
Langan CT, Inc.

555 Long Wharf Drive New Haven, CT 06511 T: 203.562.5771 F: 203.789.6142

To: Luke Bittenwieser – Stamford TT&P
Jianhong Wang, P.E., PTOE, RSP1 – Stamford TT&P

From: Christopher McLean, P.E., SITES AP

Date: 3 May 2024

Re: Response to TT&P Comments
Nautilus Botanicals
1308 East Main Street (Route 1)
Stamford, CT
Langan Project No.: 140285301

Enclosed please find our responses to your letter dated April 30th, 2024 regarding the proposed cannabis dispensary at 1308 East Main Street. Below please find each comment followed by our response in **bold**.

TRANSPORTATION, TRAFFIC & PARKING DEPARTMENT COMMENTS

1. Weekday traffic counts should be redone either on Tuesday, Wednesday, or Thursday to more accurately capture weekday commuting patterns.

COMMENT RESPONSE: The weekday traffic counts were conducted on Thursday February 22, 2024 and the report had a typo in the information provided. After receiving this comment, Langan reached out to the traffic count vendor, Traffic Databank, for clarification on the count date. The counts were originally scheduled for Friday and Saturday, February 23rd and 24th, but due to weather/schedule, the counts were actually conducted on Thursday and Saturday, February 22nd and 24th. Relevant email correspondence with the traffic count vendor with this clarification have been attached to this memorandum. The Miovision website count data has been shared to the email addresses for Luke Bittenwieser and Jianhong Wang listed on the TT&P website.

2. Existing traffic counts of the site driveway should be collected when the current establishment is open.

COMMENT RESPONSE: Supplemental turning movement counts at the restaurant site driveway were conducted on May 2nd, 2024 from 3:30 – 5:00 pm. It was found that the ITE estimated trip generation for the existing restaurant was higher than the actual peak-hour traffic for the site. Table 1 below shows a comparison of the existing restaurant traffic compared to the ITE estimated trip generation. Table 2 shows a comparison of existing restaurant traffic compared to the proposed dispensary trip generation.

MEMO

USE	LAND USE CODE ¹	PM PEAK HOUR		
		ENTER	EXIT	TOTAL
Existing Restaurant - Counted (4,300 SF)	- ²	6	2	8
Existing Restaurant - ITE (4,300 SF)	882 ³	24	15	39
Net Difference		+18	+13	+31

¹ Land Use Codes based on ITE Trip Generation Manual 11th Edition

² Volume based on traffic counts conducted 5/2/2024 at the existing restaurant's driveway.

³ Volume based on ITE Trip Generation Manual 11th Edition: Land Use Code 932: High-Turnover (Sit-Down) Restaurant

USE	LAND USE CODE ¹	AM PEAK HOUR			PM PEAK HOUR			SAT PEAK HOUR		
		ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
Existing Restaurant (4,300 SF)	932 ²	0	0	0	6	2	8 ³	24	24	48
Marijuana Dispensary (4,300 SF)	882 ⁴	23	22	45	41	40	81	62	62	124
Net Change		+23	+22	+45	+35	+38	+73	+38	+38	+76

¹ Land Use Codes based on ITE Trip Generation Manual 11th Edition

² Volume based on ITE Trip Generation Manual 11th Edition: Land Use Code 932: High-Turnover (Sit-Down) Restaurant

³ Volume based on traffic counts conducted at the existing restaurant driveway.

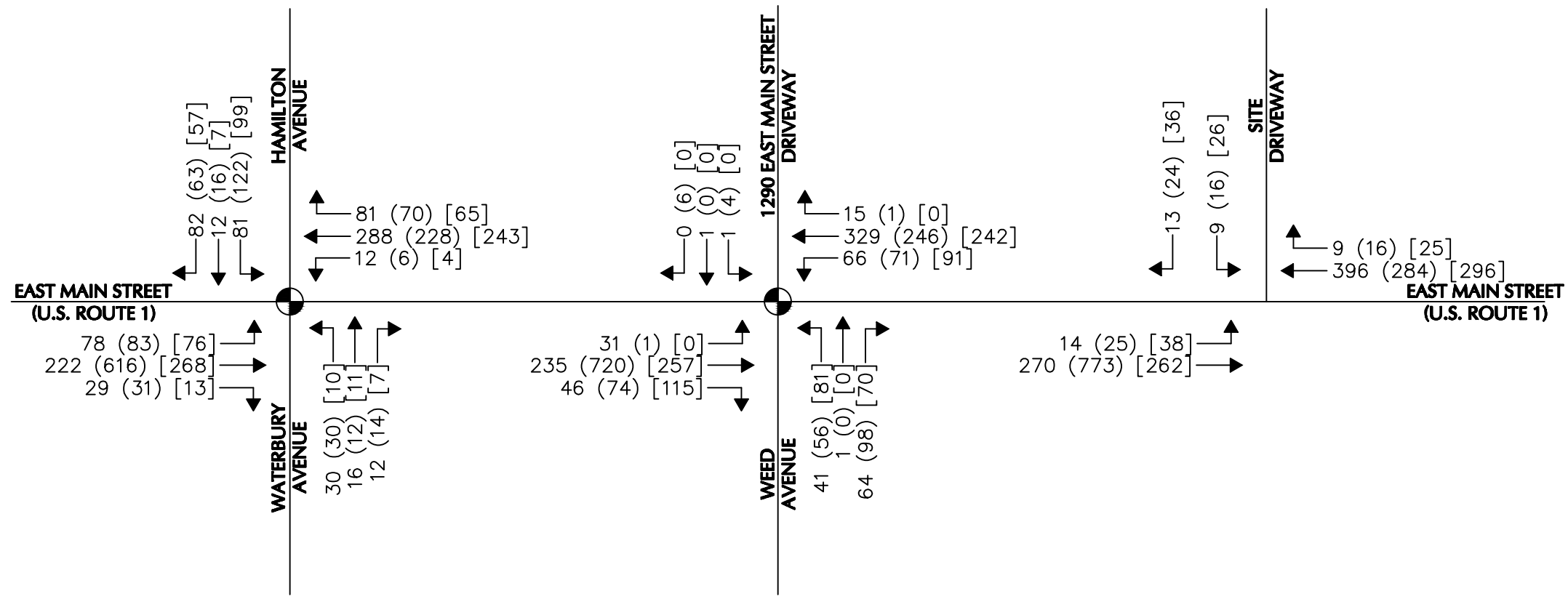
⁴ Volume based on ITE Trip Generation Manual 11th Edition: Land Use Code 882: Marijuana Dispensary

This adjusted net change in site generated traffic was re-distributed through the study area and revised build conditions traffic volumes can be found on Figure 7. These revised volumes were analyzed in Synchro 12 to understand the change in overall traffic operations. No significant change to the traffic operations was determined as shown in Table 3. Updated Synchro reports can be found in the attachments to this memo.

Comments 3-5 are addressed under separate cover.

MEMO

TABLE 3 CAPACITY ANALYSIS SUMMARY - WEEKDAY P.M. PEAK-HOUR																		
INTERSECTION	CONTROL TYPE	LANE USE	STORAGE LENGTH (ft)	2025 NO BUILD PM CONDITIONS					2025 BUILD PM CONDITIONS (ORIGINAL)					2025 BUILD PM CONDITIONS (REVISED)				
				LOS	DELAY (sec)	V/C RATIO	QUEUES (ft)		LOS	DELAY (sec)	V/C RATIO	QUEUES (ft)		LOS	DELAY (sec)	V/C RATIO	QUEUES (ft)	
							50th%	95th%				50th%	95th%				50th%	95th%
East Main Street & Waterbury Avenue / Hamilton Avenue	ACTUATED-COORDINATED	Overall		B	15.8	0.74			B	15.8	0.74			B	15.9	0.75		
		EB-L	125'	A	4.3	0.11	14'	35'	A	4.3	0.11	14'	35'	A	4.4	0.11	15'	36'
		EB-TTR	275'	A	6.3	0.27	75'	163'	A	6.4	0.27	76'	166'	A	6.5	0.27	78'	168'
		WB-L	50'	A	6	0	1'	3'	A	5.6	0.01	2'	4'	A	5.5	0.01	2'	4'
		WB-TTR	135'	B	12.1	0.13	63'	102'	B	12	0.14	65'	105'	B	11.4	0.14	65'	105'
		NB-L	120'	D	46.5	0.22	23'	52'	D	46.3	0.22	23'	52'	D	46.1	0.22	23'	51'
		NB-TR	120'	C	24.9	0.1	9'	34'	C	24.8	0.1	9'	34'	C	24.6	0.1	9'	34'
		SB-LT	>500'	E	69.3	0.73	112'	173'	E	69.3	0.74	114'	175'	E	69.5	0.74	116'	178'
SB-R	75'	B	11.4	0.24	0'	39'	B	11.3	0.23	0'	39'	B	11.2	0.23	0'	39'		
East Main Street & Weed Avenue	ACTUATED-COORDINATED	Overall		A	8	0.53			A	8	0.53			A	8	0.53		
		EB-L	50'	A	2	0	0'	0'	A	2	0	0'	0'	A	2	0	0'	0'
		EB-TTR	135'	A	4.7	0.33	97'	114'	A	4.8	0.34	98'	115'	A	4.8	0.34	100'	115'
		WB-L	100'	A	2.6	0.14	7'	18'	A	2.7	0.15	8'	19'	A	2.7	0.16	8'	20'
		WB-TTR	180'	A	3.3	0.09	16'	42'	A	3.3	0.09	17'	44'	A	3.3	0.10	18'	46'
		NB-LT	200'	E	67.7	0.53	49'	89'	E	67.7	0.53	49'	89'	E	67.7	0.53	49'	89'
		NB-R	75'	B	15.7	0.45	0'	48'	B	15.7	0.46	0'	49'	B	15.8	0.47	0'	50'
SB-LTR	50'	A	0.6	0.06	0'	0'	A	0.6	0.06	0'	0'	A	0.6	0.06	0'	0'		
Site Driveway & East Main Street	UNSIGNALIZED	EB	50'	-	-	-	-	-	A	8	0.03	0'	0'	A	8	0.02	0'	3'
		WB	100'	-	-	-	-	-	A	0	0	0'	0'	A	0	0	0'	0'
		SB	75'	-	-	-	-	-	B	12.9	0.1	0'	8'	B	12.7	0.1	0'	8'























- NOTES:**
1. MORNING AND EVENING PEAK HOUR VOLUMES ARE BASED ON THE COMBINATION OF TRAFFIC VOLUMES FROM FIGURES 4 AND 6 OF THIS REPORT.
 2. MORNING PEAK-HOUR OF ADJACENT ROADWAY: 8:00 A.M. - 9:00 A.M.
 3. EVENING PEAK-HOUR OF ADJACENT ROADWAY: 3:30 P.M. - 4:30 P.M.
 4. SATURDAY MID-DAY PEAK-HOUR OF ADJACENT ROADWAY: 1:00 P.M. - 2:00 P.M.

LEGEND	
TRAFFIC SIGNAL	
PEAK-HOUR VOLUMES	AM (PM) [SAT]
DIRECTION OF TRAFFIC	

 Langan CT, Inc. 555 Long Wharf Drive New Haven, CT 06511 T: 203.562.5771 F: 203.789.6142 www.langan.com	Project	Drawing Title	Project No.	Drawing No.
	STAMFORD	CONNECTICUT	1308 EAST MAIN STREET CANNABIS	2025 BUILD TRAFFIC VOLUMES
			Date	FIG. 7
			Drawn By	Sheet 5 of 5
			Checked By	
			CJM	

1: Waterbury Avenue/Hamilton Avenue & East Main Street Lanes, Volumes, Timings

Build PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	616	31	6	228	70	30	12	14	122	16	63
Future Volume (vph)	83	616	31	6	228	70	30	12	14	122	16	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	50		0	0		0	0		75
Storage Lanes	1		0	1		0	1		0	0		1
Taper Length (ft)	75			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.965			0.917				0.850
Flt Protected	0.950			0.950			0.950				0.958	
Satd. Flow (prot)	1787	3518	0	1805	3431	0	1805	1727	0	0	1816	1583
Flt Permitted	0.525			0.379			0.514				0.730	
Satd. Flow (perm)	988	3518	0	720	3431	0	977	1727	0	0	1384	1583
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		5						16				70
Link Speed (mph)		30			30			30				30
Link Distance (ft)		404			244			271				300
Travel Time (s)		9.2			5.5			6.2				6.8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	2%	0%	0%	2%	0%	0%	2%	0%	0%	2%	2%
Adj. Flow (vph)	92	684	34	7	253	78	33	13	16	136	18	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	718	0	7	331	0	33	29	0	0	154	70
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			12				12
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
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			4				8
Permitted Phases	2			6			4			8		8
Detector Phase	5	2		1	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	9.1	24.5		9.0	24.5		24.6	24.6		12.6	12.6	12.6
Total Split (s)	19.0	56.0		19.0	56.0		45.0	45.0		45.0	45.0	45.0
Total Split (%)	15.8%	46.7%		15.8%	46.7%		37.5%	37.5%		37.5%	37.5%	37.5%
Maximum Green (s)	14.9	49.5		15.0	49.5		39.4	39.4		39.4	39.4	39.4
Yellow Time (s)	3.1	4.1		3.0	4.1		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	1.0	2.4		1.0	2.4		2.3	2.3		2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.1	6.5		4.0	6.5		5.6	5.6		5.6	5.6	5.6
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None

1: Waterbury Avenue/Hamilton Avenue & East Main Street

Lanes, Volumes, Timings

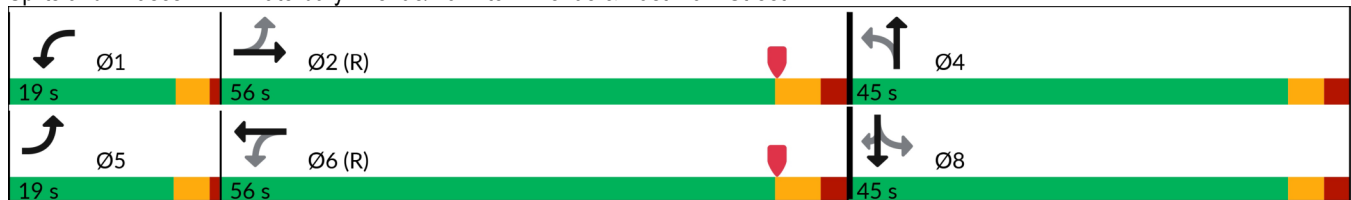
Build PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Walk Time (s)		7.0			7.0		7.0	7.0				
Flash Dont Walk (s)		11.0			11.0		12.0	12.0				
Pedestrian Calls (#/hr)		2			1		2	2				
Act Effect Green (s)	92.2	88.2		87.2	79.7		17.9	17.9			17.9	17.9
Actuated g/C Ratio	0.77	0.74		0.73	0.66		0.15	0.15			0.15	0.15
v/c Ratio	0.11	0.27		0.01	0.14		0.22	0.10			0.74	0.23
Control Delay (s/veh)	4.4	6.5		5.5	11.4		46.1	24.6			69.5	11.2
Queue Delay	0.0	0.0		0.0	0.4		0.0	0.0			0.0	0.0
Total Delay (s/veh)	4.4	6.5		5.5	11.8		46.1	24.6			69.5	11.2
LOS	A	A		A	B		D	C			E	B
Approach Delay (s/veh)		6.3			11.7			36.1			51.3	
Approach LOS		A			B			D			D	
Queue Length 50th (ft)	15	78		2	65		23	9			116	0
Queue Length 95th (ft)	36	168		4	105		51	34			178	39
Internal Link Dist (ft)		324			164			191			220	
Turn Bay Length (ft)	125			50								75
Base Capacity (vph)	859	2587		690	2279		320	577			454	566
Starvation Cap Reductn	0	0		0	1474		0	0			0	0
Spillback Cap Reductn	0	0		0	0		0	0			0	0
Storage Cap Reductn	0	0		0	0		0	0			0	0
Reduced v/c Ratio	0.11	0.28		0.01	0.41		0.10	0.05			0.34	0.12

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 38 (32%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay (s/veh): 15.9 Intersection LOS: B
 Intersection Capacity Utilization 49.9% ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 1: Waterbury Avenue/Hamilton Avenue & East Main Street



2: Weed Avenue/1290 E Main St Driveway & East Main Street Lanes, Volumes, Timings

Build PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	720	74	71	246	1	56	0	98	4	0	6
Future Volume (vph)	1	720	74	71	246	1	56	0	98	4	0	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	100		0	0		75	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	50			75			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.999				0.850		0.921	
Flt Protected	0.950			0.950				0.950			0.980	
Satd. Flow (prot)	1805	3527	0	1805	3536	0	0	1805	1599	0	1715	0
Flt Permitted	0.578			0.284				0.750			0.868	
Satd. Flow (perm)	1098	3527	0	540	3536	0	0	1425	1599	0	1519	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14							113		69	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		244			147			233			145	
Travel Time (s)		5.5			3.3			5.3			3.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	1%	0%	0%	0%
Adj. Flow (vph)	1	828	85	82	283	1	64	0	113	5	0	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	913	0	82	284	0	0	64	113	0	12	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
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases	2			6			4		4	4		
Detector Phase	5	2		1	6		4	4	4	4	4	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	9.0	34.6		9.0	34.6		25.7	25.7	25.7	25.7	25.7	
Total Split (s)	16.0	71.0		16.0	71.0		33.0	33.0	33.0	33.0	33.0	
Total Split (%)	13.3%	59.2%		13.3%	59.2%		27.5%	27.5%	27.5%	27.5%	27.5%	
Maximum Green (s)	12.0	64.4		12.0	64.4		27.3	27.3	27.3	27.3	27.3	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.7	3.7	3.7	3.7	3.7	
All-Red Time (s)	1.0	2.6		1.0	2.6		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	
Total Lost Time (s)	4.0	6.6		4.0	6.6			5.7	5.7		5.7	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	

2: Weed Avenue/1290 E Main St Driveway & East Main Street Lanes, Volumes, Timings

Build PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Walk Time (s)		7.0			7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		21.0			21.0		13.0	13.0	13.0	13.0	13.0	
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
Act Effct Green (s)	96.3	89.7		99.7	95.7			10.2	10.2		10.2	
Actuated g/C Ratio	0.80	0.75		0.83	0.80			0.09	0.09		0.09	
v/c Ratio	0.00	0.34		0.16	0.10			0.53	0.47		0.06	
Control Delay (s/veh)	2.0	4.5		2.7	3.3			67.7	15.8		0.6	
Queue Delay	0.0	0.2		0.0	0.0			0.0	0.0		0.0	
Total Delay (s/veh)	2.0	4.8		2.7	3.3			67.7	15.8		0.6	
LOS	A	A		A	A			E	B		A	
Approach Delay (s/veh)		4.8			3.2			34.6			0.6	
Approach LOS		A			A			C			A	
Queue Length 50th (ft)	0	100		8	18			49	0		0	
Queue Length 95th (ft)	m0	115		20	46			89	50		0	
Internal Link Dist (ft)		164			67			153			65	
Turn Bay Length (ft)	50			100					75			
Base Capacity (vph)	986	2639		577	2820			324	451		398	
Starvation Cap Reductn	0	979		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.00	0.55		0.14	0.10			0.20	0.25		0.03	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 44 (37%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay (s/veh): 8.0

Intersection LOS: A

Intersection Capacity Utilization 49.2%

ICU Level of Service A

Analysis Period (min) 15

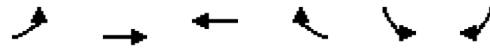
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Weed Avenue/1290 E Main St Driveway & East Main Street



3: East Main Street Lanes, Volumes, Timings

Build PM



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Volume (vph)	25	773	284	16	16	24
Future Volume (vph)	25	773	284	16	16	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.992		0.918	
Flt Protected		0.998			0.981	
Satd. Flow (prot)	0	3532	3511	0	1678	0
Flt Permitted		0.998			0.981	
Satd. Flow (perm)	0	3532	3511	0	1678	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		147	356		118	
Travel Time (s)		3.3	8.1		6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	840	309	17	17	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	867	326	0	43	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	43.8%
Analysis Period (min)	15
	ICU Level of Service A

3: East Main Street
HCM 7th TWSC

Build PM

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	25	773	284	16	16	24
Future Vol, veh/h	25	773	284	16	16	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
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	27	840	309	17	17	26

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	326	0	-	0	792 163
Stage 1	-	-	-	-	317 -
Stage 2	-	-	-	-	474 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	1230	-	-	-	326 853
Stage 1	-	-	-	-	711 -
Stage 2	-	-	-	-	592 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1230	-	-	-	317 853
Mov Cap-2 Maneuver	-	-	-	-	317 -
Stage 1	-	-	-	-	690 -
Stage 2	-	-	-	-	592 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.46	0	12.74
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	113	-	-	-	509
HCM Lane V/C Ratio	0.022	-	-	-	0.085
HCM Control Delay (s/veh)	8	0.2	-	-	12.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Christopher Mclean

From: Oumar Barro <oumarbarro88.trafficdatabank@gmail.com>
Sent: Tuesday, April 30, 2024 2:51 PM
To: Christopher Mclean
Cc: Traffic Databank
Subject: [External] Request for Traffic Counts - Stamford, CT

Christopher,

We scheduled the cameras for both weekdays and we believed Thursday was a better day that's why we processed that day:

We would like counts to be conducted during three separate periods:

- Any Tues, Wed, Thurs, or Fri - AM from 6:00 am to 9:00 am
- Any Tues, Wed, Thurs, or Fri - PM from 3:30 pm to 6:30 pm
- Any Saturday - mid-day from 11:00 am to 2:00 pm

Sorry for the inconvenience. Thank you

OUMAR BARRO
Traffic Data Analyst
Project Manager
Phone: 862.371.6650



www.trafficdatabank.com

1301 St George Avenue, Roselle, NJ, 07203

Christopher Mclean

From: Christopher Mclean
Sent: Tuesday, April 30, 2024 2:03 PM
To: 'Traffic Databank'
Subject: RE: [External] ESTIMATE (& Schedule): Request for Traffic Counts - Stamford, CT

Categories: 1402853 - 1308 E. Main Cannabis

Good afternoon Osman, hope all is well. I wanted to check back in with you on a previous count you did for us in February 2024 in Stamford, CT. You noted in your email below that counts were scheduled for Friday and Saturday, but on Miovision it looks like its Thursday and Saturday. I wanted to see which day, Thurs or Fri was counted.

Thanks in advance!
Chris

Christopher McLean, P.E., SITES AP
Project Engineer

LANGAN

Direct: 203.784.3058

[File Sharing Link](#)

www.langan.com

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From: Traffic Databank <traffic.databank@gmail.com>
Sent: Friday, February 16, 2024 8:06 PM
To: Christopher Mclean <cmclean@Langan.com>
Subject: [External] ESTIMATE (& Schedule): Request for Traffic Counts - Stamford, CT

Hi Chris.

Attached, please receive our estimate for this project.

We are all scheduled for next week (Fri and Sat).

Thank you and have a great weekend.

Osman

On Fri, Feb 16, 2024 at 6:00 PM Christopher Mclean <cmclean@langan.com> wrote:

Good evening Victor/Oumar,

We're looking to get a cost estimate for turning movement traffic counts at two intersections in Stamford, CT. See attached aerial.

1. East Main Street (Route 1) & Waterbury Ave & Hamilton Ave (signalized)
2. East Main Street (Route 1) & Weed Ave

We would like counts to be conducted during three separate periods:

- Any Tues, Wed, Thurs, or Fri - AM from 6:00 am to 9:00 am
- Any Tues, Wed, Thurs, or Fri - PM from 3:30 pm to 6:30 pm
- Any Saturday - mid-day from 11:00 am to 2:00 pm

We'd like the counts broken up into typical 15-minute intervals and have heavy vehicles and pedestrians/bikers separated if any.

Could you please provide a cost estimate for the video turning movement counts and let us know your availability to set these up for collection? I'd like to avoid February 19th since it's the day after a holiday, but any other non-Monday is good with me. Once you have an idea of when they will be taking place, please let me know so I can let the client know.

If you can pencil us in on your schedule and give me a cost estimate for the work, I'll can email you back with a notice to proceed.

Let me know if you have any questions.

Thank you and have a great weekend!

Chris

Christopher McLean, P.E., SITES AP
Project Engineer

LANGAN

Direct: 203.784.3058

[File Sharing Link](#)

Phone: 203.562.5771 Fax: 203.789.6142

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