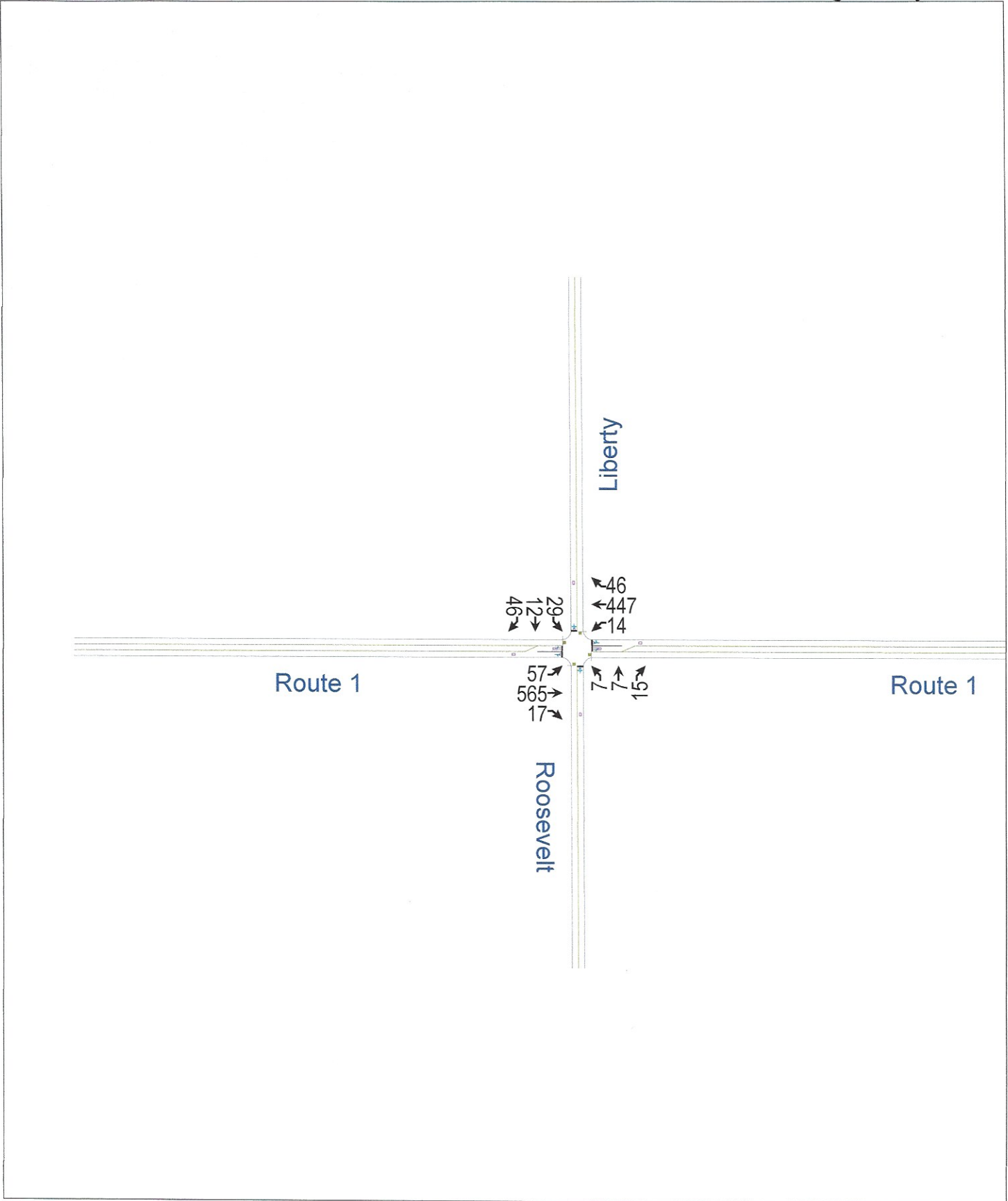
**WEST MAIN STREET
 (Conn. Route 1)
 50'+ Wide**

ROOSEVELT AVENUE

Refer To:
 Map No. 10,059 S.L.R.
 LOT AREA 15,236 SQ. FT. (MAP)
 EXISTING BUILDING COVERS 15.8% OF LOT AREA
 Scale: 1" = 20'

Exhibit 5
Existing Peak Hour Traffic Volumes
West Main Street (Route 1) at Liberty Street and Roosevelt Avenue
Stamford, Connecticut





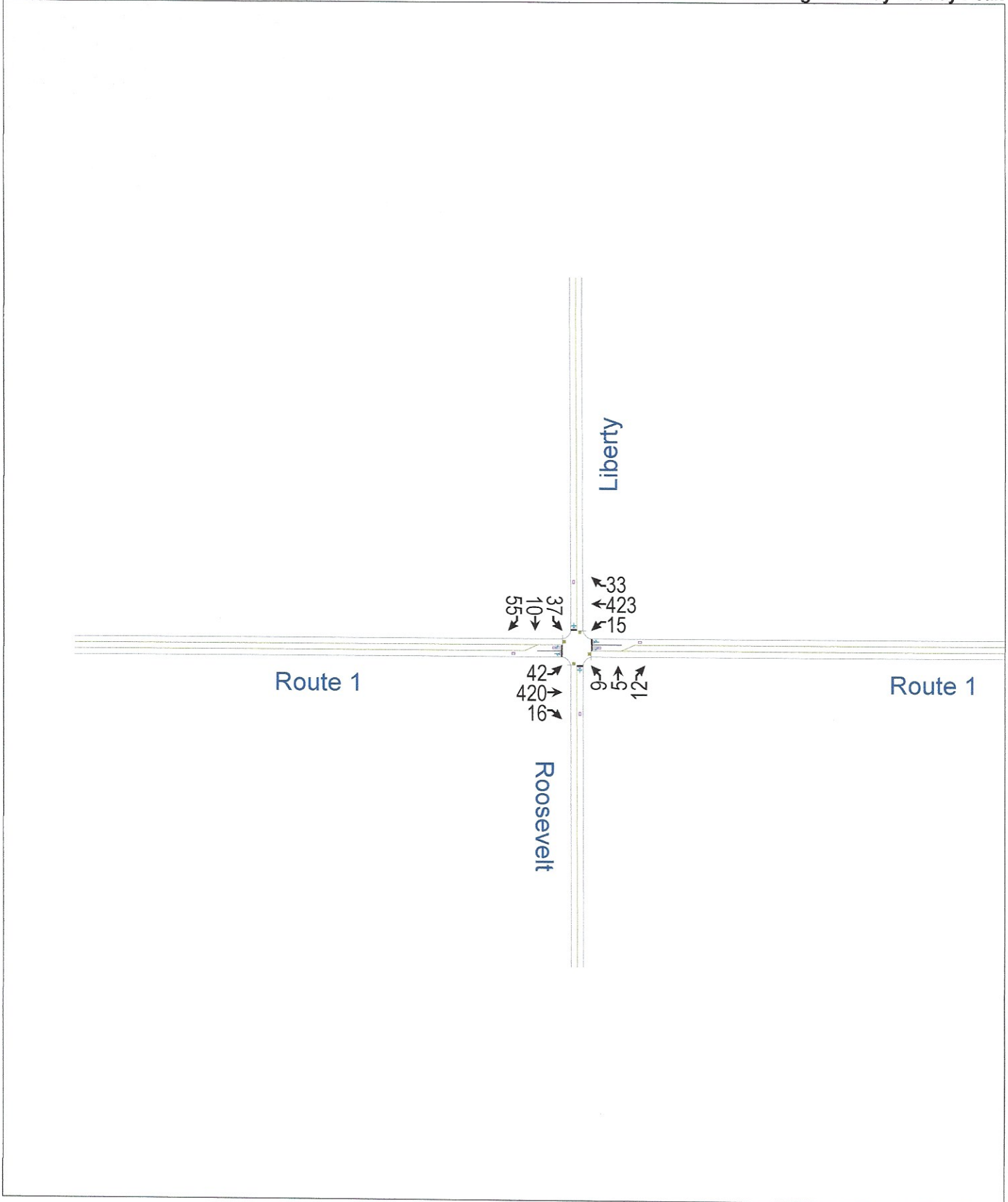
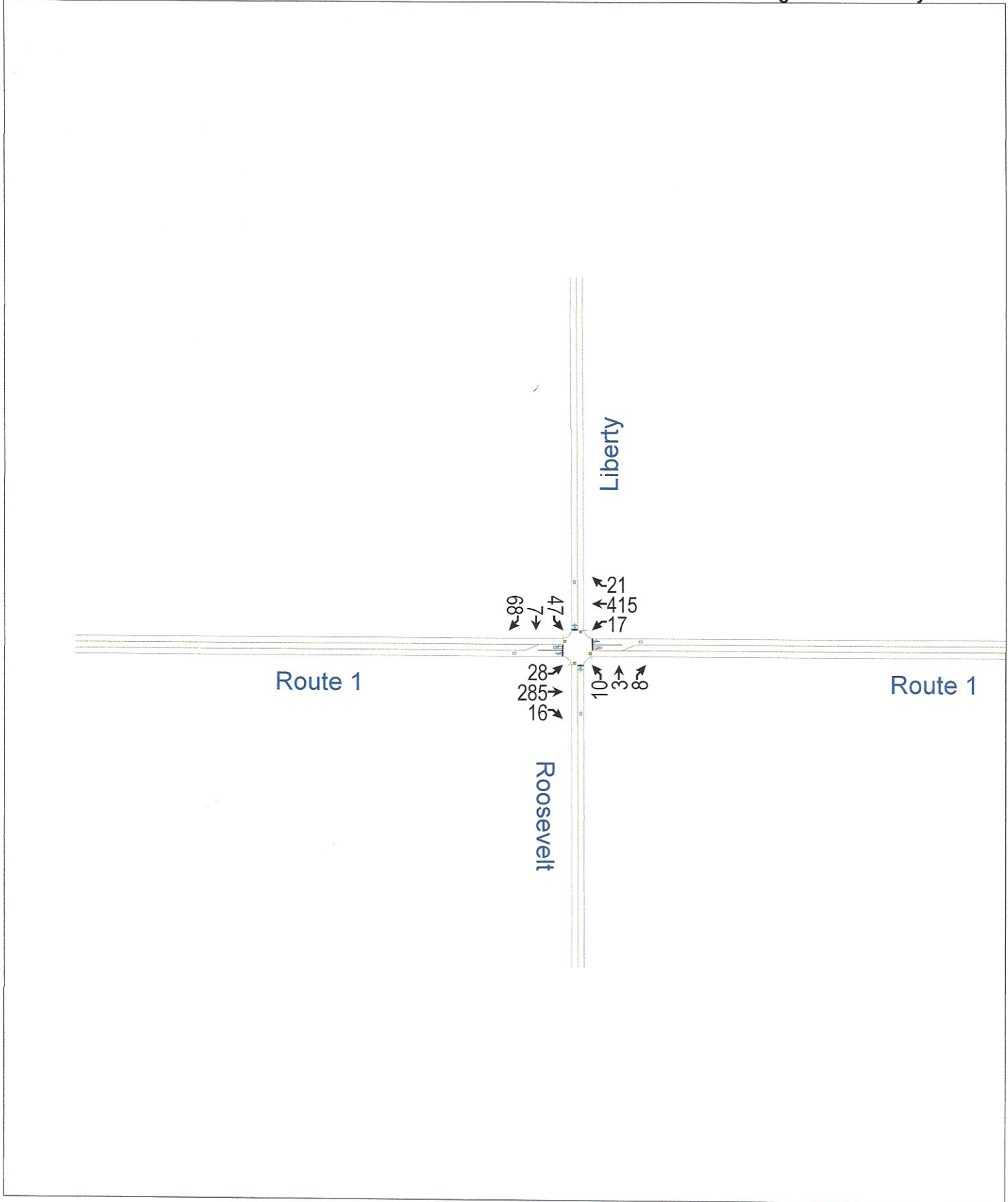
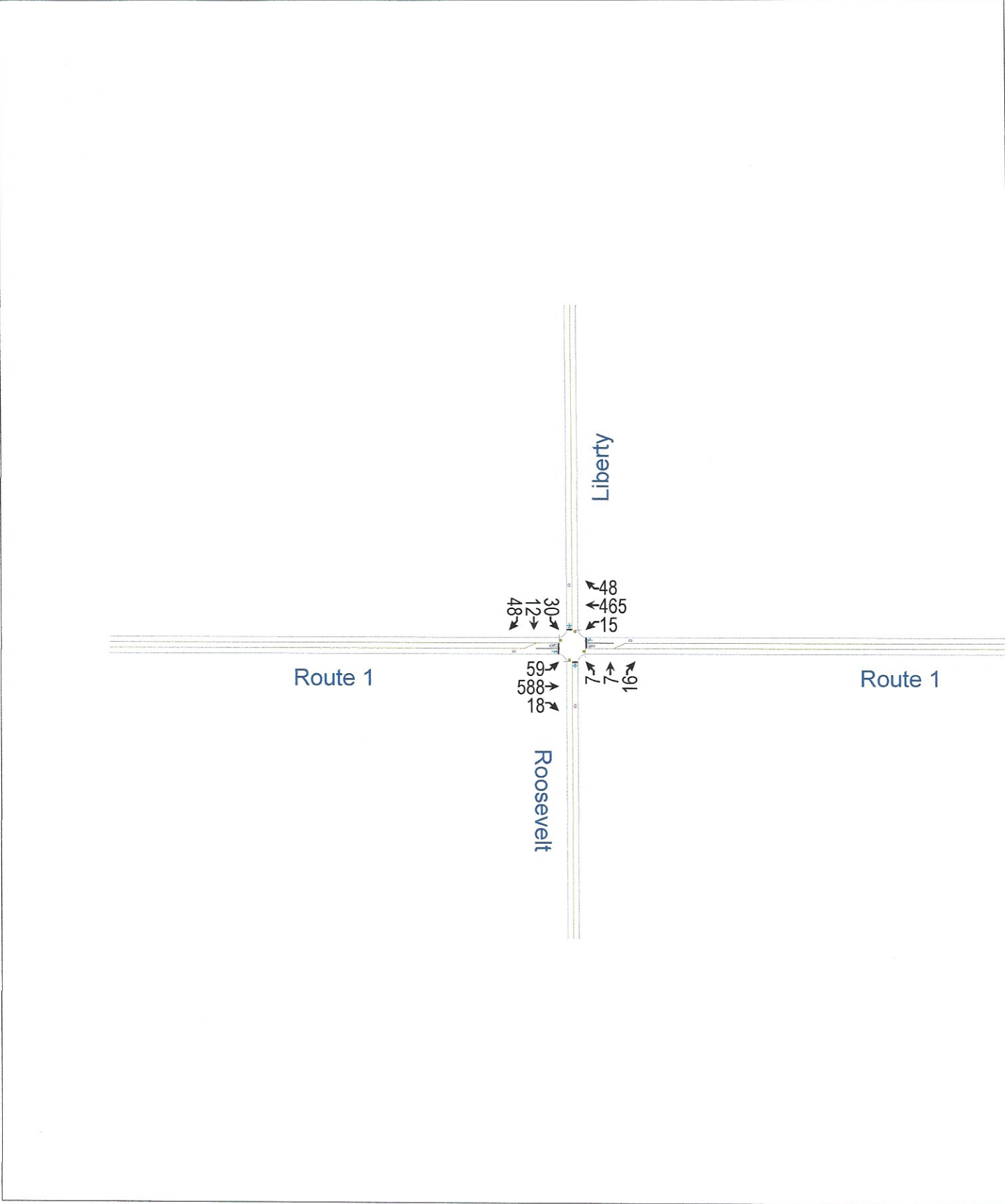


Exhibit 6
Background (no-build) Peak Hour Traffic Volumes
West Main Street (Route 1) at Liberty Street and Roosevelt Avenue
Stamford, Connecticut





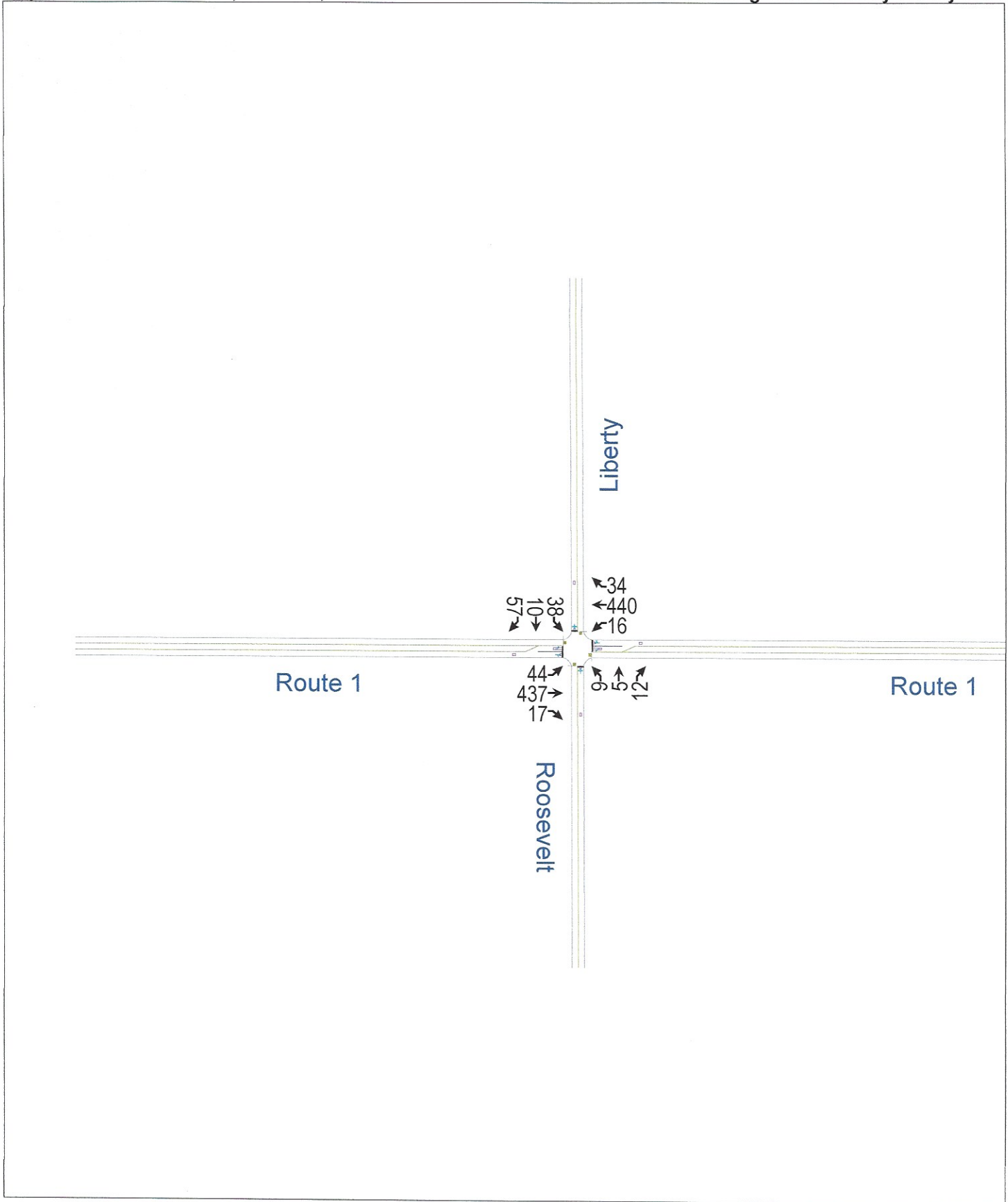
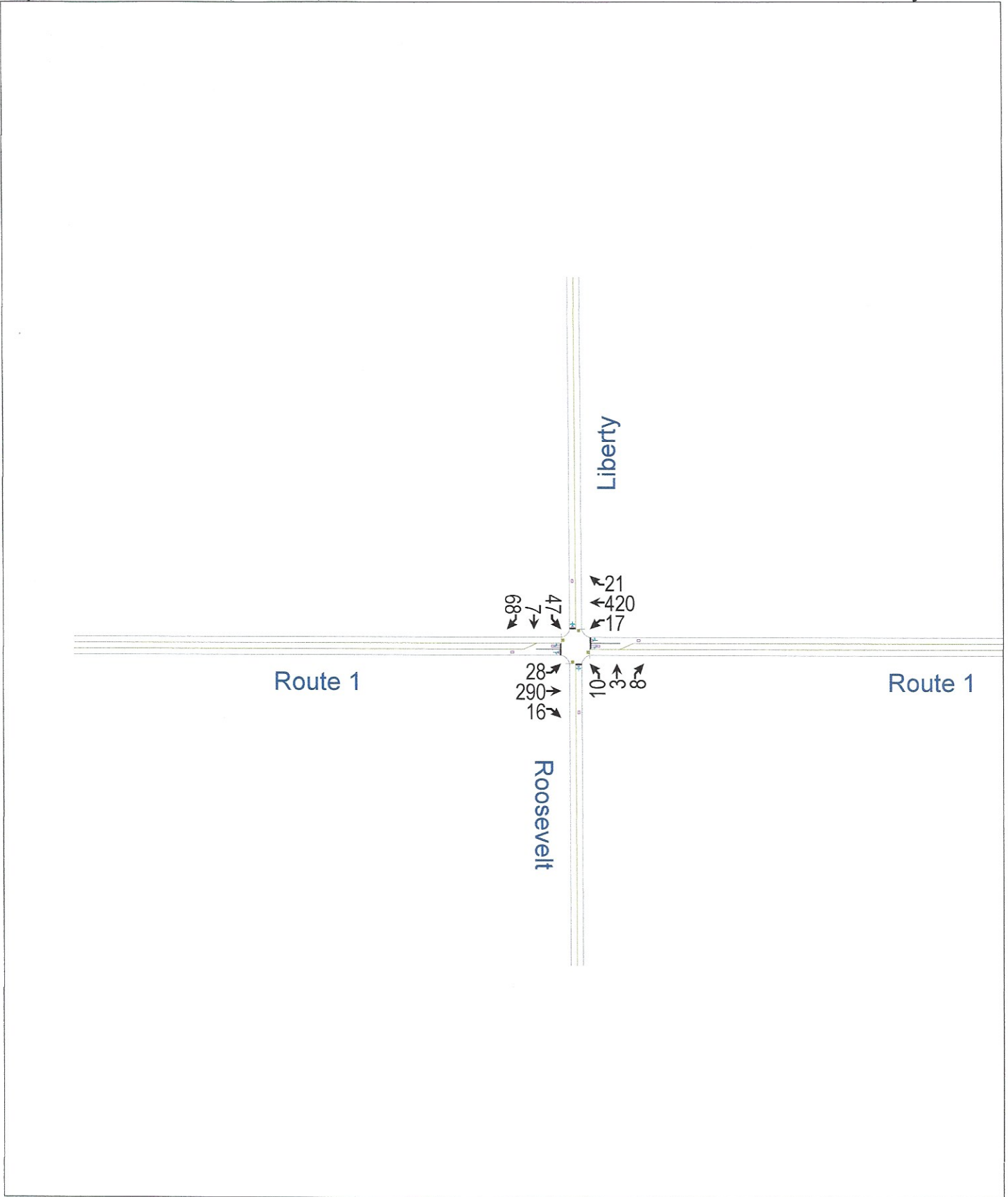
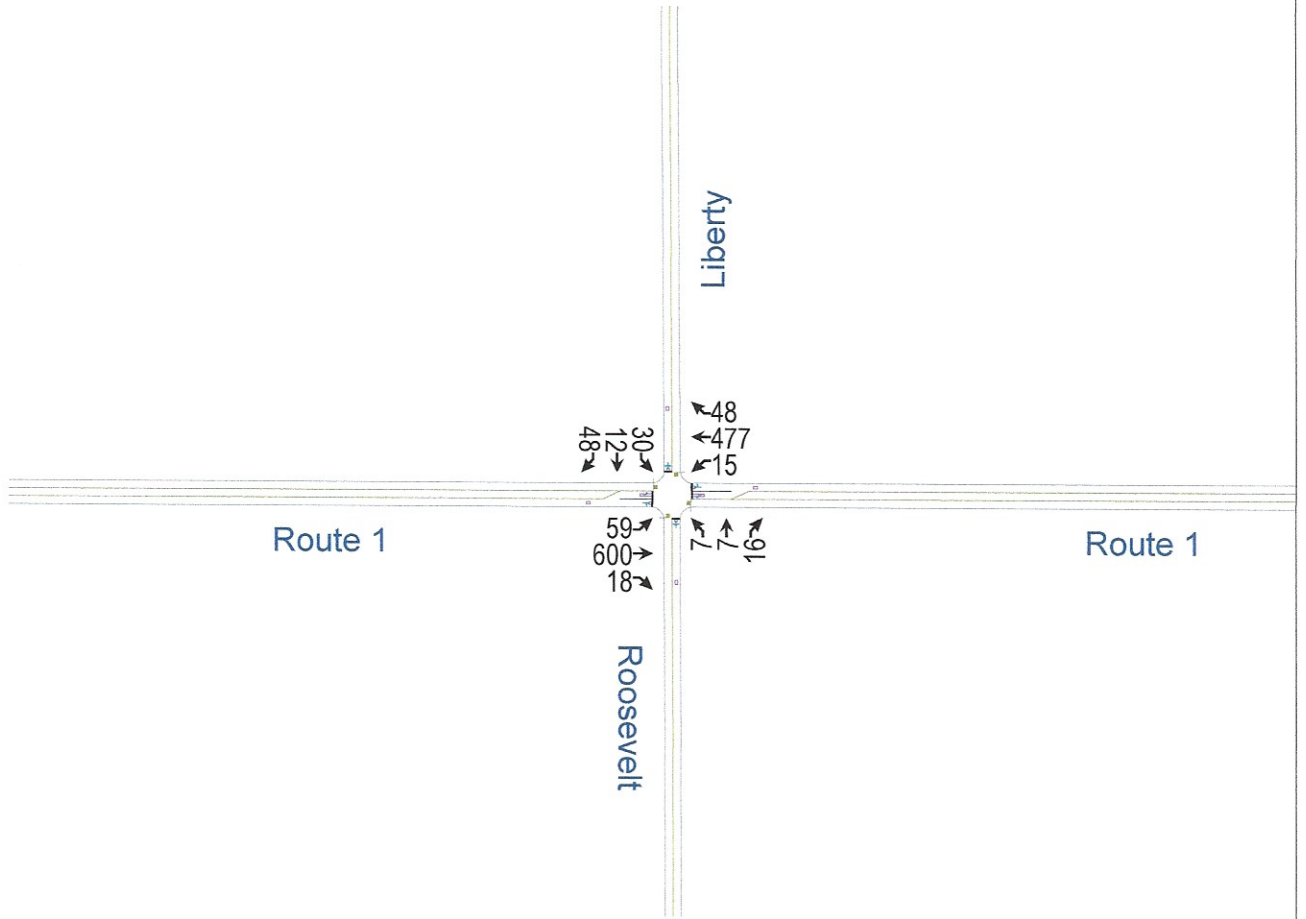


Exhibit 7
Combined (build) Peak Hour Traffic Volumes
West Main Street (Route 1) at Liberty Street and Roosevelt Avenue
Stamford, Connecticut





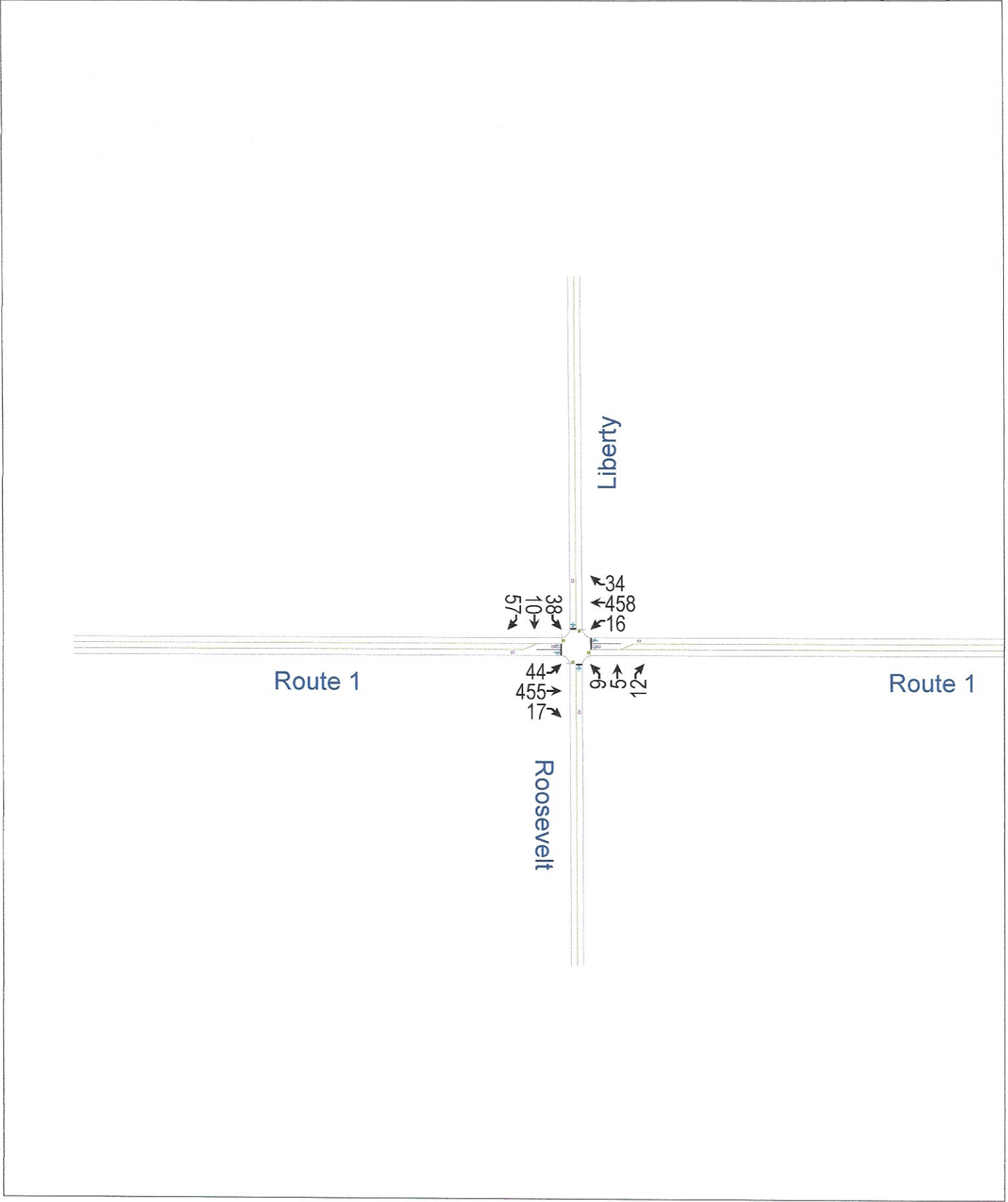


Exhibit 8
Traffic Control Signal Plan
West Main Street (Route 1) at Roosevelt Avenue and Liberty Street

**EXHIBIT 9-A
LEVEL OF SERVICE CRITERIA
SIGNALIZED INTERSECTIONS**

**SOURCE: HIGHWAY CAPACITY MANUAL (HCM), 2000
TRANSPORTATION RESEARCH BOARD (1)**

Level of Service for **signalized intersections** is defined in terms of control delay, which is a measure of driver discomfort, frustration, increased fuel consumption, and lost travel time. The delay experienced by a motorist is comprised of a number of factors that relate to control, geometric, 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-minute 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 volume-to-capacity (v/c) ratio for the lane group.

In the case of **signalized intersections**, the Level of Service for each approach is computed, and an overall Level of Service for the entire intersection is determined.

Levels of Service (LOS) for **signalized intersections** are defined as follows:

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SECONDS)	CONDITION
LOS A	≤ 10	LOW DELAY
LOS B	> 10 TO 20	SHORT DELAY
LOS C	> 20 TO 35	AVERAGE DELAY
LOS D	> 35 TO 55	CONGESTION NOTICEABLE
LOS E	> 55 TO 80	LIMIT OF ACCEPTABLE DELAY
LOS F	> 80	UNACCEPTABLE

In today's environment, Levels of Service C to D are considered acceptable, and Levels of Service A to B are seldomly achieved at signalized intersections.

(1) **HCM**, Exhibit 16-2.

EXHIBIT 9-B
LEVEL OF SERVICE CRITERIA
UNSIGNALIZED INTERSECTIONS

SOURCE: HIGHWAY CAPACITY MANUAL (HCM), 2010
TRANSPORTATION RESEARCH BOARD (1)

Level of Service for **unsignalized intersections** similar to the study intersections is defined in terms of the average control delay for the approach or movement evaluated. Control delay involves movements at slower speeds and stops on intersection approaches as vehicles move up in the queue or slow down upstream of an intersection.

The delay experienced by a motorist is comprised of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference time that would result during base conditions in the absence of incident, control, traffic, or geometric delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

At two-way stop-controlled and all-way stop-controlled intersections, control delay is the total elapsed time from a vehicle joining the queue until its departure from the stopped position at the head of the queue. The control delay also includes the time required to decelerate to a stop and to accelerate to the free-flow speed.

Level of Service (LOS) for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS is **not defined** for the intersection as a whole.

Level of Service (LOS) for an all-way stop-controlled intersection is determined by the computed or measured control delay and is defined for all movements. A LOS **is then defined** for the intersection as a whole.

Levels of Service (LOS) for **unsignalized intersections** are defined as follows:

LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)	CONDITION
LOS A	0 TO 10	LITTLE OR NO DELAY
LOS B	> 10 TO 15	SHORT DELAY
LOS C	> 15 TO 25	AVERAGE DELAY
LOS D	> 25 TO 35	LONG DELAY
LOS E	> 35 TO 50	VERY LONG DELAY
LOS F	> 50	EXTREME DELAY

In today's environment, Levels of Service D to F are common and are often experienced on minor street approaches to major streets carrying relatively high traffic volumes.

(1) **HCM**, Exhibits 17-2 and 17-22.

Exhibit 10
Traffic Operations Analyses
Existing Peak Hour Traffic Volumes
West Main Street (Route 1) at Liberty Street and Roosevelt Avenue
Stamford, Connecticut

Lanes, Volumes, Timings
3: Roosevelt/Liberty & Route 1

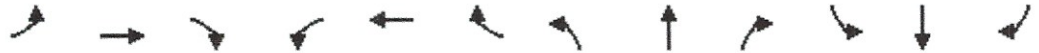
389 West Main Street, Stamford, CT
Existing Weekday AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	274	15	6	399	20	10	3	8	45	7	65
Future Volume (vph)	27	274	15	6	399	20	10	3	8	45	7	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		0	60		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	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		0.992			0.993			0.947				0.925
Flt Protected	0.950			0.950				0.977				0.981
Satd. Flow (prot)	1770	1848	0	1770	1850	0	0	1723	0	0	1690	0
Flt Permitted	0.490			0.570				0.846			0.864	
Satd. Flow (perm)	913	1848	0	1062	1850	0	0	1492	0	0	1489	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								9			71	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		993			1384			635			738	
Travel Time (s)		19.3			27.0			17.3			20.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	29	298	16	7	434	22	11	3	9	49	8	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	314	0	7	456	0	0	23	0	0	128	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			2			3	
Permitted Phases	1	1		1	1		2	2		3	3	
Detector Phase	1	1		1	1		2	2		3	3	
Switch Phase												

Lanes, Volumes, Timings
3: Roosevelt/Liberty & Route 1

389 West Main Street, Stamford, CT
Existing Weekday AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		12.0	12.0		12.0	12.0	
Total Split (s)	45.0	45.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	64.3%	64.3%		64.3%	64.3%		35.7%	35.7%		35.7%	35.7%	
Maximum Green (s)	40.0	40.0		40.0	40.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	44.0	44.0		44.0	44.0		8.0					8.5
Actuated g/C Ratio	0.74	0.74		0.74	0.74		0.14					0.14
v/c Ratio	0.04	0.23		0.01	0.33		0.11					0.47
Control Delay	3.8	4.1		3.7	4.7		18.3					17.6
Queue Delay	0.0	0.0		0.0	0.0		0.0					0.0
Total Delay	3.8	4.1		3.7	4.7		18.3					17.6
LOS	A	A		A	A		B					B
Approach Delay		4.1			4.7		18.3					17.6
Approach LOS		A			A		B					B
90th %ile Green (s)	40.0	40.0		40.0	40.0		12.0	12.0		12.0	12.0	
90th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Hold	Hold		Gap	Gap	
70th %ile Green (s)	40.0	40.0		40.0	40.0		0.0	0.0		9.3	9.3	
70th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Skip	Skip		Gap	Gap	
50th %ile Green (s)	40.0	40.0		40.0	40.0		0.0	0.0		7.6	7.6	
50th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Skip	Skip		Gap	Gap	
30th %ile Green (s)	40.0	40.0		40.0	40.0		0.0	0.0		7.0	7.0	
30th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Skip	Skip		Min	Min	
10th %ile Green (s)	55.0	55.0		55.0	55.0		0.0	0.0		0.0	0.0	
10th %ile Term Code	Dwell	Dwell		Dwell	Dwell		Skip	Skip		Skip	Skip	

Intersection Summary

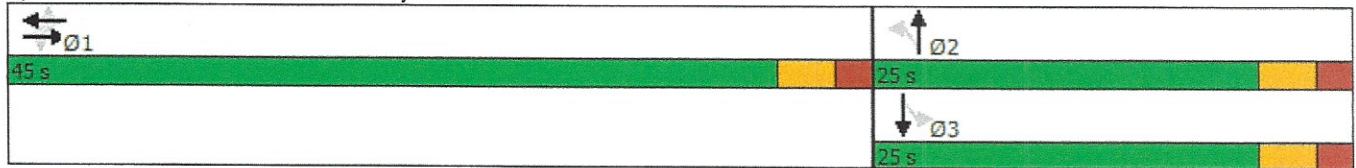
Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 59.2
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.47
 Intersection Signal Delay: 6.5
 Intersection Capacity Utilization 38.8%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Lanes, Volumes, Timings
 3: Roosevelt/Liberty & Route 1

389 West Main Street, Stamford, CT
 Existing Weekday AM Peak




















90th %ile Actuated Cycle: 62
70th %ile Actuated Cycle: 59.3
50th %ile Actuated Cycle: 57.6
30th %ile Actuated Cycle: 57
10th %ile Actuated Cycle: 60

Splits and Phases: 3: Roosevelt/Liberty & Route 1



Lanes, Volumes, Timings
3: Roosevelt/Liberty & Route 1

389 West Main Street, Stamford, CT
Existing Weekday PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	565	17	14	447	46	7	7	15	29	12	46
Future Volume (vph)	57	565	17	14	447	46	7	7	15	29	12	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		0	60		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	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												
Flt		0.996			0.986			0.932			0.929	
Flt Protected	0.950			0.950				0.988			0.983	
Satd. Flow (prot)	1770	1855	0	1770	1837	0	0	1715	0	0	1701	0
Flt Permitted	0.442			0.386				0.924			0.875	
Satd. Flow (perm)	823	1855	0	719	1837	0	0	1604	0	0	1514	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								16			50	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		993			1384			635			738	
Travel Time (s)		19.3			27.0			17.3			20.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	62	614	18	15	486	50	8	8	16	32	13	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	632	0	15	536	0	0	32	0	0	95	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			2			3	
Permitted Phases	1	1		1	1		2	2		3	3	
Detector Phase	1	1		1	1		2	2		3	3	
Switch Phase												

Lanes, Volumes, Timings
3: Roosevelt/Liberty & Route 1

389 West Main Street, Stamford, CT
Existing Weekday PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		12.0	12.0		12.0	12.0	
Total Split (s)	45.0	45.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	64.3%	64.3%		64.3%	64.3%		35.7%	35.7%		35.7%	35.7%	
Maximum Green (s)	40.0	40.0		40.0	40.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	43.9	43.9		43.9	43.9			8.0			8.0	
Actuated g/C Ratio	0.75	0.75		0.75	0.75			0.14			0.14	
v/c Ratio	0.10	0.45		0.03	0.39			0.14			0.38	
Control Delay	3.8	5.4		3.4	4.8			16.3			17.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	3.8	5.4		3.4	4.8			16.3			17.6	
LOS	A	A		A	A			B			B	
Approach Delay		5.3			4.8			16.3			17.6	
Approach LOS		A			A			B			B	
90th %ile Green (s)	40.0	40.0		40.0	40.0		10.5	10.5		10.5	10.5	
90th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Hold	Hold		Gap	Gap	
70th %ile Green (s)	40.0	40.0		40.0	40.0		8.4	8.4		8.4	8.4	
70th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Hold	Hold		Gap	Gap	
50th %ile Green (s)	40.0	40.0		40.0	40.0		0.0	0.0		7.0	7.0	
50th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Skip	Skip		Min	Min	
30th %ile Green (s)	40.0	40.0		40.0	40.0		0.0	0.0		7.0	7.0	
30th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Skip	Skip		Min	Min	
10th %ile Green (s)	55.0	55.0		55.0	55.0		0.0	0.0		0.0	0.0	
10th %ile Term Code	Dwell	Dwell		Dwell	Dwell		Skip	Skip		Skip	Skip	

Intersection Summary

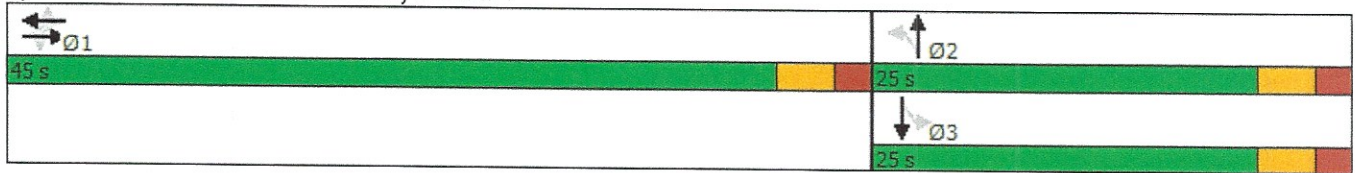
Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	58.6
Natural Cycle:	40
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.45
Intersection Signal Delay:	6.2
Intersection LOS:	A
Intersection Capacity Utilization	63.4%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings
3: Roosevelt/Liberty & Route 1

389 West Main Street, Stamford, CT
Existing Weekday PM Peak



















90th %ile Actuated Cycle: 60.5
70th %ile Actuated Cycle: 58.4
50th %ile Actuated Cycle: 57
30th %ile Actuated Cycle: 57
10th %ile Actuated Cycle: 60

Splits and Phases: 3: Roosevelt/Liberty & Route 1



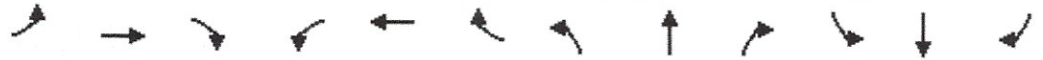
Lanes, Volumes, Timings
3: Roosevelt/Liberty & Route 1

389 West Main Street, Stamford, CT
Existing Saturday Midday Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	420	16	15	423	33	9	5	12	37	10	55
Future Volume (vph)	42	420	16	15	423	33	9	5	12	37	10	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		0	60		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	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												
Flt		0.995			0.989			0.937			0.927	
Flt Protected	0.950			0.950				0.982			0.982	
Satd. Flow (prot)	1770	1853	0	1770	1842	0	0	1714	0	0	1696	0
Flt Permitted	0.466			0.480				0.893			0.869	
Satd. Flow (perm)	868	1853	0	894	1842	0	0	1559	0	0	1501	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								13			60	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		993			1384			635			738	
Travel Time (s)		19.3			27.0			17.3			20.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	46	457	17	16	460	36	10	5	13	40	11	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	474	0	16	496	0	0	28	0	0	111	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			2			3	
Permitted Phases	1	1		1	1		2	2		3	3	
Detector Phase	1	1		1	1		2	2		3	3	
Switch Phase												

Lanes, Volumes, Timings
3: Roosevelt/Liberty & Route 1

389 West Main Street, Stamford, CT
Existing Saturday MIDDAY Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		12.0	12.0		12.0	12.0	
Total Split (s)	45.0	45.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	64.3%	64.3%		64.3%	64.3%		35.7%	35.7%		35.7%	35.7%	
Maximum Green (s)	40.0	40.0		40.0	40.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	44.0	44.0		44.0	44.0		8.2	8.2		8.3	8.3	
Actuated g/C Ratio	0.75	0.75		0.75	0.75		0.14	0.14		0.14	0.14	
v/c Ratio	0.07	0.34		0.02	0.36		0.12	0.12		0.43	0.43	
Control Delay	3.8	4.6		3.5	4.8		16.8	16.8		17.6	17.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	3.8	4.6		3.5	4.8		16.8	16.8		17.6	17.6	
LOS	A	A		A	A		B	B		B	B	
Approach Delay		4.5			4.7		16.8	16.8		17.6	17.6	
Approach LOS		A			A		B	B		B	B	
90th %ile Green (s)	40.0	40.0		40.0	40.0		11.2	11.2		11.2	11.2	
90th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Hold	Hold		Gap	Gap	
70th %ile Green (s)	40.0	40.0		40.0	40.0		8.9	8.9		8.9	8.9	
70th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Hold	Hold		Gap	Gap	
50th %ile Green (s)	40.0	40.0		40.0	40.0		0.0	0.0		7.3	7.3	
50th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Skip	Skip		Gap	Gap	
30th %ile Green (s)	40.0	40.0		40.0	40.0		0.0	0.0		7.0	7.0	
30th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Skip	Skip		Min	Min	
10th %ile Green (s)	55.0	55.0		55.0	55.0		0.0	0.0		0.0	0.0	
10th %ile Term Code	Dwell	Dwell		Dwell	Dwell		Skip	Skip		Skip	Skip	

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 58.9
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.43
 Intersection Signal Delay: 6.2
 Intersection Capacity Utilization 51.2%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Lanes, Volumes, Timings
3: Roosevelt/Liberty & Route 1

389 West Main Street, Stamford, CT
Existing Saturday MIDDAY Peak

90th %ile Actuated Cycle: 61.2
70th %ile Actuated Cycle: 58.9
50th %ile Actuated Cycle: 57.3
30th %ile Actuated Cycle: 57
10th %ile Actuated Cycle: 60

Splits and Phases: 3: Roosevelt/Liberty & Route 1

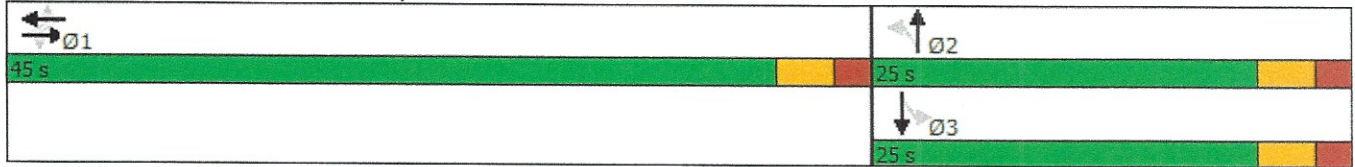
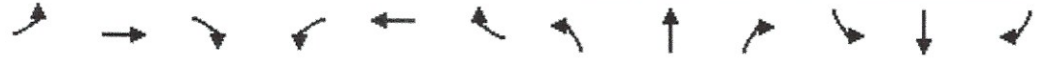


Exhibit 11
Traffic Operations Analyses
Background (no-build) Peak Hour Traffic Volumes
West Main Street (Route 1) at Liberty Street and Roosevelt Avenue
Stamford, Connecticut

Lanes, Volumes, Timings
Lanes, Volumes, Timings

389 West Main Street, Stamford, CT
Background Weekday AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	285	16	17	415	21	10	3	8	47	7	68
Future Volume (vph)	28	285	16	17	415	21	10	3	8	47	7	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		0	60		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	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												
Flt		0.992			0.993			0.947			0.925	
Flt Protected	0.950			0.950				0.977			0.981	
Satd. Flow (prot)	1770	1848	0	1770	1850	0	0	1723	0	0	1690	0
Flt Permitted	0.479			0.563				0.838			0.864	
Satd. Flow (perm)	892	1848	0	1049	1850	0	0	1478	0	0	1489	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								9			74	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		993			1384			635			738	
Travel Time (s)		19.3			27.0			17.3			20.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	30	310	17	18	451	23	11	3	9	51	8	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	327	0	18	474	0	0	23	0	0	133	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			2			3	
Permitted Phases	1	1		1	1		2	2		3	3	
Detector Phase	1	1		1	1		2	2		3	3	
Switch Phase												

Lanes, Volumes, Timings
Lanes, Volumes, Timings

389 West Main Street, Stamford, CT
Background Weekday AM Peak



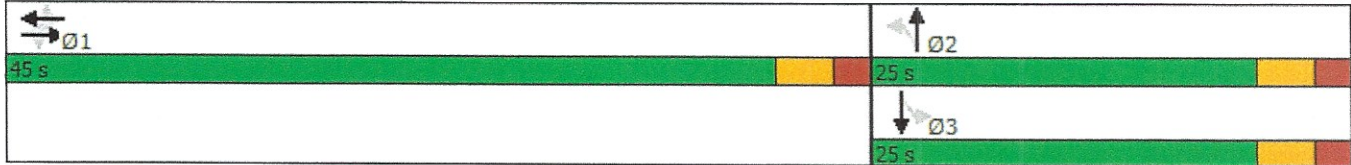
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		12.0	12.0		12.0	12.0	
Total Split (s)	45.0	45.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	64.3%	64.3%		64.3%	64.3%		35.7%	35.7%		35.7%	35.7%	
Maximum Green (s)	40.0	40.0		40.0	40.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	44.0	44.0		44.0	44.0		8.0				8.6	
Actuated g/C Ratio	0.74	0.74		0.74	0.74		0.13				0.15	
v/c Ratio	0.05	0.24		0.02	0.35		0.11				0.48	
Control Delay	3.8	4.2		3.7	4.8		18.3				17.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0				0.0	
Total Delay	3.8	4.2		3.7	4.8		18.3				17.7	
LOS	A	A		A	A		B				B	
Approach Delay		4.2			4.8		18.3				17.7	
Approach LOS		A			A		B				B	
90th %ile Green (s)	40.0	40.0		40.0	40.0		12.2	12.2		12.2	12.2	
90th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Hold	Hold		Gap	Gap	
70th %ile Green (s)	40.0	40.0		40.0	40.0		0.0	0.0		9.4	9.4	
70th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Skip	Skip		Gap	Gap	
50th %ile Green (s)	40.0	40.0		40.0	40.0		0.0	0.0		7.7	7.7	
50th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Skip	Skip		Gap	Gap	
30th %ile Green (s)	40.0	40.0		40.0	40.0		0.0	0.0		7.0	7.0	
30th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Skip	Skip		Min	Min	
10th %ile Green (s)	55.0	55.0		55.0	55.0		0.0	0.0		0.0	0.0	
10th %ile Term Code	Dwell	Dwell		Dwell	Dwell		Skip	Skip		Skip	Skip	

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	59.3
Natural Cycle:	40
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.48
Intersection Signal Delay:	6.6
Intersection LOS:	A
Intersection Capacity Utilization:	40.0%
ICU Level of Service:	A
Analysis Period (min):	15

90th %ile Actuated Cycle: 62.2
70th %ile Actuated Cycle: 59.4
50th %ile Actuated Cycle: 57.7
30th %ile Actuated Cycle: 57
10th %ile Actuated Cycle: 60

Splits and Phases: 3: Roosevelt/Liberty & Route 1



Lanes, Volumes, Timings
3: Roosevelt/Liberty & Route 1

389 West Main Street, Stamford, CT
Background Weekday PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	588	18	15	465	48	7	7	16	30	12	48
Future Volume (vph)	59	588	18	15	465	48	7	7	16	30	12	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		0	60		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	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												
Frnt		0.995			0.986			0.930			0.928	
Flt Protected	0.950			0.950				0.988			0.983	
Satd. Flow (prot)	1770	1853	0	1770	1837	0	0	1712	0	0	1699	0
Flt Permitted	0.429			0.370				0.927			0.875	
Satd. Flow (perm)	799	1853	0	689	1837	0	0	1606	0	0	1513	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								17			52	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		993			1384			635			738	
Travel Time (s)		19.3			27.0			17.3			20.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	64	639	20	16	505	52	8	8	17	33	13	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	659	0	16	557	0	0	33	0	0	98	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			2			3	
Permitted Phases	1	1		1	1		2	2		3	3	
Detector Phase	1	1		1	1		2	2		3	3	
Switch Phase												

Lanes, Volumes, Timings
3: Roosevelt/Liberty & Route 1

389 West Main Street, Stamford, CT
Background Weekday PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		12.0	12.0		12.0	12.0	
Total Split (s)	45.0	45.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	64.3%	64.3%		64.3%	64.3%		35.7%	35.7%		35.7%	35.7%	
Maximum Green (s)	40.0	40.0		40.0	40.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	44.0	44.0		44.0	44.0			8.0			8.0	
Actuated g/C Ratio	0.75	0.75		0.75	0.75			0.14			0.14	
v/c Ratio	0.11	0.47		0.03	0.40			0.14			0.39	
Control Delay	3.9	5.6		3.5	5.0			16.1			17.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	3.9	5.6		3.5	5.0			16.1			17.6	
LOS	A	A		A	A			B			B	
Approach Delay		5.5			5.0			16.1			17.6	
Approach LOS		A			A			B			B	
90th %ile Green (s)	40.0	40.0		40.0	40.0		10.7	10.7		10.7	10.7	
90th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Hold	Hold		Gap	Gap	
70th %ile Green (s)	40.0	40.0		40.0	40.0		8.5	8.5		8.5	8.5	
70th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Hold	Hold		Gap	Gap	
50th %ile Green (s)	40.0	40.0		40.0	40.0		0.0	0.0		7.1	7.1	
50th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Skip	Skip		Gap	Gap	
30th %ile Green (s)	40.0	40.0		40.0	40.0		0.0	0.0		7.0	7.0	
30th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Skip	Skip		Min	Min	
10th %ile Green (s)	55.0	55.0		55.0	55.0		0.0	0.0		0.0	0.0	
10th %ile Term Code	Dwell	Dwell		Dwell	Dwell		Skip	Skip		Skip	Skip	

Intersection Summary

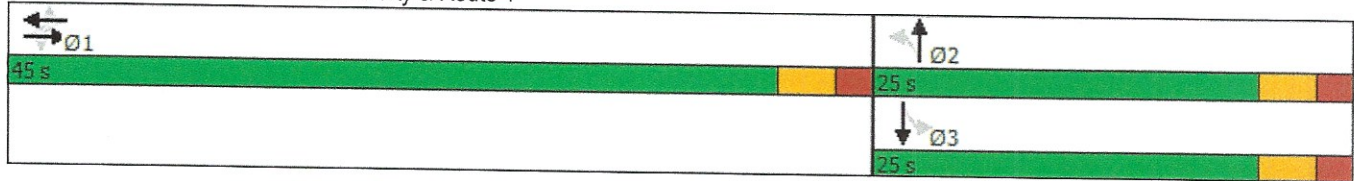
Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	58.7
Natural Cycle:	40
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.47
Intersection Signal Delay:	6.4
Intersection LOS:	A
Intersection Capacity Utilization:	65.5%
ICU Level of Service:	C
Analysis Period (min):	15

Lanes, Volumes, Timings
3: Roosevelt/Liberty & Route 1

389 West Main Street, Stamford, CT
Background Weekday PM Peak

90th %ile Actuated Cycle: 60.7
70th %ile Actuated Cycle: 58.5
50th %ile Actuated Cycle: 57.1
30th %ile Actuated Cycle: 57
10th %ile Actuated Cycle: 60

Splits and Phases: 3: Roosevelt/Liberty & Route 1



Lanes, Volumes, Timings
3: Roosevelt/Liberty & Route 1

389 West Main Street, Stamford, CT
Background Saturday Midday Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	437	17	16	440	34	9	5	12	38	10	57
Future Volume (vph)	44	437	17	16	440	34	9	5	12	38	10	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		0	60		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	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												
Frnt		0.995			0.989			0.937			0.927	
Flt Protected	0.950			0.950				0.982			0.982	
Satd. Flow (prot)	1770	1853	0	1770	1842	0	0	1714	0	0	1696	0
Flt Permitted	0.454			0.468				0.891			0.870	
Satd. Flow (perm)	846	1853	0	872	1842	0	0	1555	0	0	1502	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								13			62	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		993			1384			635			738	
Travel Time (s)		19.3			27.0			17.3			20.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	48	475	18	17	478	37	10	5	13	41	11	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	493	0	17	515	0	0	28	0	0	114	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			2			3	
Permitted Phases	1	1		1	1		2	2		3	3	
Detector Phase	1	1		1	1		2	2		3	3	
Switch Phase												

Lanes, Volumes, Timings
3: Roosevelt/Liberty & Route 1

389 West Main Street, Stamford, CT
Background Saturday Midday Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		12.0	12.0		12.0	12.0	
Total Split (s)	45.0	45.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	64.3%	64.3%		64.3%	64.3%		35.7%	35.7%		35.7%	35.7%	
Maximum Green (s)	40.0	40.0		40.0	40.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	44.0	44.0		44.0	44.0		8.2	8.2		8.3	8.3	
Actuated g/C Ratio	0.75	0.75		0.75	0.75		0.14	0.14		0.14	0.14	
v/c Ratio	0.08	0.36		0.03	0.37		0.12	0.12		0.43	0.43	
Control Delay	3.8	4.7		3.6	4.9		16.7	16.7		17.6	17.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	3.8	4.7		3.6	4.9		16.7	16.7		17.6	17.6	
LOS	A	A		A	A		B	B		B	B	
Approach Delay		4.7			4.8		16.7	16.7		17.6	17.6	
Approach LOS		A			A		B	B		B	B	
90th %ile Green (s)	40.0	40.0		40.0	40.0		11.3	11.3		11.3	11.3	
90th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Hold	Hold		Gap	Gap	
70th %ile Green (s)	40.0	40.0		40.0	40.0		8.9	8.9		8.9	8.9	
70th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Hold	Hold		Gap	Gap	
50th %ile Green (s)	40.0	40.0		40.0	40.0		0.0	0.0		7.3	7.3	
50th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Skip	Skip		Gap	Gap	
30th %ile Green (s)	40.0	40.0		40.0	40.0		0.0	0.0		7.0	7.0	
30th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Skip	Skip		Min	Min	
10th %ile Green (s)	55.0	55.0		55.0	55.0		0.0	0.0		0.0	0.0	
10th %ile Term Code	Dwell	Dwell		Dwell	Dwell		Skip	Skip		Skip	Skip	

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	58.9
Natural Cycle:	40
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.43
Intersection Signal Delay:	6.2
Intersection Capacity Utilization:	53.1%
Analysis Period (min):	15
Intersection LOS:	A
ICU Level of Service:	A

Lanes, Volumes, Timings
 3: Roosevelt/Liberty & Route 1

389 West Main Street, Stamford, CT
 Background Saturday MIDDAY Peak

90th %ile Actuated Cycle: 61.3
70th %ile Actuated Cycle: 58.9
50th %ile Actuated Cycle: 57.3
30th %ile Actuated Cycle: 57
10th %ile Actuated Cycle: 60

Splits and Phases: 3: Roosevelt/Liberty & Route 1

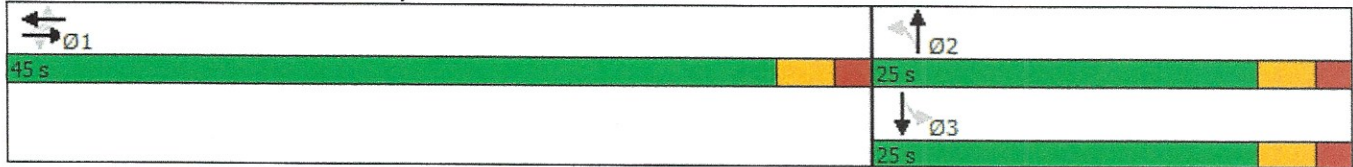


Exhibit 12
Traffic Operations Analyses
Combined (build) Peak Hour Traffic Volumes
West Main Street (Route 1) at Liberty Street and Roosevelt Avenue
Stamford, Connecticut

Lanes, Volumes, Timings
Lanes, Volumes, Timings

389 West Main Street, Stamford, CT
Combined Weekday AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	290	16	17	420	21	10	3	8	47	7	68
Future Volume (vph)	28	290	16	17	420	21	10	3	8	47	7	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		0	60		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	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		0.992			0.993			0.947				0.925
Flt Protected	0.950			0.950				0.977				0.981
Satd. Flow (prot)	1770	1848	0	1770	1850	0	0	1723	0	0	1690	0
Flt Permitted	0.475			0.560				0.838			0.864	
Satd. Flow (perm)	885	1848	0	1043	1850	0	0	1478	0	0	1489	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								9				74
Link Speed (mph)		35			35			25				25
Link Distance (ft)		993			1384			635				738
Travel Time (s)		19.3			27.0			17.3				20.1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	30	315	17	18	457	23	11	3	9	51	8	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	332	0	18	480	0	0	23	0	0	133	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			2			3	
Permitted Phases	1	1		1	1		2	2		3	3	
Detector Phase	1	1		1	1		2	2		3	3	
Switch Phase												

Lanes, Volumes, Timings
Lanes, Volumes, Timings

389 West Main Street, Stamford, CT
Combined Weekday AM Peak



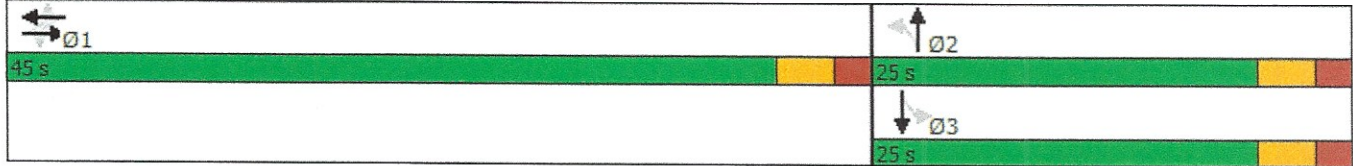
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		12.0	12.0		12.0	12.0	
Total Split (s)	45.0	45.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	64.3%	64.3%		64.3%	64.3%		35.7%	35.7%		35.7%	35.7%	
Maximum Green (s)	40.0	40.0		40.0	40.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	44.0	44.0		44.0	44.0		8.0				8.6	
Actuated g/C Ratio	0.74	0.74		0.74	0.74		0.13				0.15	
v/c Ratio	0.05	0.24		0.02	0.35		0.11				0.48	
Control Delay	3.9	4.2		3.7	4.9		18.3				17.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0				0.0	
Total Delay	3.9	4.2		3.7	4.9		18.3				17.7	
LOS	A	A		A	A		B				B	
Approach Delay		4.2			4.8		18.3				17.7	
Approach LOS		A			A		B				B	
90th %ile Green (s)	40.0	40.0		40.0	40.0		12.2	12.2		12.2	12.2	
90th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Hold	Hold		Gap	Gap	
70th %ile Green (s)	40.0	40.0		40.0	40.0		0.0	0.0		9.4	9.4	
70th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Skip	Skip		Gap	Gap	
50th %ile Green (s)	40.0	40.0		40.0	40.0		0.0	0.0		7.7	7.7	
50th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Skip	Skip		Gap	Gap	
30th %ile Green (s)	40.0	40.0		40.0	40.0		0.0	0.0		7.0	7.0	
30th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Skip	Skip		Min	Min	
10th %ile Green (s)	55.0	55.0		55.0	55.0		0.0	0.0		0.0	0.0	
10th %ile Term Code	Dwell	Dwell		Dwell	Dwell		Skip	Skip		Skip	Skip	

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	59.3
Natural Cycle:	40
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.48
Intersection Signal Delay:	6.6
Intersection LOS:	A
Intersection Capacity Utilization:	40.1%
ICU Level of Service:	A
Analysis Period (min):	15

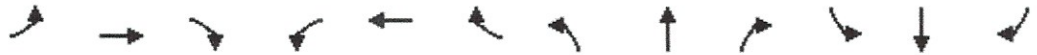
90th %ile Actuated Cycle: 62.2
70th %ile Actuated Cycle: 59.4
50th %ile Actuated Cycle: 57.7
30th %ile Actuated Cycle: 57
10th %ile Actuated Cycle: 60

Splits and Phases: 3: Roosevelt/Liberty & Route 1



Lanes, Volumes, Timings
3: Roosevelt/Liberty & Route 1

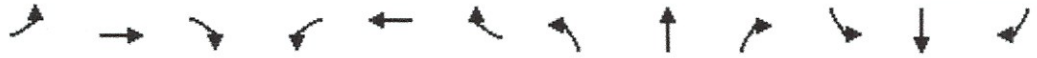
389 West Main Street, Stamford, CT
Combined Weekday PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	600	18	15	477	48	7	7	16	30	12	48
Future Volume (vph)	59	600	18	15	477	48	7	7	16	30	12	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		0	60		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	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												
Flt		0.996			0.986			0.930			0.928	
Flt Protected	0.950			0.950				0.988			0.983	
Satd. Flow (prot)	1770	1855	0	1770	1837	0	0	1712	0	0	1699	0
Flt Permitted	0.421			0.362				0.927			0.875	
Satd. Flow (perm)	784	1855	0	674	1837	0	0	1606	0	0	1513	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								17			52	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		993			1384			635			738	
Travel Time (s)		19.3			27.0			17.3			20.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	64	652	20	16	518	52	8	8	17	33	13	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	672	0	16	570	0	0	33	0	0	98	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			2			3	
Permitted Phases	1	1		1	1		2	2		3	3	
Detector Phase	1	1		1	1		2	2		3	3	
Switch Phase												

Lanes, Volumes, Timings
3: Roosevelt/Liberty & Route 1

389 West Main Street, Stamford, CT
Combined Weekday PM Peak



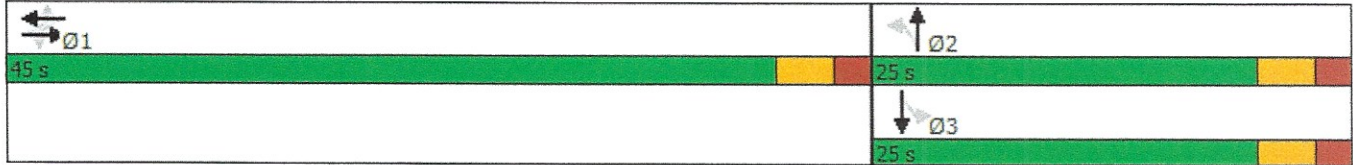
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		12.0	12.0		12.0	12.0	
Total Split (s)	45.0	45.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	64.3%	64.3%		64.3%	64.3%		35.7%	35.7%		35.7%	35.7%	
Maximum Green (s)	40.0	40.0		40.0	40.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	44.0	44.0		44.0	44.0			8.0			8.0	
Actuated g/C Ratio	0.75	0.75		0.75	0.75			0.14			0.14	
v/c Ratio	0.11	0.48		0.03	0.41			0.14			0.39	
Control Delay	3.9	5.7		3.5	5.1			16.1			17.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	3.9	5.7		3.5	5.1			16.1			17.6	
LOS	A	A		A	A			B			B	
Approach Delay		5.6			5.0			16.1			17.6	
Approach LOS		A			A			B			B	
90th %ile Green (s)	40.0	40.0		40.0	40.0		10.7	10.7		10.7	10.7	
90th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Hold	Hold		Gap	Gap	
70th %ile Green (s)	40.0	40.0		40.0	40.0		8.5	8.5		8.5	8.5	
70th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Hold	Hold		Gap	Gap	
50th %ile Green (s)	40.0	40.0		40.0	40.0		0.0	0.0		7.1	7.1	
50th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Skip	Skip		Gap	Gap	
30th %ile Green (s)	40.0	40.0		40.0	40.0		0.0	0.0		7.0	7.0	
30th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Skip	Skip		Min	Min	
10th %ile Green (s)	55.0	55.0		55.0	55.0		0.0	0.0		0.0	0.0	
10th %ile Term Code	Dwell	Dwell		Dwell	Dwell		Skip	Skip		Skip	Skip	

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 58.7
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.48
 Intersection Signal Delay: 6.4
 Intersection Capacity Utilization 65.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C

90th %ile Actuated Cycle: 60.7
70th %ile Actuated Cycle: 58.5
50th %ile Actuated Cycle: 57.1
30th %ile Actuated Cycle: 57
10th %ile Actuated Cycle: 60

Splits and Phases: 3: Roosevelt/Liberty & Route 1



Lanes, Volumes, Timings
3: Roosevelt/Liberty & Route 1

389 West Main Street, Stamford, CT
Combined Saturday Midday Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	455	17	16	458	34	9	5	12	38	10	57
Future Volume (vph)	44	455	17	16	458	34	9	5	12	38	10	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		0	60		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	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												
Flt		0.995			0.990			0.937				0.927
Flt Protected	0.950			0.950				0.982				0.982
Satd. Flow (prot)	1770	1853	0	1770	1844	0	0	1714	0	0	1696	0
Flt Permitted	0.442			0.455				0.891				0.870
Satd. Flow (perm)	823	1853	0	848	1844	0	0	1555	0	0	1502	0
Right Turn on Red			No			No			Yes			Yes
Satd. Flow (RTOR)								13				62
Link Speed (mph)		35			35			25				25
Link Distance (ft)		993			1384			635				738
Travel Time (s)		19.3			27.0			17.3				20.1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	48	495	18	17	498	37	10	5	13	41	11	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	513	0	17	535	0	0	28	0	0	114	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		1			1			2			3	
Permitted Phases	1	1		1	1		2	2		3	3	
Detector Phase	1	1		1	1		2	2		3	3	
Switch Phase												

Lanes, Volumes, Timings
3: Roosevelt/Liberty & Route 1

389 West Main Street, Stamford, CT
Combined Saturday Midday Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	20.0	20.0		20.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		12.0	12.0		12.0	12.0	
Total Split (s)	45.0	45.0		45.0	45.0		25.0	25.0		25.0	25.0	
Total Split (%)	64.3%	64.3%		64.3%	64.3%		35.7%	35.7%		35.7%	35.7%	
Maximum Green (s)	40.0	40.0		40.0	40.0		20.0	20.0		20.0	20.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	44.0	44.0		44.0	44.0			8.2			8.3	
Actuated g/C Ratio	0.75	0.75		0.75	0.75			0.14			0.14	
v/c Ratio	0.08	0.37		0.03	0.39			0.12			0.43	
Control Delay	3.9	4.8		3.6	5.0			16.7			17.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	3.9	4.8		3.6	5.0			16.7			17.6	
LOS	A	A		A	A			B			B	
Approach Delay		4.8			4.9			16.7			17.6	
Approach LOS		A			A			B			B	
90th %ile Green (s)	40.0	40.0		40.0	40.0		11.3	11.3		11.3	11.3	
90th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Hold	Hold		Gap	Gap	
70th %ile Green (s)	40.0	40.0		40.0	40.0		8.9	8.9		8.9	8.9	
70th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Hold	Hold		Gap	Gap	
50th %ile Green (s)	40.0	40.0		40.0	40.0		0.0	0.0		7.3	7.3	
50th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Skip	Skip		Gap	Gap	
30th %ile Green (s)	40.0	40.0		40.0	40.0		0.0	0.0		7.0	7.0	
30th %ile Term Code	MaxR	MaxR		MaxR	MaxR		Skip	Skip		Min	Min	
10th %ile Green (s)	55.0	55.0		55.0	55.0		0.0	0.0		0.0	0.0	
10th %ile Term Code	Dwell	Dwell		Dwell	Dwell		Skip	Skip		Skip	Skip	

Intersection Summary

Area Type: Other
 Cycle Length: 70
 Actuated Cycle Length: 58.9
 Natural Cycle: 40
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.43
 Intersection Signal Delay: 6.3
 Intersection Capacity Utilization 53.1%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Lanes, Volumes, Timings
 3: Roosevelt/Liberty & Route 1

389 West Main Street, Stamford, CT
 Combined Saturday Midday Peak

90th %ile Actuated Cycle: 61.3
70th %ile Actuated Cycle: 58.9
50th %ile Actuated Cycle: 57.3
30th %ile Actuated Cycle: 57
10th %ile Actuated Cycle: 60

Splits and Phases: 3: Roosevelt/Liberty & Route 1

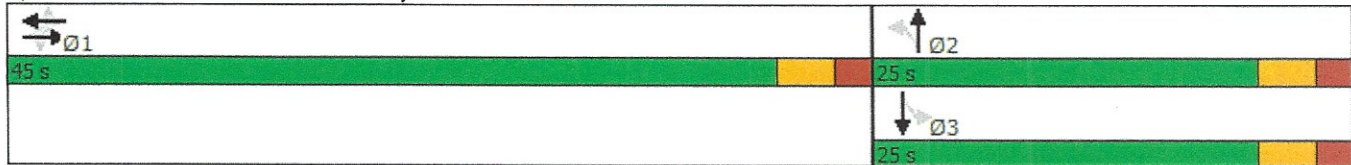
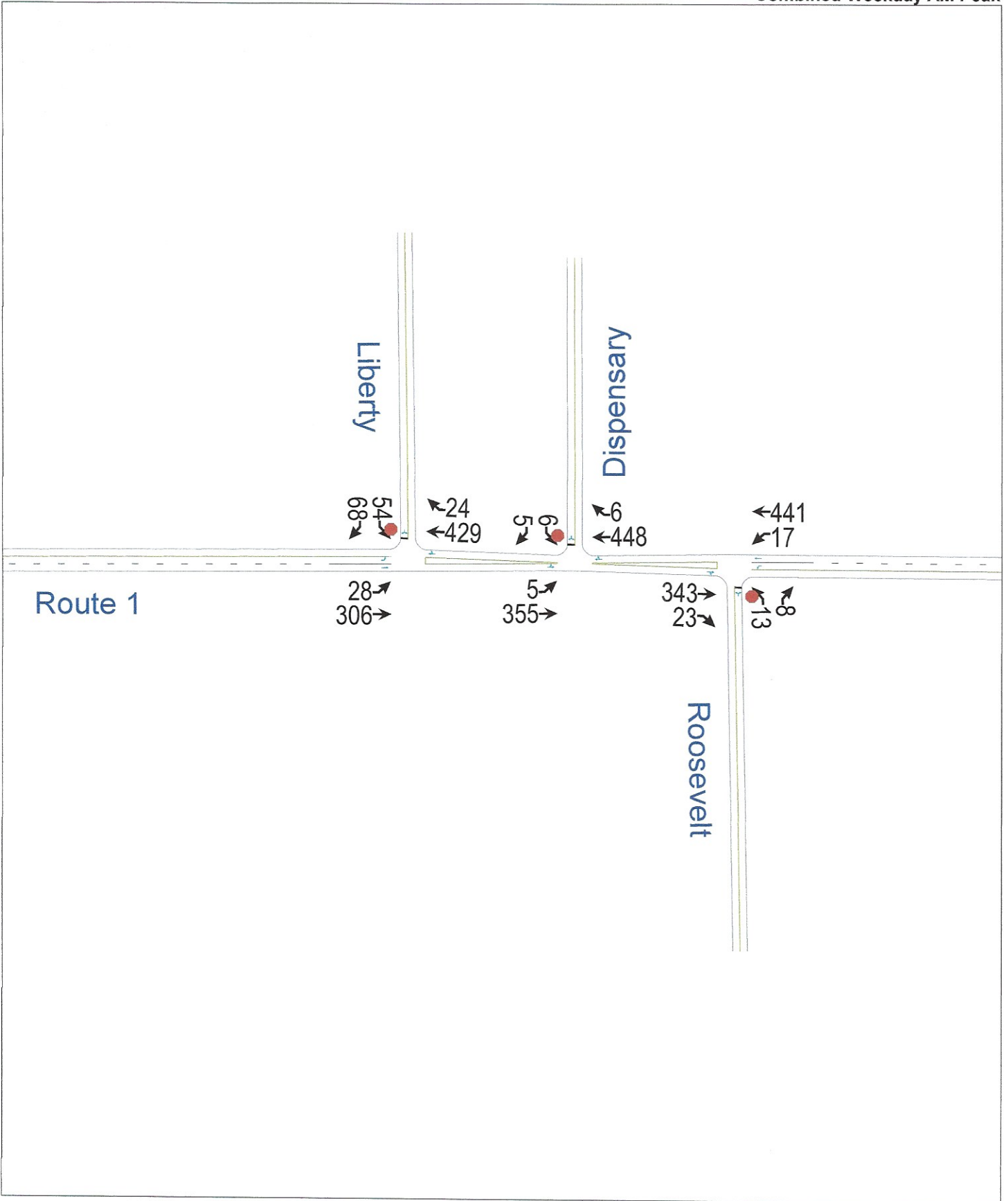


Exhibit 13
Traffic Operations Analyses
Combined (build) Peak Hour Traffic Volumes
West Main Street (Route 1) at Dispensary Site Drive
Stamford, Connecticut



Intersection

Int Delay, s/veh 2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	306	429	24	54	68
Future Vol, veh/h	28	306	429	24	54	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	333	466	26	59	74

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	492	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1071	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1071	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	17.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1071	-	-	-	422
HCM Lane V/C Ratio	0.028	-	-	-	0.314
HCM Control Delay (s)	8.5	-	-	-	17.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.3

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	5	355	448	6	6	5
Future Vol, veh/h	5	355	448	6	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	386	487	7	7	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	494	0	-	0	887 491
Stage 1	-	-	-	-	491 -
Stage 2	-	-	-	-	396 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1070	-	-	-	315 578
Stage 1	-	-	-	-	615 -
Stage 2	-	-	-	-	680 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1070	-	-	-	313 578
Mov Cap-2 Maneuver	-	-	-	-	313 -
Stage 1	-	-	-	-	611 -
Stage 2	-	-	-	-	680 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1070	-	-	-	395
HCM Lane V/C Ratio	0.005	-	-	-	0.03
HCM Control Delay (s)	8.4	0	-	-	14.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Int Delay, s/veh 0.5

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations	↔		↔	↔	↔	
Traffic Vol, veh/h	343	23	17	441	13	8
Future Vol, veh/h	343	23	17	441	13	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	373	25	18	479	14	9

Major/Minor Major1 Major2 Minor1

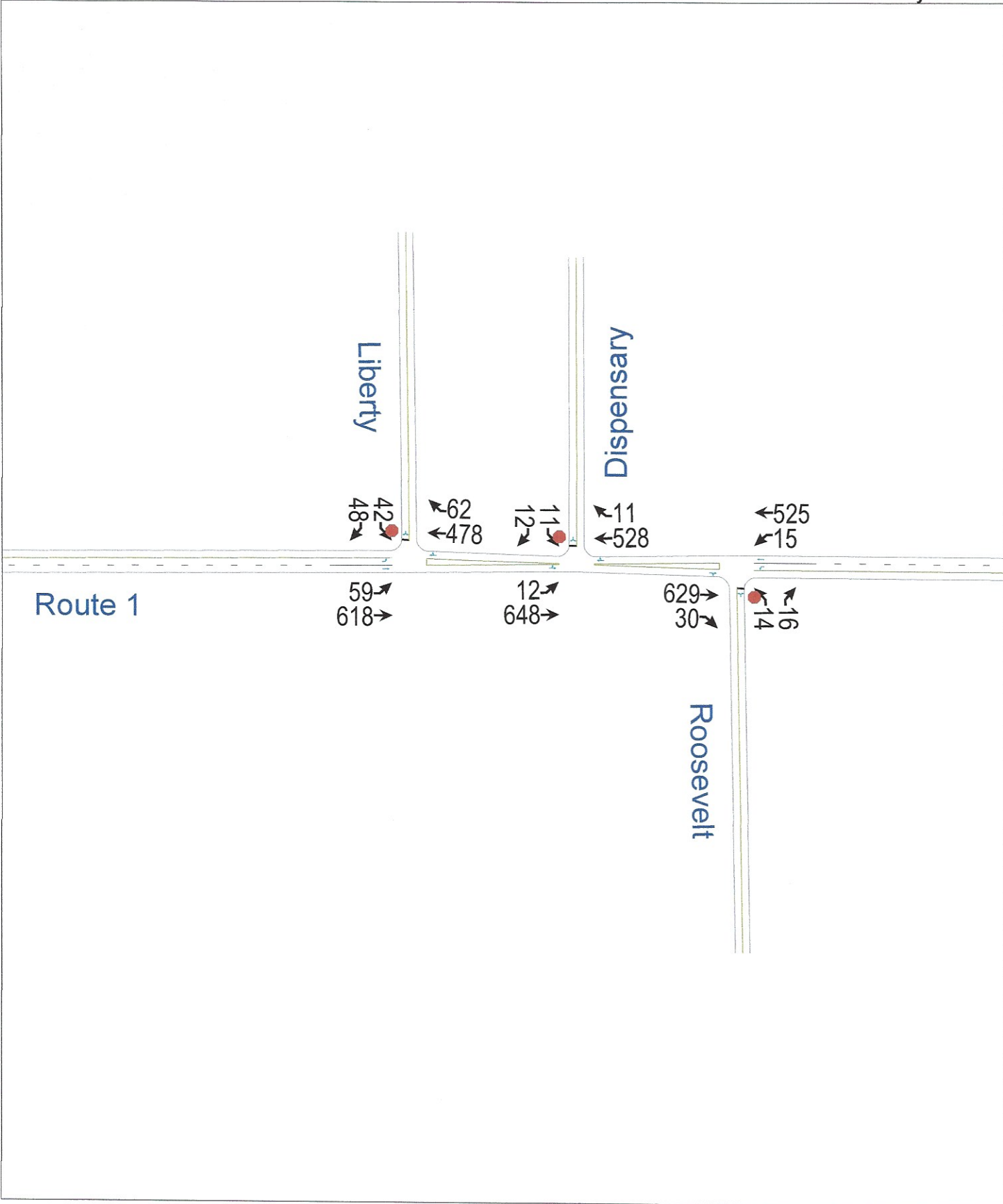
Conflicting Flow All	0	0	398	0	901	386
Stage 1	-	-	-	-	386	-
Stage 2	-	-	-	-	515	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1161	-	309	662
Stage 1	-	-	-	-	687	-
Stage 2	-	-	-	-	600	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1161	-	304	662
Mov Cap-2 Maneuver	-	-	-	-	304	-
Stage 1	-	-	-	-	687	-
Stage 2	-	-	-	-	590	-

Approach EB WB NB

HCM Control Delay, s	0	0.3	15
HCM LOS			C

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	383	-	-	1161	-
HCM Lane V/C Ratio	0.06	-	-	0.016	-
HCM Control Delay (s)	15	-	-	8.2	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-



Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗	↖		↗	
Traffic Vol, veh/h	59	618	478	62	42	48
Future Vol, veh/h	59	618	478	62	42	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	672	520	67	46	52

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	587	0	-	0	1354 554
Stage 1	-	-	-	-	554 -
Stage 2	-	-	-	-	800 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	988	-	-	-	165 532
Stage 1	-	-	-	-	575 -
Stage 2	-	-	-	-	442 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	988	-	-	-	154 532
Mov Cap-2 Maneuver	-	-	-	-	154 -
Stage 1	-	-	-	-	538 -
Stage 2	-	-	-	-	442 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	28.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	988	-	-	-	248
HCM Lane V/C Ratio	0.065	-	-	-	0.394
HCM Control Delay (s)	8.9	-	-	-	28.7
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	1.8

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	12	648	528	11	11	12
Future Vol, veh/h	12	648	528	11	11	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	704	574	12	12	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	586	0	-	0	1310 580
Stage 1	-	-	-	-	580 -
Stage 2	-	-	-	-	730 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	989	-	-	-	175 514
Stage 1	-	-	-	-	560 -
Stage 2	-	-	-	-	477 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	989	-	-	-	171 514
Mov Cap-2 Maneuver	-	-	-	-	171 -
Stage 1	-	-	-	-	548 -
Stage 2	-	-	-	-	477 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	20.2
HCM LOS			C

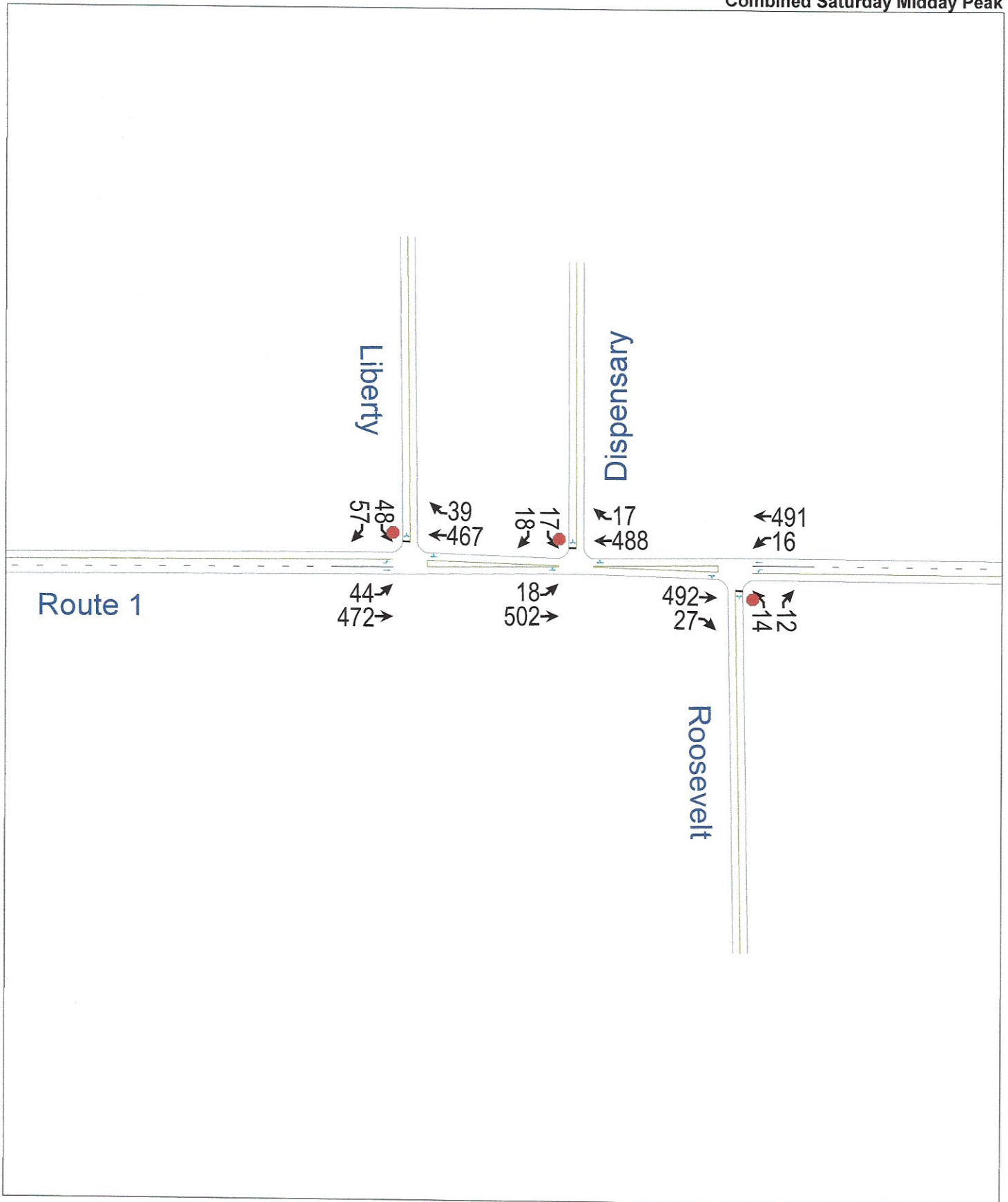
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	989	-	-	-	262
HCM Lane V/C Ratio	0.013	-	-	-	0.095
HCM Control Delay (s)	8.7	0	-	-	20.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑		↑	↑	↑	↑
Traffic Vol, veh/h	629	30	15	525	14	16
Future Vol, veh/h	629	30	15	525	14	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	684	33	16	571	15	17

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	717	0	1304 701
Stage 1	-	-	-	-	701 -
Stage 2	-	-	-	-	603 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	884	-	177 439
Stage 1	-	-	-	-	492 -
Stage 2	-	-	-	-	546 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	884	-	174 439
Mov Cap-2 Maneuver	-	-	-	-	174 -
Stage 1	-	-	-	-	492 -
Stage 2	-	-	-	-	536 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	21
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	257	-	-	884	-
HCM Lane V/C Ratio	0.127	-	-	0.018	-
HCM Control Delay (s)	21	-	-	9.1	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-



Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	44	472	467	39	48	57
Future Vol, veh/h	44	472	467	39	48	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	513	508	42	52	62

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	550	0	0 1138 529
Stage 1	-	-	- 529 -
Stage 2	-	-	- 609 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1020	-	- 223 550
Stage 1	-	-	- 591 -
Stage 2	-	-	- 543 -
Platoon blocked, %	-	-	- -
Mov Cap-1 Maneuver	1020	-	- 213 550
Mov Cap-2 Maneuver	-	-	- 213 -
Stage 1	-	-	- 563 -
Stage 2	-	-	- 543 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	22.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1020	-	-	-	319
HCM Lane V/C Ratio	0.047	-	-	-	0.358
HCM Control Delay (s)	8.7	-	-	-	22.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.6

Intersection

Int Delay, s/veh 0.7

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	18	502	488	17	17	18
Future Vol, veh/h	18	502	488	17	17	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	546	530	18	18	20

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	548	0	-	0	1125	539
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	586	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1021	-	-	-	227	542
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	556	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1021	-	-	-	221	542
Mov Cap-2 Maneuver	-	-	-	-	221	-
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	556	-

Approach EB WB SB

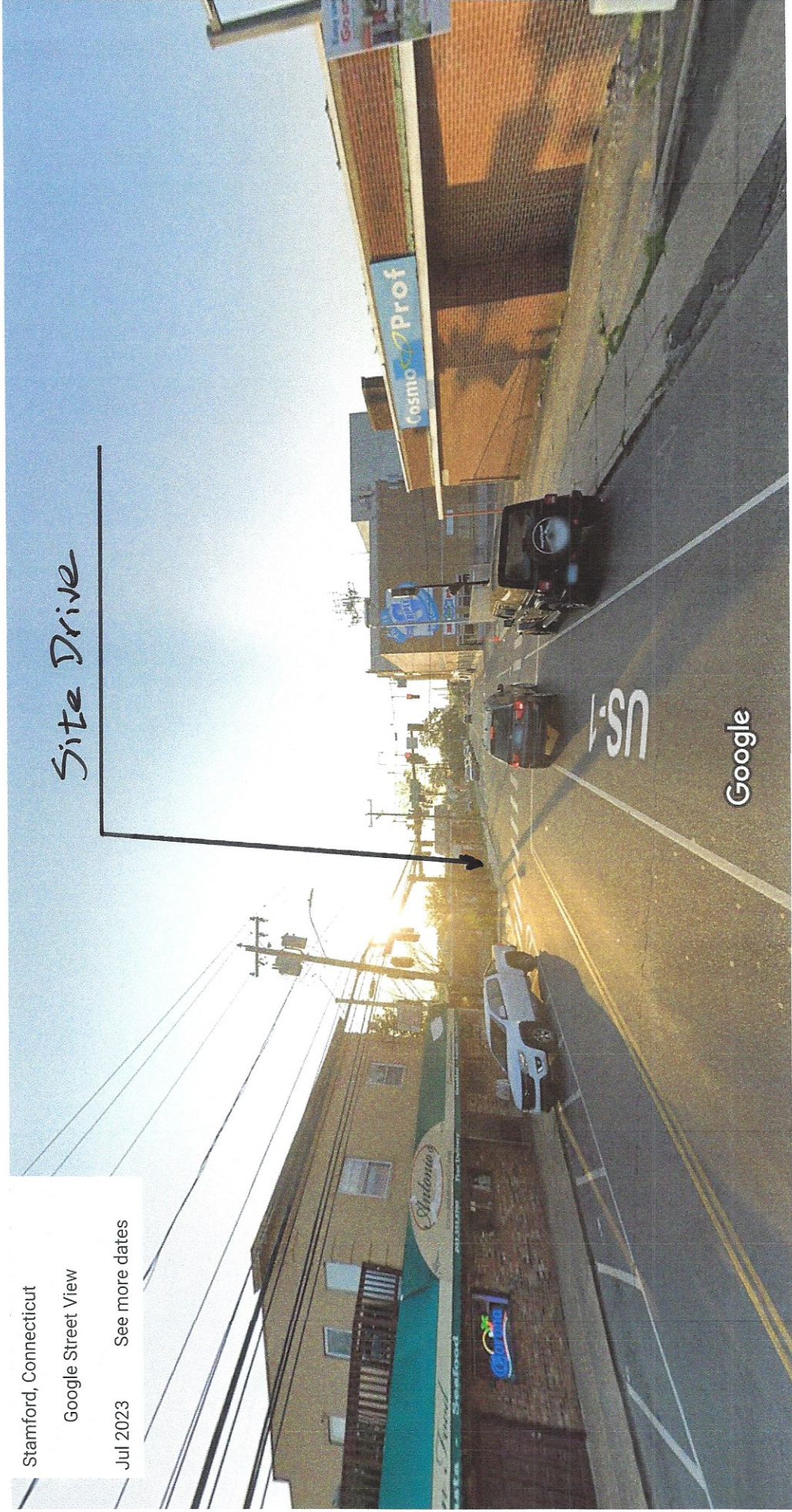
HCM Control Delay, s	0.3	0	17.9
HCM LOS			C

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

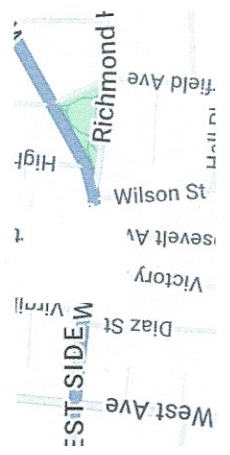
Capacity (veh/h)	1021	-	-	-	318
HCM Lane V/C Ratio	0.019	-	-	-	0.12
HCM Control Delay (s)	8.6	0	-	-	17.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Exhibit 14
Sight Line Evaluation
Proposed Dispensary Site Drive

Stamford, Connecticut
Google Street View
Jul 2023 See more dates



Site Drive



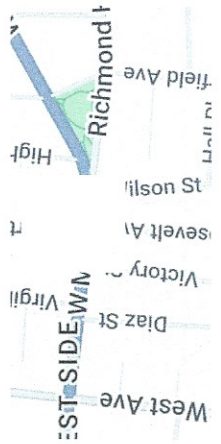
Approaching Eastbound

Stamford, Connecticut
 Google Street View
 Jul 2023 See more dates

Site Drive



Image capture: Jul 2023 © 2024 Google



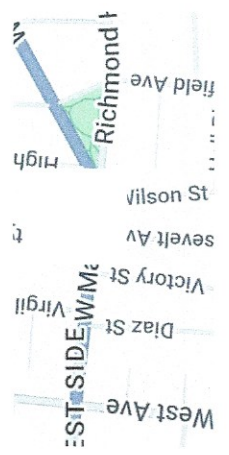
View from across the street

Site Drive

Stamford, Connecticut
Google Street View
Jul 2023 See more dates



Image capture: Jul 2023 © 2024 Google



Approaching Westbound

